

AA
ASSOCIATION OF
NORTH AMERICAN
ROVER CLUBS



**OTTAWA
VALLEY
LAND
ROVERS**



December 15th 2023

Volume XXXX, Issue 12, No. 464



Index for Issue 464

OVLN News	5	Chewbacca chassis cleanup	22
Sebasticook Millennium Green update	15	Observations on an Exhaust System Renewal	26
Guy Fawkes Rally	16	The making of a half-sized Icon "Henry Jnr"	28
A guide to a few 2024 ANARC Club's Events :	18	Land Rover Special Vehicles	32
Non-OVLN News	20	Dinky-TOYS GB #27D/340 LAND ROVER (Part 2)	36
General Servicing	22	For Sale	40



*"You've done me wrong,
It's the same old song forever, forever"*

Genesis, from the album "A Trick of the Tail" as applied to
OVL R Award recipients, who seem to know this refrain by heart...

Greetings,

OK, last month was not fifty six pages. At the last moment a flurry of last minute adverts of more Series Rovers were found by a few people. This one? We shall see ...

For the annual statistics, 2023 in newsletter magazines totalled 620 pages, averaging fifty two pages a month. In forty years of publications, this is the largest ever, rising from 492 pages last year. This brings the total number of pages for this publication to 6,912 since May 1984. There have been 464 issues, of which this editor has produced 197 of them. I'd suggest that the page count will be lower next year, but had I said that last year ... Suffice it to say, we are pushing mailbox limits.

One could argue, there are the issues of "Operation Frank", which was the dry run for the formal creation of regional chapters within ALROC. Operation Frank represents a further seven issues for 22 pages from May 1983. As well, given the formation of ALROC in Ottawa in 1974, that you could include the issues for the Transfer Box, and the number of pages there to the above total, given that in the June 1979 issue of the Transfer Box it cites discussion on the "Ottawa Club" aspect of ALROC and in the Fall of 1981, the Ottawa Chapter was running events (3rd Tweed Rally)

On the club activities, the Christmas Party was rescheduled when the first significant snowfall of the year decided to arrive at the same time as the Party at the Pour House. It is no secret that the Club's Secret Award's committee has been busy and has a few very very naughty, or deserving folks liked up for a few awards. Thus delay for the Christmas Party gives *you* time to submit your recommendations for a couple of the club awards before you might get tagged with one of them. Think of this as an opportunity to distract the committee as you try and claim you were just the cleaner ...

In this month's issue we have:

- OVL R News - A selection of news items submitted by various people, or culled from various sources, as well as some upcoming local events;
- The Awards Season partially concludes, while the annual election cycle for the various leadership roles within OVL R continues;
- A brief account of the Guy Fawkes Rally in upstate NY;
- Event information: known events from fellow ANARC member clubs;
- In General Servicing Ted Rose writes on writes on changing the exhaust system on his Series III;
- Dave Bobeck writes on cleaning up a chassis;
- James Taylor writes on some of the special vehicle conversions out there;

- Phillip Weiss is back with a new project, this time he is making a baby Henry to go with the Henry's;
- Philippe Bret continues on the Dinky Series One 80 inch Land-Rover toy; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in Canada and 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. ,

Dixon

Below, something different. An advertisement from British Leyland, North America, showing everything that they sold in the USA and introducing the Marina. Though not sure of the same parentage aspect. (from the Keith Barrett collection)

Imagine positive rack and pinion steering like our Jaguar's.

The reliable, race-toughened engine of our MGB.

Rugged transmission and disc brakes like our Triumph's.

The same parentage as our Land Rover.

All in the Austin Marina.
The tough economy car from British Leyland. \$2675.*

Because it is comprised of proven components like those in the best of British Leyland, the Marina is one of the most experienced new economy cars on the market today.

The Marina has car-like readability, drive, 15 rack and pinion steering and torsion bar suspension, a sports car responsiveness with four-speed gearbox, and front disc brakes, and the reliability of the MGB engine, already proven in over 2 billion miles of driving.

What's more, everything comes enclosed in Marina's strong steel body whose lean, clean lines reflect the English appearance of uncluttered good looks.

*Long-lasting good looks that are protected by an extensive anti-corrosive electroplating process and 61 square feet of undersealant for added protection.

Test drive the new Marina 2-door GT or 4-door sedan at your Austin MG dealer. For the name and for information about overseas delivery, call (800) 447-4700. In Illinois, call (800) 322-4400. The safe are toll free, of course.

Austin Marina
The tough economy car from British Leyland

British Leyland Motors Inc.
Lionel, New Jersey 07036

*Manufacturer's suggested retail price P.O.B. Does not include inland transportation, local taxes and preparation charges.

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Radio Frequencies

OVLR recommends GMRS (General Mobile Radio Service) for clearest communications between trail participants. Call frequency is channel 7—compatible with both GMRS and FRS (Family Radio Service) units. Cell phone reception is often unreliable on the trails.

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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are usually held on the first Monday of every month. Social meetings are held on the third Sunday of every month, various food truck locations throughout the summer. Check the OVLR.ca or the Ottawa Valley Land Rover Facebook page to confirm dates and locations.

OVLR offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little “mud bogging” or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by satellite images, compass, topographical maps and GPS, ranges from muddy swamps to rocky hill winning.

Membership: Canadian membership is \$35 CDN per year, Americans and others pay \$35 US per year. All memberships are valid for one calendar year and must be renewed annually.

The Newsletter/ OVLR Magazine

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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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<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

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The **OVLN Awards Season** begins. You have all read what these awards celebrate in last month's magazine, now, given the postponement of the Christmas Party, the following awards are being announced at this time:

The **Procrastination Award** goes to Dave Lowe as it includes a bit of a double header. First we have Dave and his languishing fleet of vehicles parked by his garage, the parking lot renamed to "Tall Grass Storage". Languishing for a while. When was the last time we saw the Mighty 101FC or Lightweight about? Hmm???

To this, Dave adds the faux pas of leaving genuine Girling brake tools in position on the Lightweight and then searching for said tools for years and years.

Sadly, this double header leaves Michel Bertrand again as a perpetual runner up, along with Michel Gagne, another runner up, but with Gypsies, and Alastair Sinclair with "Creme Dream", his languishing IIA 109 Station Wagon. There are more candidates, but the newsletter is already large enough.

Then there is **Golden Wench** that can be announced. This year it goes to Laura Speedie as Mom for letting Charlie drive their Disco through the RTV knowing they had to drive it home :) and of course whatever Junior was doing.

Runner up: Olia Tryfonova for her on-going help and support at the Birthday Party.

The **Lywty Award**, a new award. Inspired after our winner duplicated Chris's impressive feat. To start, we had Denis Jette's and Naji Mahana's impressive last place performances that deserve mention for a special award for demonstrating off road awareness and expertise. Naji in first place, as well as last in the RTV (*cough*), and runner up Denis.

The Lywty Award is named after Chris, who high centred his 88 in the middle of the Prairies where there is nary a rock to be found for thousands of miles. But he managed to find the one in Manitoba in the long prairie grass. Naji managed the same, right out of the first gate of the RTV, but where Chris claims it was hidden (*yeah, right*) Naji's was in clear view, some fifteen feet ahead of him, off to the left, where he had to actually steer right for it. Not only hitting it with a resounding crash and sounds of metal upon granite, but even ensured that he high centred upon it.

Naji did try for some redemption by rescuing Denis, who managed to get stuck on a slight incline. However, this generous gesture did not sway the cold hearts of the RTV judges.

Towball Award - Or one could do a reverse Towball and give it to Steve Owen for the drive from Wisconsin to GP in his 1952 80 inch. Pretty impressive. We note that the Towball is for towing or trailering things. As has been pointed out, in the hierarchy of scoring these kinds of things, older gains points. Furthermore, of the eleven 80 inch Rovers at the 75th, Steve's was the only one driven there. Every

other one was towed or trailered to the event. OK, extenuating circumstances might explain that, but Steve ignored all of that and drove all the way there and back.

In fact, Steve made it some eight hundred miles to Greek Peak, then drove about at the 75th Diamond Jubilee, and then subsequently made it home. What makes this remarkable, is that nary a tug, nor a tow was required anywhere along the way! Impressive!

Gasket Under Glass, or as described by some, the "Dixon Kenner" award.

Given the influence some on the Secret Awards Committee wield, this one was considered a slam dunk. Gasket for Howard Smith. Howard dragged his 101 forward control all the way over to Greek Peak for the 75th Anniversary Diamond Jubilee. It didn't run. Back home it went.

Then, two months later, it was trailered all the way down to Ben Smith's place for the Blacker than Night rally. Where, well, it didn't run.

And finally, for the Guy Fawkes rally, where it didn't need to go anywhere ... Still didn't run!

We do note that there was quite an assortment of volunteer mechanics at these three events, willing, or contributing, to the diagnosis, so this could theoretically be a shared award, but, only one person can sin, so ...

That's the reason why I love the
characteristic shape of my LR SERIE!





Its that time of year again folks. Time to renew your OVLR membership. As has been the practice for several years now renewal is from January to January (as of now you can no longer renew for 2023 only for 2024).

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

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

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

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

Email contact for OF4WD discount code Info@ovlr.ca



Some brief announcements:

The had a brief meeting following the rescheduling of the Christmas Party. They have decided that the **Christmas Party** will be in early January and be held at the same place (Pour House on Somerset) and time (read evening). The executive is

discussing which date should work the best. The choices right now are the weekend of the 6th, 13th and 20th.

What about two of the more renowned awards that seem to be missing from the previous page? Well, both the famed and feared **Lugnut Award** and the **Silver**

Swivel Ball will be announced and given out at the rescheduled Christmas Party. This allows for some fact to be gathered on some new candidates who have been mentioned in passing. As well, there is always the possibility that there could be some other awards that appear.



Dave Pell completes the disassembly of the Series III donated to the club for parts last year.

Notice of Elections for 2024

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

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

The following elected executive positions are open for nomination:

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

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

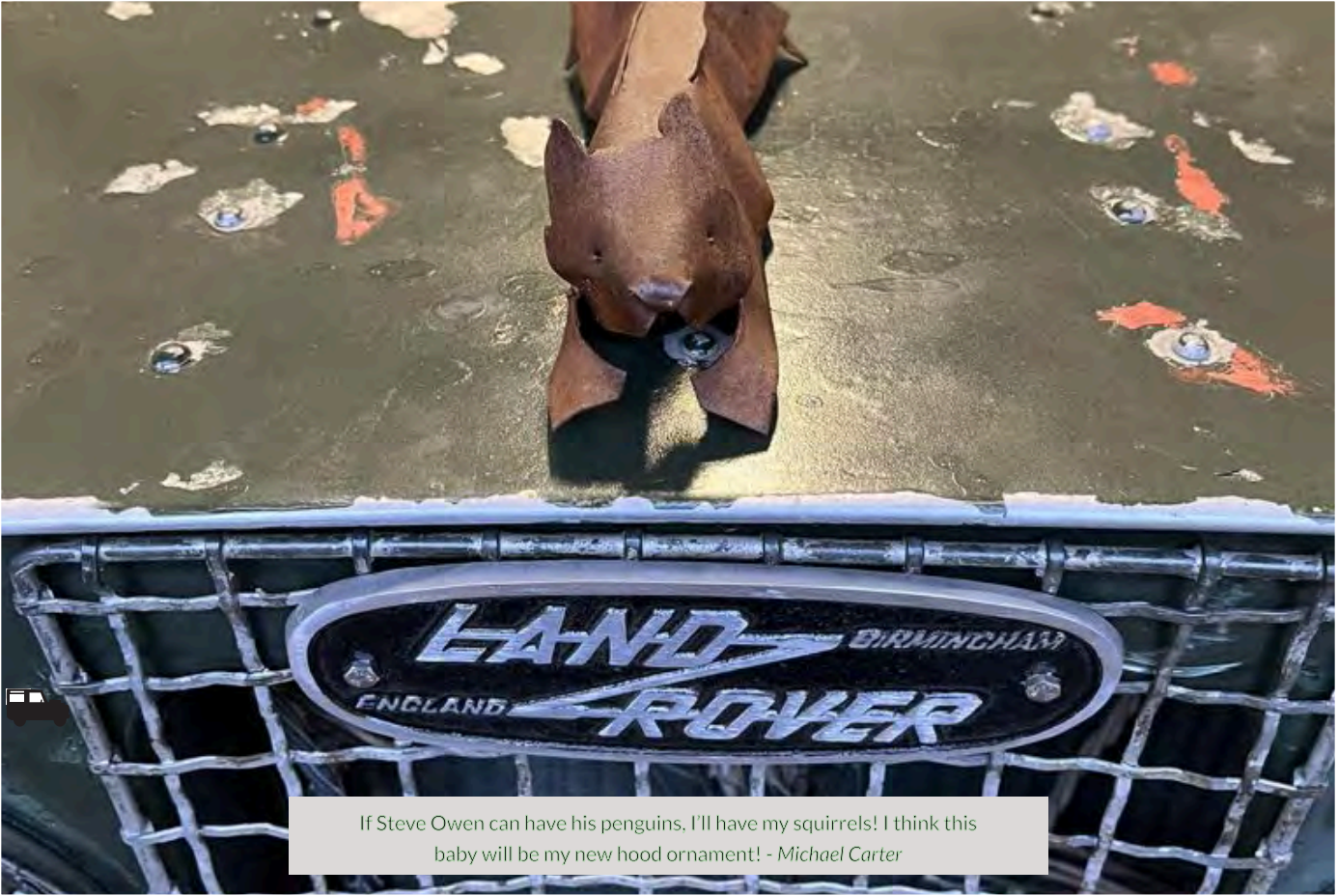
Off-road Co-ordinator: Responsible for all green-laning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.

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

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

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





If Steve Owen can have his penguins, I'll have my squirrels! I think this baby will be my new hood ornament! - Michael Carter



'Tis the season to collect a tree - Will Ficner



Seasons Greetings and a Happy New Year
to you and yours, from the entire team here at

3 Brothers Classic Rovers



Air conditioning and cabin air filters installed - *Chris Scott*



It's beginning to look a lot like Christmas, everywhere you go - *Joseph Avrey*



OTTAWA VALLEY LAND-ROVERS

Merry Christmas and a happy New Year



Mail: info@ovlr.ca Adress: Ottawa Valley Land Rovers PO Box 494, Carp, Ontario K0A 1L0




The Penguins wish you a Merry Christmas!





Social at the Ashton Pub



 A note from Robin Craig:
 I am on a purge, save it or bin it. Part of that is actually doing something with what is saved. I have hoarded stickers for years. In another life in another place I had a magnificent display on the cupboard doors in our workshop at work. I left and they stayed. Lesson learned. I have had two large sign boards that were salvage with

6ft by 4ft plexiglass or similar in them, which is why I saved them.
 Today I took the better one apart and cleaned the plexi as best as is possible and hung it up in my shop and started putting stickers and the like up.
 Also going on the board are the OVR dash plaques from the BP. What you see is

a few of what I have found so far but I am missing many. If you have extras I am in the market to acquire some please. I have #32 which was the one with Andrew Jones's 109 on it. I have these two duplicates that are available for swapsies with anyone, again contact me via email.
 Email is RobinOnHowe at Gmail dot Com.



ABOVE AND BEYOND

The advantage driving a new Defender

Phil

After such a lot snow fall
it is always my main problem
to finde my LR SERIE.....



No problem for me!
I drive a new Defender!



Here it is!



A mini update... We were doing our best to have registration open on Thanksgiving weekend (US). Dixon Kenner has been working on updating website (www.winterromp.me), Chris Browne held a work session on Sunday the 19th of November to put some more outdoor infrastructure in place before snow sets in.

Paul Vigue has been poking around on the trails and would enjoy some company as well... Waterville Grand has finalized Friday night's meet and Greet setups and locations and Bruce has a few additional projects in the works.

As per the November work weekend, there was productive day on the Green ... Folks from Habitat were out to beef up their firewood supply and prep the concession stand. Paul & Lisa Vigue brought picnic tables up to Habitat's site. Chris Brown, Ian Marshall and Mike Anderson cut up some wood for our fire pit, erected the Temper tent and tarped everything over.

Other than Chris's 90 copping an attitude, was a very productive day ... Next push is



The Sebasticook Millennium Green

to truck the remaining firewood up onto the ridge and put it under cover, plus start on this year's trail map...

The hotel booking information on website is current. We encouraging everyone to start booking rooms....

For those who plan ahead, the Friday & Sunday meal tickets are available in the SMG Store located at <https://sebasticookmillenniumgreen.bigcartel.com>

For those wishing to register early, and remember, registration is required this year, registration went live on the 25th of November @ 12:00.

Not much happened on the last week of November out on the Green... Bruce was up on the ridge tweaking the tent, with gut feeling that he will be out there after every storm removing snow from it. (Yes, the Green is already white from the snow coming through)

Bruce cleared an area in the woods to the left of it for yet another tent, so the Ridge prep is pretty much done with the exception of firewood.

Mike & Ian have some cut on the side of Dickey & Paul has piles along side the trails. Extended forecast shows another good weekend coming up. Would be great to have crew scoff up those piles and truck'em up to the site... Gathering firewood in the snow really bites... This is most likely our last open window weather wise to pull it off...





Guy Fawkes Rally

by Dixon Kenner

Early November saw one of the last rallies in the northeast. An hour or so from Greek Peak, in the southern tier of New York State, the Guy Fawkes Rally is a long running rally for ex-Military Rovers, from 101's to regular Series and Lightweights, with a spattering of Series tossed in. It celebrates an old British tradition that started in 1605! And an opportunity to meet old friends, get stuck, get warm by the big bonfire.

The rally takes place on a hundred acre farm. While this sounds like a lot, it is a working farm, so care needs to be taken to skirt the fields, as that is next years dinner for the animals. Saturday is primarily developed to enjoying driving about, going

through the forest and dragging wind fall trees down to the bonfire. And having a little fun as you do this. Of course, Saturday evening is a huge bonfire.

Another highlight of the rally is a winning competition. Howard sets up an annual challenge, which looks easy enough, but inevitably always has some tricky aspect to it, that if not recognised in time, will cost you. This year only saw two teams competing (some years there are eight or more) as the wide array of winches adorning the trucks were but eye candy. Only two were functional.

Both teams started at the bottom of the hill. There was one anchor point is

provided and is the only one available. Both vehicles must be winched up the hill. The vehicle that doesn't have use of a winch must get on top of the hill first. No use of engine/drive wheels. The first team to get both trucks to the top of the hill wins. There is a video in the Guy Fawkes Facebook group from Tom Annino of the competition.

This year, though overcast, the weather was quite reasonable. There have been years where you get toasted on one side by the bonfire while the other collects the blowing snow. Bear in mind, Guy Fawkes is more an invitational it is a fine example of what people can put together with a little effort and some land.



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



The Maine Winter Romp February 16-19th

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

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

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

No whining!

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



ROVERS Club Spring Robesonia Trials

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

Held in Robesonia, PA, just outside Reading, PA. Trials events are a skill based event where you attempt to navigate your

truck through a series of gates in each section. Gates are numbered in descending order and the object is to get through without touching them. Lowest score wins! The property is rocky, hilly and with mature trees. The course is laid out with challenge in mind, not carnage and some bypasses do exist.

Work weekends will be scheduled ahead of the event.



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

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

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

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



OVLR Maple Syrup Rally Shawville Quebec

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

Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup.

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

Details in March.



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

Join us for an unforgettable weekend at the Anthracite Outdoor Adventure Area (AOAA) in Shamokin, PA. Mark your calendars for June 14 & 15 and get ready for an epic Land Rover experience!

What's Happening: Camping On-Site: Immerse yourself in the great outdoors! (Note: Camping reservations open in March) Exclusive Merchandise: Grab our

special edition ten-year anniversary NELRC gear. Pre-sale details coming up Group Dinner: Connect with fellow enthusiasts at our group dinner on Saturday night at camp.

Stay Tuned: More exciting details will be revealed soon.

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



Rover Revival
July 11 - 14th in Vermont

Super excited to announce the first annual Rover Rival event in July in VT. This is going to be epic. All Land Rovers welcome, I am humbled to be assisting in the creation of this event. More details coming soon, it will be limited in spots and will Be a one of a kind off-roading/camping/overlanding event in New England. Stay tuned.....



ANARC Club Socials

A list of regular gatherings held by ANARC member clubs. Whether you're an owner or just love Land Rovers, this is an opportunity to get together for you! Visit one if you happen to be nearby.

Minnesota Club - Every 3rd Thursday of the month (except December) we will be hosting an in-person monthly meeting open to all at the Bear Cave Brewing in Hopkins for food and beverages. Food and social at 7pm, meeting at 7:30pm

Ottawa Valley - In the Summer months, see the Food Truck Social earlier in the Events section. There is also a virtual Social. Check the OVLV Facebook group

Rovers Club - Every 3rd or 4th week at Quips Pub, 457 New Holland Ave, Lancaster, PA 17602-2158, RSVP on Facebook or text 717-314-2461



Properly chilling Lucas sediment bowls before imbibing... [ANARC Club sediment bowls are now available in our store...](#) Along with other collectable ANARC merch.... No vehicle should be on the trails without a few.... Bottoms

Non-OVLR News



CentreSteer #128 - CentreSteer is a monthly podcast with longer interviews, think a fireside chat, along with the monthly news and links. This month's episode interviews: Nick Dimbleby

This podcast is the first of a two-parter with Nick Dimbleby. Nick is the famed photographer of Land Rovers. Nick's connection with Land Rover is unique - his first drive was in a Range Rover, was a participating photographer in the Camel Trophy and involved in the development and launch of several models. This time we cover the last century – his early

interest in Land Rover through the Camel Trophy. Next time we talk about his activities in this century – overland journeys, product launches and concept models.

In the news: JLR has record revenue, stolen Range Rovers, Defender SVX, and the truth about Discovery 3 reliability.

<https://centresteer.com/podcast/centresteer-128-nick-dimbleby/>

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



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

Episode 140 - This week, Ike and Steve competed in the 2023 Defender Trophy in Texas. They'll recap their adventures, which included hiking through the woods, misunderstanding a map, performing synchronized log-walking, and even a little bit of driving in the special Defender 130 Trophy edition.

Episode 141 - The UPH team spent the weekend in Somerville, TX at Destination Defender. Catch our recap from the back of Ike's rental car on the way back to the

airport. While the guys recap their shenanigans, Liza sits down for a literal fireside chat to talk about the Defender Service Awards with our good friend Jeff Aaronson.

Episode 142 - This week, Ike and Steve talk about an article in the Roverlog all about this year's Rebelle, featuring all four Land Rover teams, all-new special edition Defenders from the folks at Kahn, and the all-new County edition Defender.

Episode 143 - This week, we have a special guest, Vlado Stec of Heyus in Slovakia. He's in Oregon doing some research on Ike's 107 Station Wagons, and fills us in on a customer restoration he's working on.



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



For the modellers out there, and there are a few within the community, Airfix announced on August 30th. The models are available in Canada and America now. Our resident modelling expert, Ted Rose, has had his copy arrive and busily

The model comes with brushes, paint, glue, everything that these kits didn't come with when you were a kid. Showing how technology has changed, this kit was developed by Airfix who started by visiting Dunsfold last year to 3D scan it to use as the basis of their kit.

That aside, our master model connoisseur sent over this photo of the completed kit. Following the instructions with the kit, taking the time to plan and paint ahead of

time. In conclusion? Ted reports "I'm pleased with it. Way better than the kits we got as kids." Christmas is coming!





On occasion we hear the question asked whether a vehicle is fitted with a three main bearing engine, or a five main bearing engine. Which raises the question, how can you tell?

The fastest and simplest way to tell a three main bearing from a five main bearing is to look at the side of the the block. The three main bearing has a smooth side. The five main bearing has extra ridges, or webs cast into the block to strengthen it.

The second way to make sure what you have is to look at the engine numbers stamped into the block. Note, these are applied with a punch and a hammer, they are not the cast numbers, which are entirely different. Of further note for readers in North America, five main bearing engines are incredibly rare They were never imported here with vehicles for sale..

Series II: Numbers commencing with 151 are early SII 2.25, three main bearing engines.

Series IIA: 1968-71,

- 271 - Suffix A - J = 2.25, 3 main bearing diesel engines,
- 276 - Suffix A - J and
- 271 - Suffix K diesel onwards
- 237 - 3 main bearing 2.25 petrol engines, of 7:1 compression ratio.
- 252 - 3 main bearing 2.25 petrol engines, of 7:1 compression ratio.

Series III: The engines fitted to SIII's are numbered as follows.

- 901 - 3 main bearing, Petrol, 8:1
- 902 - 3 main bearing, Petrol, 8:1
- 904 - 3 main bearing, Petrol, 7:1
- 906 - suffix A - J, 3 main bearing,
- 951 - 3 main bearing, Petrol, 8:1, military
- 952 - 3 main bearing, Petrol, 7:1, military

From 1982 onwards Land rover started using the 5 main bearing engines in their vehicles, and in fact some of the petrol engines were carried over into the early 90's and 110's.

- 361 - 5 main bearing, Petrol, 8:1

(36123672B onwards are metric)

- 364 - 5 main bearing, Petrol, 7:1 (36407286B onwards are metric)
- 365 - 5 main bearing, Petrol, 8:1, military
- 366 - 5 main bearing, Diesel (36619420B onwards are metric)

The engines that were carried over to the 90's and 110's will have serial numbers beginning with 11H and are not exactly the same as the Series engines...they have different front covers, manifolds, carburetors and distributors, to name but a few differences.

Sometimes too, we hear the question, 'How do I know what compression ratio my engine is?' Again, a look at the engine numbers will tell you, but if for some reason the number is obscured, then you will find the number cast into the cylinder head, as in the photos below. The top one is an overall view and the bottom one a close up of the stamped mark on the head, highlighted in red. It is important to note however, that this is not always the case...sometimes the compression ratio wasn't stamped on at all!



From the RoverWeb archive Project - Last month's list of editions for the Gearbox, the former newsletter of the Rover Owners of Virginia club prompted an email from Sandy Grice down in Newport News, Virginia. The list was a good starting point for him to dig out the bottom drawer of a filing cabinet, that was hidden behind piles of various things. The goal? A folder with a complete set of ROAV issues that he had edited. After this tremendous effort we can now say that they were in the exposed and accessible top drawer of said filing cabinet.

He writes that he has - "All except one, it seems. Vol 2, #1 which is also known as "Winter 1990". Your list included the latter as already in your collection (seven up from the bottom). If that is the case, you've already got it...and I don't.

Three are highlighted in yellow: Summer of '92, the "special summer edition" of '94, and fall of '95. The special summer edition was actually Vol. 6 # 5, or the "fall extra edition" of 1994.

One newsletter was wrongly identified by your truly and is not on the list.(It's that

happens when you cut'n'paste the header blindly.) Identified as "Vol 11, No. 2 Spring Edition 1999," it should be Vol 11 #4, Fall of 1999.... It's a 16 page, center-bound issue.

The last issue I published was Vol 12, #3, Winter 2001. It's not on the list...."

So, in the near future, it looks like we will have every known ROAV newsletter available but for the few that were publish after Sandy retired as editor after some 45 issues over twelve years.



After a few months break, due to personal reasons, I've published a new blog. A mix of different Land Roving subjects and models.

This month Frank writes on the Freelander 2, and badges, particularly a "sport" badge on the back. He then moves on to insurance quotes in the UK. Prepare

for some sticker shock. Multiple by 1.71 for the price in Canadian dollars (1.25 for the greenback). There are a few more interesting things that he writes about.

As ever, if you know anyone who doesn't do FB that you can pass the link to I'd be most grateful.
<https://frankelson.home.blog/columns>



General Servicing

Chewbacca chassis cleanup

by Dave Bobeck

In my spare time this spring and summer, I undertook the de-rusting and painting of the chassis and underbody on Chewbacca, my RRC. About 5 years ago the vehicle underwent some extensive body repair to patch and replace any rusted sections. But the work did not include the chassis.

Lately I've been wanting to sell it, but felt like there was too much surface rust which let down the overall look. The chassis and axles are solid but there was a fair amount of crust, flaking paint, and failing undercoat, a lot of it concentrated in the crevices and corners, as it always seems to be. I decided to buy a cheap needle scaler to get into all those areas. I think it was maybe \$40 USD on amazon.

I started with the needle scaler on the rear axle. It did a great job blowing away all the

flaking 35 year-old factory paint and any built up surface rust. After about an hour, there was water coming out of the scaler's exhaust, so I took a break and crawled out from under the car. The compressor was blowing oil mist out of the intake. Drat.

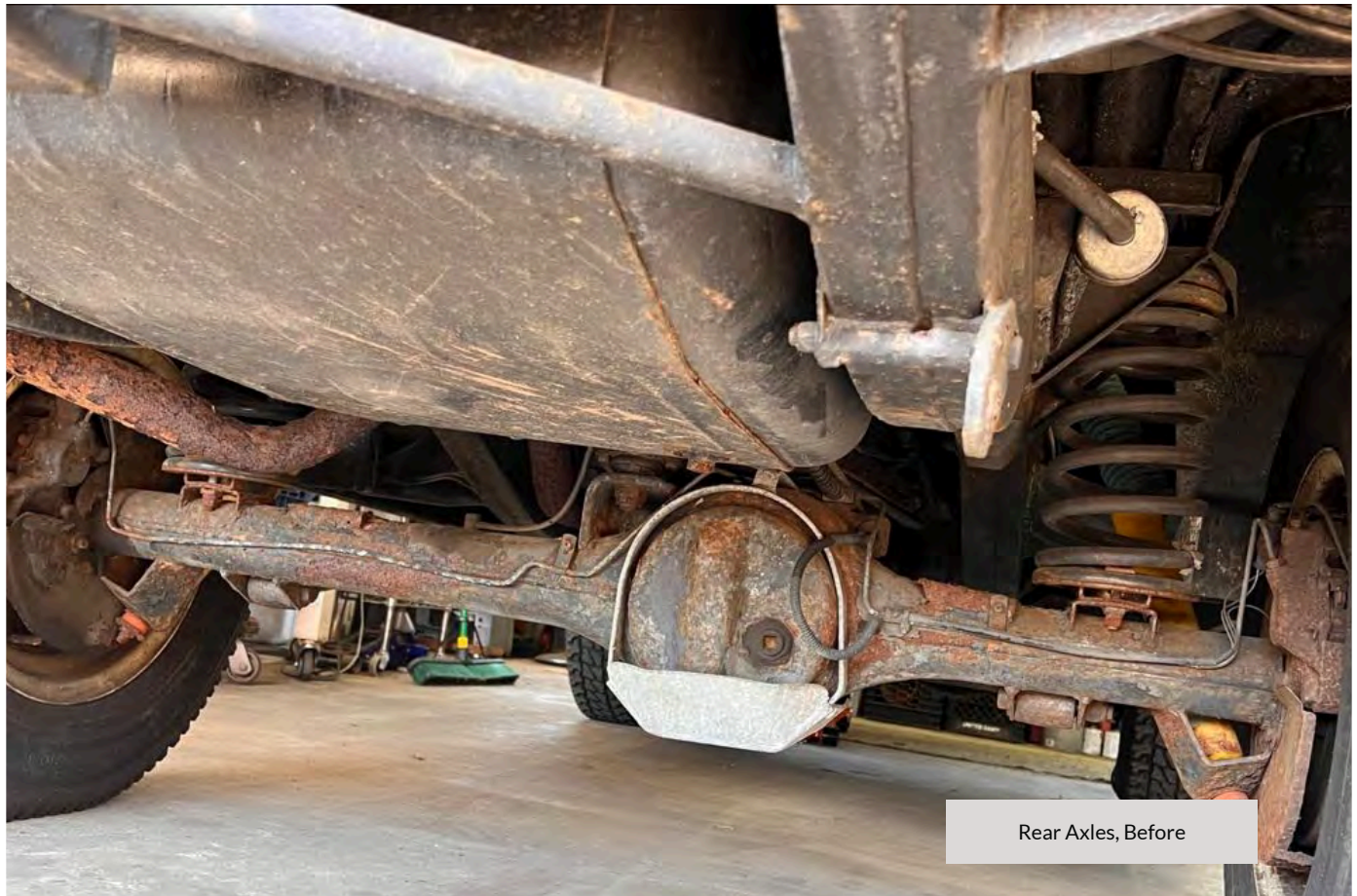
I managed to obtain parts to repair the compressor (the one Alan Richer found on the side of the road in 2003, btw) and got back to work. I finished the rear axle and moved on to the chassis and underbody. This time, I went slower and took lots of breaks to give the compressor time to cool down. You really need a minimum 20 gallon air tank to run a needle scaler and an oil-lubricated pump is a must. A much larger unit would be ideal.

For large areas of the chassis I didn't use the needle scaler. I tried a bunch of different tools but the best was this little

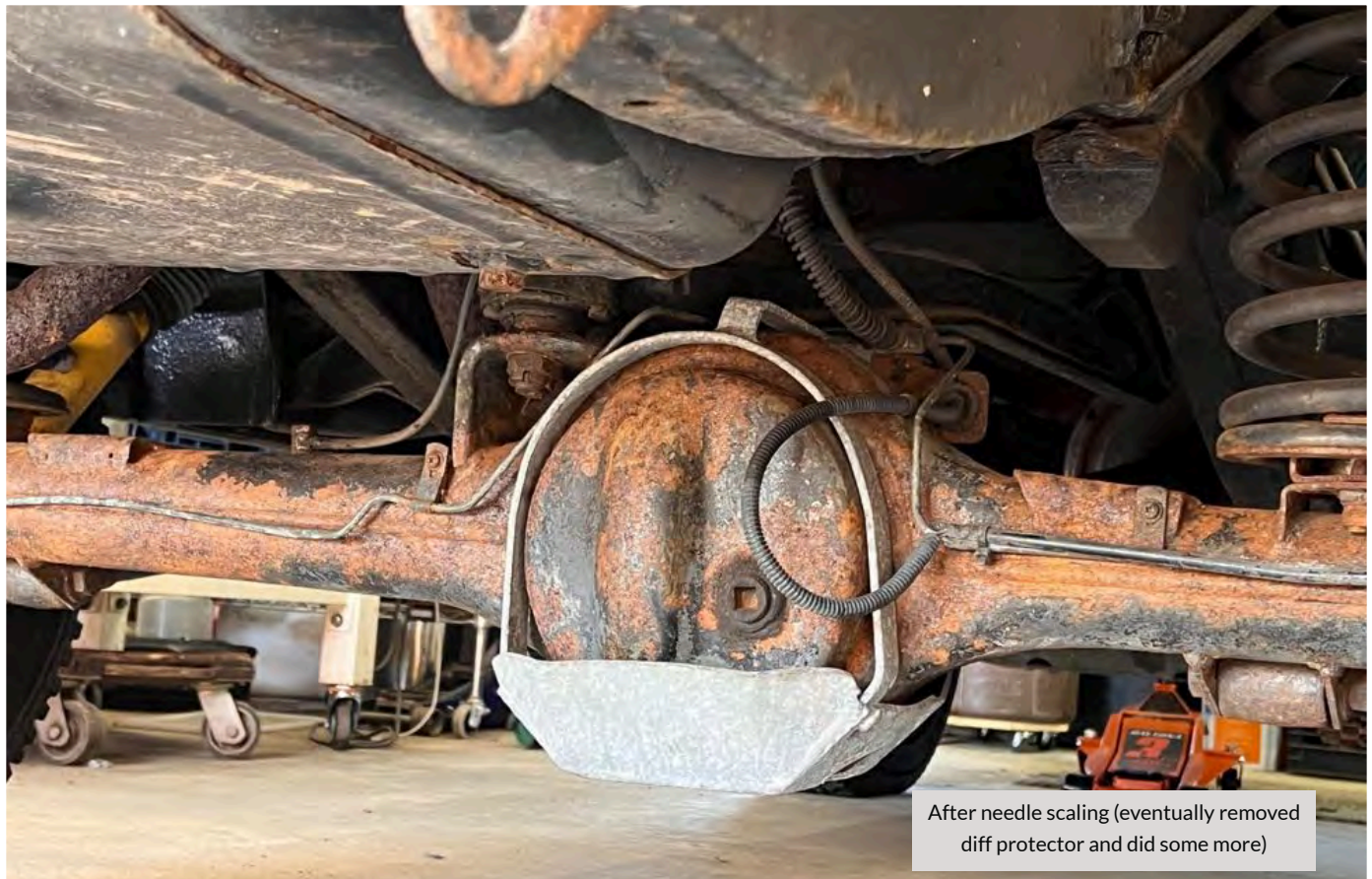
Milwaukee right-angle die grinder. It is super light and easy to control and you can fit little 2 or 3" Roloc discs. The best I found were these green bristle discs. The bristles feel like rubber but they have an embedded abrasive. They are surprisingly aggressive and do a better job than wire wheels, without cutting too deep and without the flying 100mph wires hitting you in the face. They also last a lot longer than I thought they would and the bristles are great for getting into contours.

For painting the newly cleaned surfaces, I tried regular black spray paint but the sheen was uneven and I didn't really trust it. I ended up going with Eastwoods rust encapsulator. It gives a nice even matte finish that looks somewhat appropriate. This can be covered with the top coat of your choice.

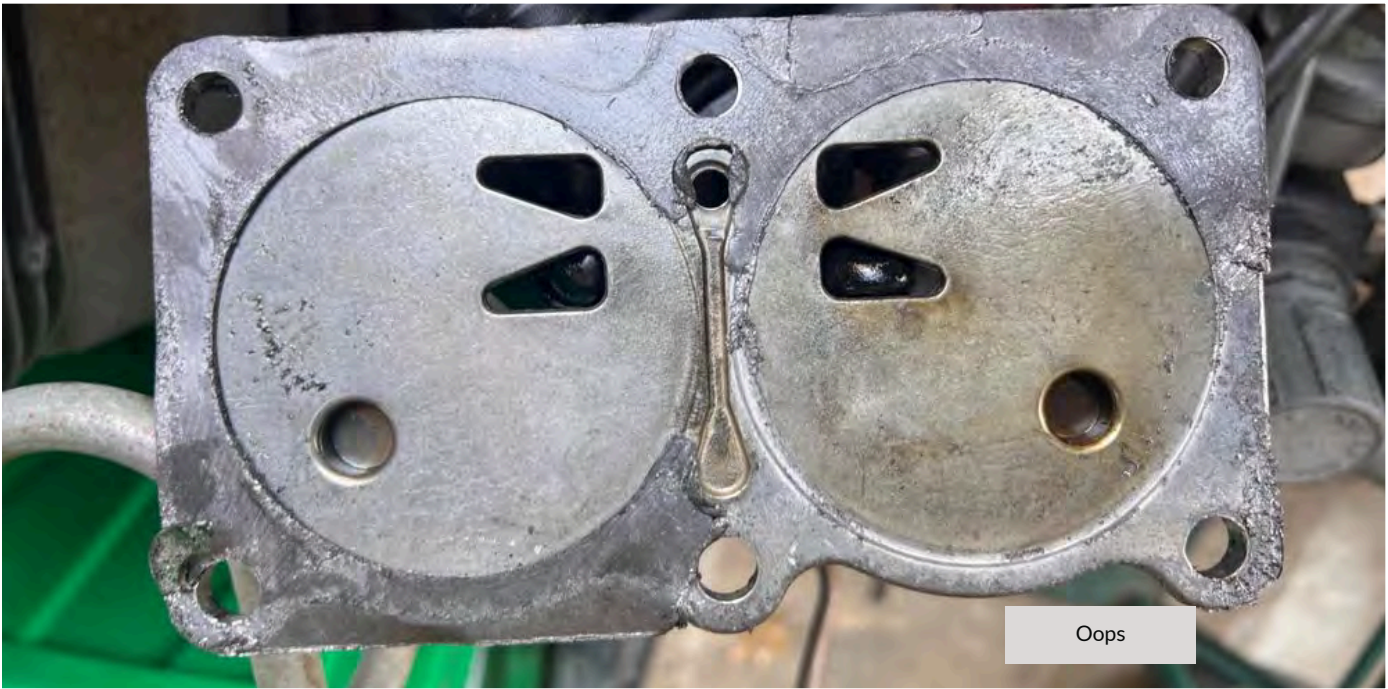




Rear Axles, Before



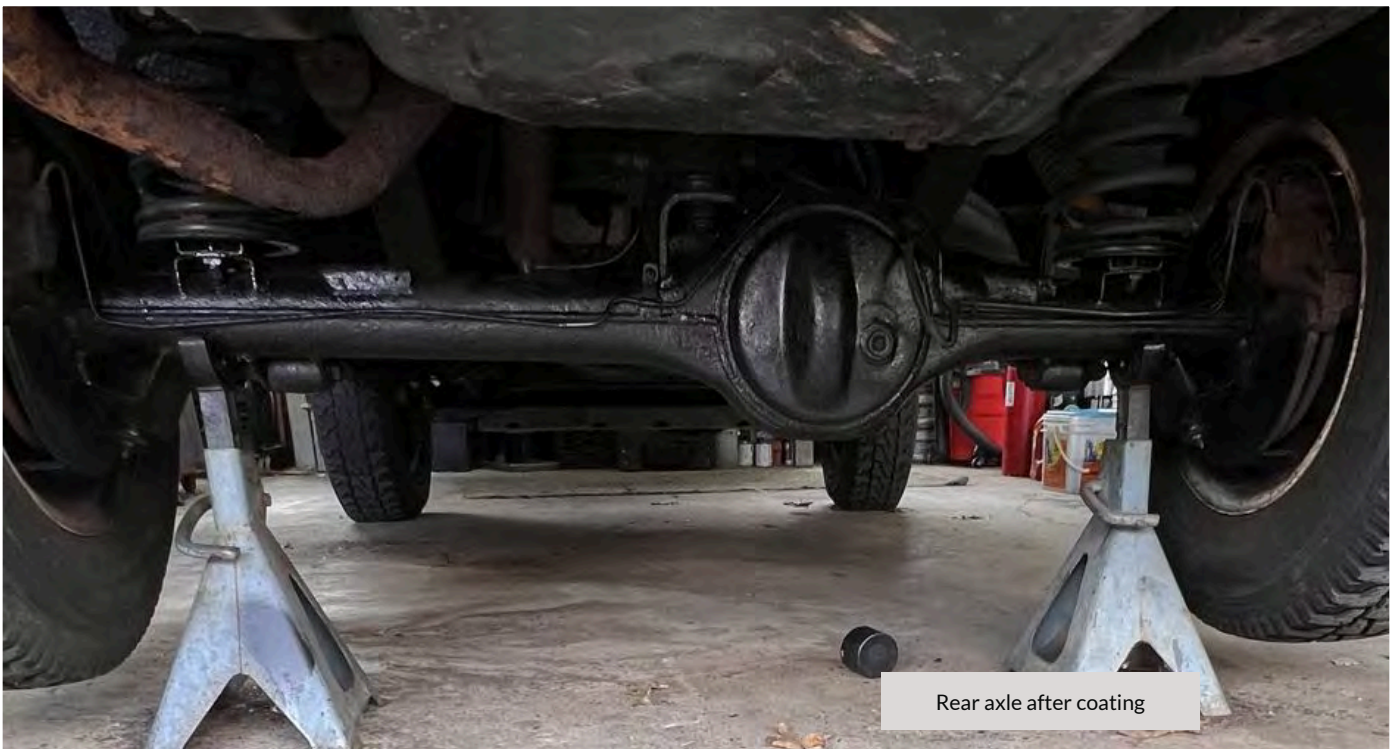
After needle scaling (eventually removed diff protector and did some more)

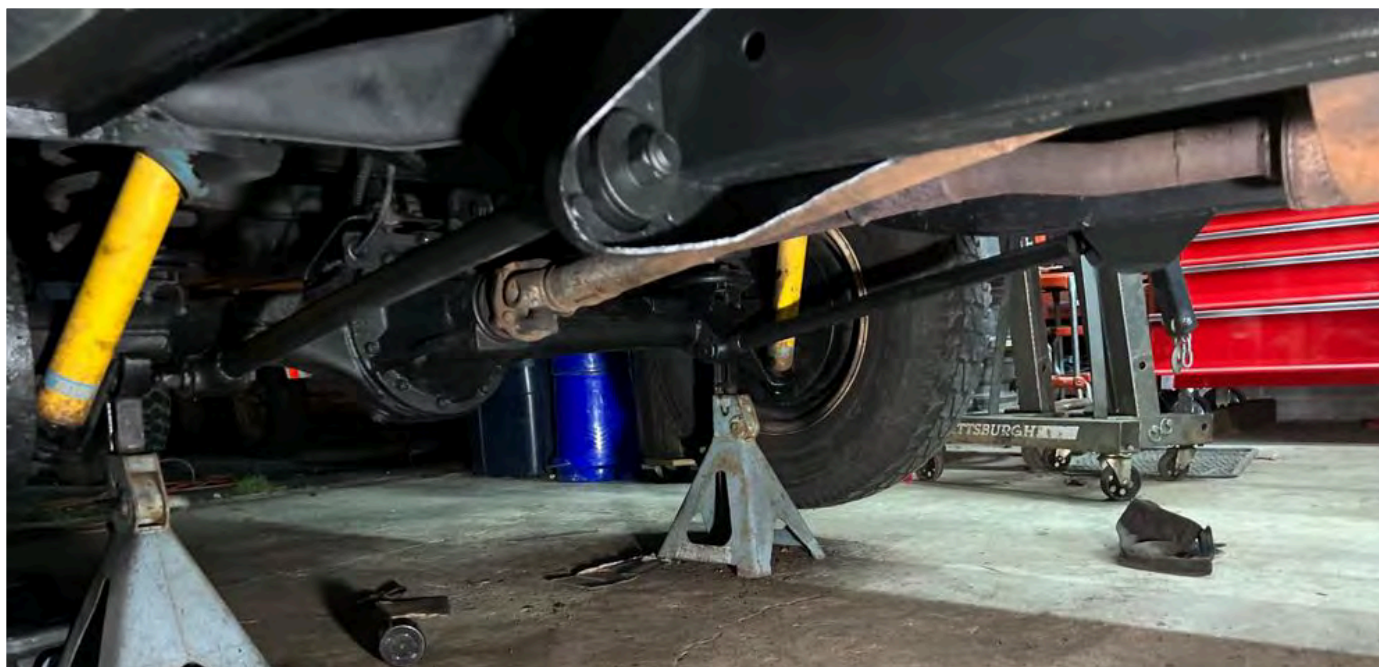


I used 3 or 4 cans, maybe more. Before painting, everything gets a quick wipe down with Prep-Solv. After that it's just piling on the paint trying to avoid overspray on the shocks and other stuff that isn't getting painted. It's surprising how easy it is to mask things off with a strategically placed piece of cardboard. And a quick wipe with the Prep-Solv takes care of any unsightly overspray where you really don't want it.

By the way, safety is critical when you are doing this work. I have the car up on big jack stands so it is easy to get to stuff. I'm wearing eye and ear protection, especially with the needle scaler going. Latex gloves are helpful when working with chemicals like the Prep-Solv and paints. A half mask respirator with paint cartridges is absolutely a must. Even with the garage door open and fan blowing, the fumes are really overpowering without a properly fitted respirator.

Just when the summer heat was making the work unbearable, I realized I was essentially done. There are some bits of the front axle that are covered by the big Southdown steering guard, and I couldn't really get to them. I did manage to get some of the Rust Encapsulator up in there so it is still better than it was before. With the needle scaler I was really able to get into almost every other corner and crevice of the chassis, axles, and bodywork where some of the undercoat was coming off. I





used the die grinder on the front radius and rear trailing arms, and most of the more open areas of the chassis.

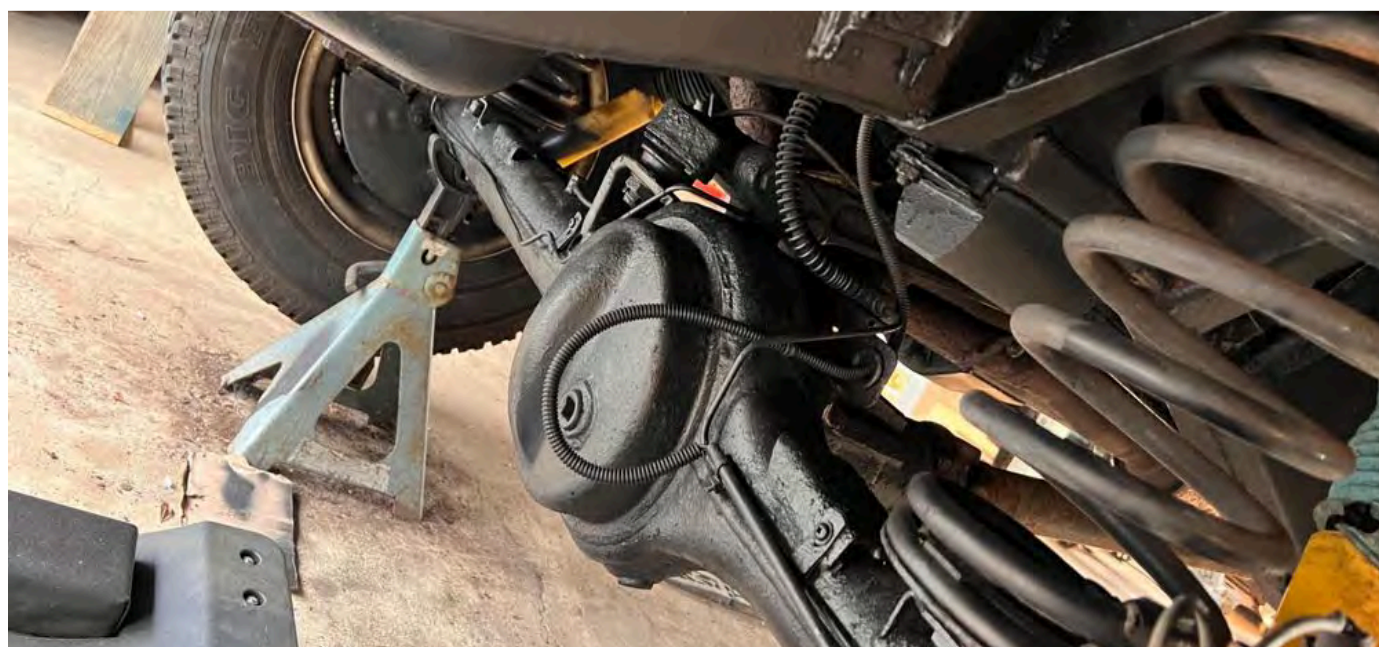
Overall, I'm pretty happy with the results, I actually didn't think it would turn out this good. I'll probably get a few cans of the black cosmoline from amazon and see how that goes on over the eastwoods stuff. I don't want to try to misrepresent that the vehicle was never rusty but this work provides more protection than what was there before and will get somebody a lot closer to a really nice undercarriage. The chassis is definitely in better shape than

the one on my 90.

Another option for undercoating is that Fluid Film now comes in black as well as clear. The nice thing with Lanolin based stuff is it won't eat all the rubber the way oil spray can. The lanolin stuff isn't as good as other oil based (Krown, Metropolitan, Sinto etc). Also, Fluid Film has warnings that it is flammable. It also never dries, hence my opting for the cosmoline.

Anyway, like I said, this isn't perfect, but it made a big difference and is something pretty much anyone can do. To do any

better I think you would need a lift, a sandblaster, and lots of time masking things off. Of course nothing beats full disassembly but that is not in the cards for this vehicle. As for the paint, there are better products out there depending on your time and budget. Eastwoods offers lots of 2-pack spray cans that seem great for the home workshop, and beyond that there are ones that require spray equipment, and of course all of the rust proofing products there are to choose from as mentioned earlier.



Observations on an Exhaust System Renewal

by Ted Rose





I am currently switching back to a stainless exhaust. After having turned my first one into a pretzel off roading and then slamming on a cheap mild steel system (a bit disappointed, it only lasted about 20 years...) I figured I would use a factory mounting kit. I had been using good old American exhaust hangers, which have always worked well, but are now hand crafted in the orient, so original seemed like the best route. The kit is offered by all the good suppliers and the one I received came in a sizeable box, is very impressive once opened and had a staggering 101 pieces. I mention this because the domestic hangers were 15 pieces tops. In any case, once one figures out how everything goes together it does fit beautifully and should last a very long time.



The making of a half-sized Icon “Henry Jnr”

by Phillip Weiss

Introduction

Firstly, I must explain who I am, my name is Philip and I live in the Scottish borders in the UK, I'm 52 and with my partner, Louise, we manage a private salmon fishing estate, on behalf of a family.

My love, sorry my obsession, my passion for Landroves, started from birth, as a family we were living and working in Tanzania, my late father was working as a master chemist for a tanning company and one of his many jobs was to look after all the many Landroves on the factory estate. Back then, most of them were Series 1's and some early series 2's. I

n fact, it was the first vehicle I ever went in; I was born 6 weeks early and had to be rushed to hospital. This was in a series 1 landrover. The journey was about 280 miles in length, literally a life-or-death trip in a Landy!! Allegedly, on route, my father picked up a puncture from an acacia thorn,

Dad ran 16 ply tyres back then, and these thorns showed no mercy. During this impromptu pit stop, a herd of cape water buffalo decided to get too close for comfort, Dad always said “if you can smell their breathe, it's time to leave”

From this early introduction to Landroves, the next landrover experience was the landrover model collection. I started the collection off, collecting toy models from wherever we went, I had a collection of 500 or so until I left for university, Dad took over the collection, over the years he amassed a collection of well over 2500 models. Since his passing, I have increased the collection to well over the 3000 models and still counting!!

Now professionally in my line of work, I was a countryside warden / ranger / estate manager, landroves were my bread and butter and the only vehicle of choice. I have done these jobs for 38 years, but only in the last 8 years with my current job,

that I have had the time and space to own a set of landrovers.

My first Born

When we started the job at the fishing estate, our Boss, the estate owner, asked at interview, a very important question, “what where we going to be doing on our down time?” He added go anyway for the weekend and let me know on Monday. Louise said she wanted to concentrate on her arts and crafts hobbies (she is two times Scottish Craft Champion now). I said I wanted to restore an old landrover, this impressed the estate owner and said you can start on Monday, the rest is history.

It took a while to find the right vehicle, but in the end “Henry” was found. He was a 1971 Series 2A, with one tyre in the scrap heap!!



In fact, for all you Land Rover nerds out there, he's one of only 323 Land Rovers ever built to have four genuine headlights at the front. These were a feature of the federal Land Rovers reserved for the export market.

After 2 ½ years I carefully, and in my own way, restored Henry back to a road worthy state. In fact, my father just saw before I completed him, and he sadly passed away.

My Second Born

Now, I could have left things there, but No!!, once Henry was completed, we joined the local vintage car club and took Henry to the local car shows, it was at these shows, we noticed that most of them, were a two day event, and most of the fun and activities were had, staying over with the other exhibitors on the show ground.

So, Louise asked me whether it was possible to do the same, but she didn't want a tent or caravan. No, we hatched a plan to make a Land Rover camper trailer.

"Baby Henry" was created, a bespoke creation, no Land Rover was harmed in its creation, just 23 old Land Rovers donated parts to his build.

You can imagine the first time I took Baby Henry on the road, the reaction I get, even a simple task off going to the local garage for fuel, can take over an hour, with people asking questions and stopping to take pictures of him. This was four years ago, and even to this day, people are amazed with his build.

A good example of this, was a few months





ago, I was invited to the Series 2 club rally in Derbyshire (I had won their design a flag competition.). Driving down the M1 motorway I was pulled over by the local police highway patrol, thinking I had done something wrong, I pulled over to the hard shoulder. On questioning with the two officers, fortunately, I hadn't don't anything wrong, but asked whether they could have their picture taken with "baby Henry"!!! Really!!

"Henry Jnr"

So, imagine the scene, I had achieved my dreams and successfully restored an old landrover. I had achieved in making a comfortable, working landrover camper trailer. But, I had more to give. My creative juices were still flowing, but what next??

I had toyed for many years to make a Toylander (these are kit built half sized landrover wooden models you can build, normally powered by electric motors). I even bought a cheap unfinished toylander project off Ebay in preparation for my project. However, I wasn't happy with the power source of the motors, I wanted Petrol Power!!

So, I sourced an old ride on mower, with hydrostatic brake sand transmission, and this was going to be the donor vehicle. The advantage of this vehicle was

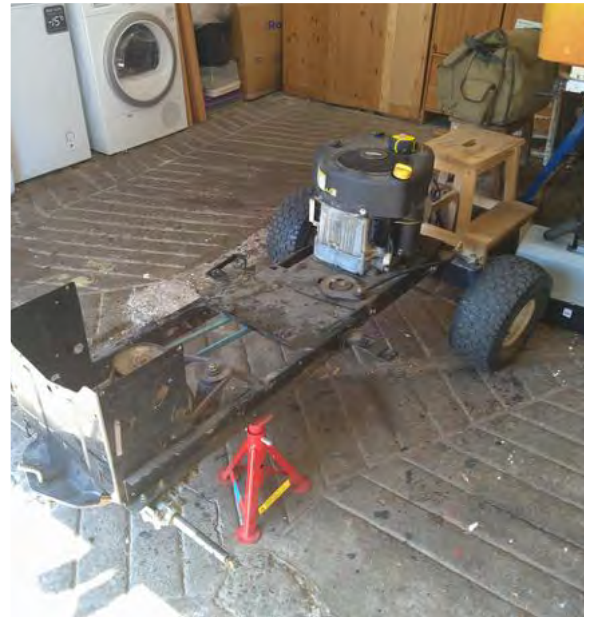
1. adder chassis
2. almost the right Scale (what's 5 inches between friends)
3. simple engine / Transmission
4. automatic transmission braking
5. plenty of spare parts

This is where, I asked my very good friend Paul, to help out with the build, Paul is an agricultural vehicle engineer, and a big kid like me. What he doesn't know about these vehicles you could write on a postage stamp. So, the first job was to strip the old cutting deck and parts off the mower. This left a very bare but useful building blocks for the future build!!

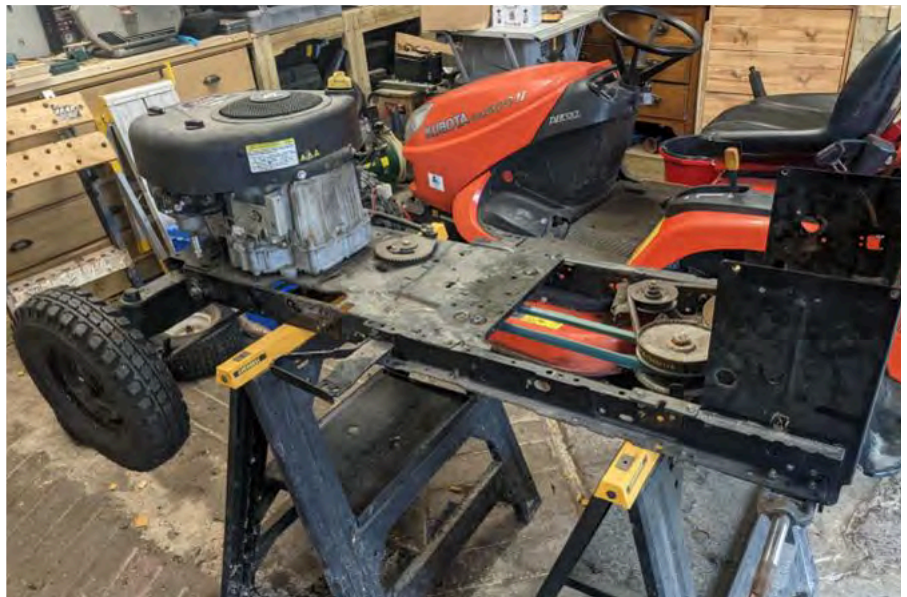
To be continued. Next time, scale issues and panels!!

Thank you for reading Philip





A starting point for the creation of Baby Henry



Life in Baby Henry is pretty relaxed, comfortable, bordering on camping luxury.



Land Rover Special Vehicles

By James Taylor

The bespoke potential of Land Rover products has been a constant since the beginning in 1948. In the early days, the focus was on functional adaptations – adding special equipment or even special bodywork to make the basic vehicle do what its purchaser wanted. Today, the focus is on appearance – customising colours, wheels and onboard equipment to make the vehicle reflect its owner’s personality. One way or the other, the factory has always done its best to cater for what the customers want.

THE LAND ROVER CONVERSIONS BUSINESS

The original Land Rover was always

intended to be a basic platform that could be adapted for special-purpose duties when required. To that end, the Rover Company that made it offered several items of optional equipment (such as power take-offs and winches). In the early years, a number of specialist manufacturers also developed fits for the Land Rover (such as compressors, pumps, or ambulance bodies) and sought agreement from the Rover Company that these would not invalidate the standard vehicle warranty. [1]

As these special conversions multiplied, so the job of overseeing them and granting Land Rover Approval was given to a new department that was created in January

1957 as the Technical Sales Department but soon evolved into the Special Projects Department. Land Rover Approval not only meant that Solihull would honour its standard warranty, as it had assessed that the conversion would not compromise the integrity of the vehicle, but was always viewed as extremely valuable because it ensured that the aftermarket products would be publicised through Land Rover itself.

That lasted until July 1985, when what was by then Land Rover Ltd re-organised the department. It was renamed as Special Vehicle Operations (SVO) and absorbed the existing functions of the Special Projects Department, adding to



them responsibility for building custom-made vehicles to Land Rover's own designs. Among the first SVO products was a range of special bodies for the 127-inch wheelbase chassis. These bodies were branded as Quadtec types, and were essentially a highly flexible box type that could be built with different lengths, different heights, and different door positions to meet a variety of different

requirements. Specialist sub-contractors continued to build "approved" conversions as before, but whenever possible Solihull provided one of its Quadtec bodies to contain the specialist equipment.

From 1992, there was a third re-organisation. This time, SVO was renamed Land Rover Special Vehicles (LRSV) and the LRSV brand was pushed to

the fore. It was briefly promoted as Land Rover's "fourth marque" (the other three being Range Rover, Defender and Discovery). Customers now had to order vehicles through LRSV and not directly from the specialist converters, who were largely instructed not to put their own names on work that was sub-contracted to them. LRSV was also developed as the bespoke arm of Land Rover, responsible



This one will date you if you know what it is! It's a Quadtec body on the 127 chassis, provided to Band Aid for charity work in Africa.



This is again the ultra-versatile Quadtec body on a 127 chassis.



The Discovery wheelchair carrier was a very clever conversion from SVO. Note the raised roof to give headroom.



This was the Special Vehicles logo, which was applied to genuine Special Vehicles conversions.

for the Autobiography scheme that from 1993 created individually specified high-end versions of the Range Rover, and for the low-volume special editions of all models where the differences from standard were more complicated than could be accommodated on the main assembly line. Other low-volume conversions, such as the Discovery wheelchair carrier and the 116-inch Discovery ambulance were also developed by LRSV.

The fourth major re-organisation took place over the period between 2011 and 2014. As a first stage, LRSV merged with its Jaguar equivalent to become ETO (Engineered To Order), and most of the Defender conversions business was placed elsewhere. Military conversions

were entrusted to Otokar in Turkey, who had been building Defenders for many years. The more traditional Defender conversions business went to Guava International, who had a UK base at Guildford but were owned by Thailand-based automotive conversions company RMA. Guava became Land Rover's first Approved Vehicle Modifier.

The final stage occurred in 2014, when ETO was absorbed into Jaguar Land Rover's Special Vehicle Operations division, which had a very different brief for the two marques: to design and engineer "halo" products, limited-run collectors' editions and high specification vehicles that amplified Jaguar and Land Rover core brand values. The Special Vehicle Operations division continues

today, its signature initials of SV appearing on low-volume top models such as the Range Rover Sport SVR.

The first two pictures show the sort of thing that was covered by the Special Projects department: a BEN air compressor, and a Cuthbertson tracked conversion.

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

Notes:

1. As seen on the back pages of this newsletter since 2017, as well as in 2012-13 and the late 1990's.



It was possible to reproduce the logo (and some people did), but this one was a bit harder. It's the Special Vehicles contract plate that's found on the bonnet lock platform.



This mobile workshop on a Defender 130 dates from ETO days and was the work of RMA in Thailand (via Guava International in the UK).



This is the more modern idea of "bespoke". It's a high-performance derivative of the second-generation Range Rover Sport (L494): note the discreet SVR badge to the right of the number-plate.



Last one for now: this is the SVR logo. Things have come a long way since the days of the old Special Projects department, but the basic concept of a custom product is still the same.



THE COMPLETE CATALOGUE OF THE LAND ROVER

PRODUCTION VARIANTS FROM SERIES 1 TO DEFENDER



BY JAMES TAYLOR

THEY'RE IN OUR BLOOD
landrover.co.nz | 0800 2 LandRover





Dinky-TOYS GB #27D/340 LAND ROVER (Part 2)

Philippe Bret

The principal casting variants of the model concern the following parts :

- the front bumper,
- the windscreen,
- the bottom of the dashboard,
- the driving wheel and the driver itself,
- the front seats,
- the pulley, the hubs and
- the rear tow hook or more precisely the area around this tow hook.

Chronology of the variants

V00/V0 - This will describe the initial variant of the car. The principal characteristic of this version are : flat windscreen (i.e. without the longitudinal curving of the vertical bars), mazac driver secured to its seat with a turned riveting, big round section grey threaded tyres. I found on the models of my personal collection two different "under-versions" with the flat windscreen, the first (V00)

with a 0,61mm thickness tinplate, the second (V0) with a 0,82mm thickness tinplate. See the fifth change on the main drawing in the first part of my review.

V1 - The first chronological variant visible on the model is the longitudinal curving of the three vertical pillars of the windscreen, to give them an additional strength. The thickness of the tinplate is around 0,82mm. I could not read exactly the date on the factory drawings picture, but this change is the fifth one. You can note that unlike the wooden prototype (having the windscreen in front of the carved base), the slot where the windscreen is inserted is behind the cast base. On this version, the mazac driver is always secured with a turned rivet. The front bumper silver paint covers also the bottom of the radiator.

(See images at the top of the next page)

V2 - The second chronological variant concerns the drivers riveting and the spraying mask for the front bumper. On the previous models, the spraying mask allows to paint the headlamps, the front bumper, as well as the bottom part of the grille (on the flat area under the grille). From this variant on, the driver is secured with a crossed riveting, and the mask is modified as the bottom part of the grille is no more painted.

(See images on the middle and the bottom of the next page)

I thought at the beginning that this crossed riveting was done on the very first models, but the windscreen modification shows without doubt that this was false, as all the models with crossed riveting have curved vertical windscreen bars, and all the models with flat windscreen (i.e. previously produced) have their driver fixed with a turned rivet. As I stated on



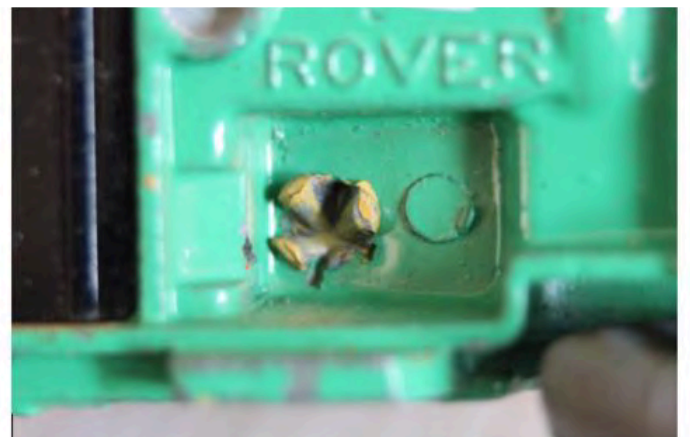
On the left, flat tinplate windscreen (V0), on the right, the windscreen vertical bars are strengthened by a longitudinal curving (V1).



Picture of a dismantled windscreen allowing to see the fork to secure it to the front casting pillar.



Mask spraying change of front bumper between orange V1 version and green V2 version



Riveting change of the driver : turned on orange V1 version, then crossed on green V2 version



xLug maintaining the rear hook on green V2 version, then deleted on orange V4 version. Note the slight mis-alignment of the hook after deletion of the lug.

previous article, it must be noticed that the feet of the driver are cut off, in order to make the assembly easier.

V3 - This variant concerns the tyres. All the previous models are fitted with big grey tyres having a rounded section. From this on, the tyres fitted are grey, with a squared section, and a "M" on the side.

V4 - In this variant, the positioning lug in front of the rear hook is deleted, causing the hook on all the following models to be slightly mis-aligned, because of turning on its axle during the riveting.

Lug maintaining the rear hook on green V2

version, then deleted on orange V4 version. Note the slight mis-alignment of the hook after deletion of the lug.

V5 - The fifth variant is the return to the drivers riveting with a rounded tool instead of the crossed riveting.

V6 - This sixth variant, one of the more important and visible, concerns the hubs, that are made in plastic. Most of them are red, but some models have green ones or even yellow ones. As other models have received the same hubs in blue plastic (#424 ARTICULATED COMMER) or even black hubs (LAND ROVER TRAILER) some LAND ROVER could also have been fitted

with them... Some remaining color variants to discover ! The very first LAND ROVER with plastic hubs remain with a riveted mazac driver.

V7 - This variant concerns the driver, now made of blue plastic instead of mazac. The first LAND ROVER with plastic driver have the unchanged seats casting of the previous versions, with a hole in the driver's seat where the bottom peg of the driver passes through. On this version, the driving wheel is still the big mazac one of the agricultural tractors.

Plastic driver with hole through the seat and big metal driving wheel (V7)



xLug maintaining the rear hook on green V2 version, then deleted on orange V4 version. Note the slight mis-alignment of the hook after deletion of the lug.



Lateral pulley detailed on green model (V2) and partially filled on orange example (V9)

V8 - The main casting was then modified and the underside of the front seat was filled. The hole on the drivers seat no longer passes through the casting. The underside of both seats are now filled flat to around 5mm of the underside of the shell. The driving wheel is replaced by a smaller one in soft black plastic, in order to make the removing and installation of

the driver easier.

V9 - This variant is not so visible : the inner design of the lateral pulley, which was previous very detailed, showing a protruding crown with six bolts, is now partially filled and the end of the hole is now flat

V10 - A little less silver detailing : only the bottom part of the front bumper receives now the silver paint.

V11 - Black tyres instead of grey ones, having the same design with a lateral "M". Grey tyres still appear on some models until the V15 version (included).



MERRY CHRISTMAS
AND A HAPPY NEW YEAR!





Land Rover Series IIA 1971 **CLASSIC, Keene NH, \$19,500

1971 Land Rover Series IIA 88 model...Go on safari everyday! It is a classic and ready for you to make your own excursions and your own stories. It is one fun vehicle. It runs well and sounds great. If you are not yet a Land Rover enthusiast I invite you to check out Rovers North and their loyal following or even reference Hagerty.com for estimated values. Routine maintenance by a passionate Land Rover mechanic. Happy to schedule for you to come see it and test drive it.
 NH Craigslist advert no 7688273090



1975 Land Rover S3 109", Barrington, RI, \$27,500

I've had this S3 for 18 years. Runs fantastic. Have two canvas tops. Right hand drive. 48,000 miles. It's been a great Station Wagon for the family. Sits eight people. Come by and check it out. Manual transmission. 4x4

Providence Craigslist advert no 7688380381



1952 Land Rover 80 in, Winnipeg, Manitoba, \$5,200

Okay I've had my fun.. here's a 1952 Land Rover 80 in wheelbase.. I'll be the first to admit I have a few too many vehicles and I should probably cut one loose.. catch it at a fair price before I put it into storage... reasonable offers IN PERSON considered 204-227-22 5 seven

Kijiji advert no 1677762513



1967 Land Rover Series 2A 109" \$5,500

Complete vehicle, not running. Comes with spare frame and LOTS of other series body panels, doors, hoods, etc and factory repair manuals. Clean and current registration in Ontario!!

Kijiji advert no 1677795583



Land Rover Series 2/2A/3 Deluxe Dished Bonnet - Military and Civilian, Sunnyvale, California, \$150

Here are a couple of used Land Rover series deluxe bonnets (the style with the rounded front edge). Both are the dished style, and have the LR spare tire "pie pan" mounts. First bonnet is ex-military with a solid steel frame but a few dents at the leading edge and some damage at the sides. The military bonnets have an extra steel plate under the tire mounting, plus this one has the spare tire tie-down "staples". It also includes the two military style bonnet hold-down hasps. \$250
 Second bonnet is a civilian version, with very straight aluminum skin but a rotted-out frame. \$150. Pick up in Sunnyvale.

Sfbay Craigslist advert no 7688157937



5x Land Rover Steel Wheel 5.5f X 16, Stittsville, Ont, C\$150

Five Land Rover NRC7578 Steel Road Wheel 5.5f X 16. Suitable for older Series trucks or early Defenders. I believe they had 7.50 x 16 mounted previously but just the rims for sale. \$150 obo for all five.

Contact Liam Cox via Facebook



Finding scams - This photo might be familiar to a couple of folks. One is from the "Series Land Rover North America Only Swapmeet" Facebook group. The other is from a UK Land Rover group. In one, put up in late October, the complete PTO assembly was fifteen hundred pounds. A month later, it was available for \$1,500 in Denver. When called out, the advert and profile vanished. And this is only one of a couple examples of questionable sales that were spotted over the past month.

What can you do to reduce the chance of getting taken?

- Ask to see the item, in this case, someone near Denver asked to visit and see it. Or ask a friend, if you know someone near, to take a look.
- Ask for different photos that are not in the stream of available photos posted
- If it is something you are seriously considering buying, never pay via eTransfer, or the "friends and family" option with PayPal. If they are asking for friends and family, which really is you giving away any rights to get your money back, politely decline and keep looking.
- While it helps to look at the Facebook profiles, if they seem short, or new, warning bells should start to chime. You will find that the profiles will vanish after you buy, or of people start pointing out that an item is, or was, also available somewhere else.
- Bottom line. Ask questions and don't pay using methods where you have no recourse.



1959 Land Rover discovery series ii, \$3,000

Land Rover Defender Series 2, 1959, bodywork is in good condition, frame is rusted in the rear, no transmission, engine intact. Registered with ICBC and can be registered in new owner's name. Must be towed. Stored in shelter. If the ad is up its available do not ask if its available, I will not respond. Make appointment to view

Contact Leon Bresler via Facebook



1980 Land Rover Series III Santana - \$32,500 (Englewood)

This Land Rover Series 3 w/2.25 ltr diesel presents as a very nice vehicle cosmetically and is apparently a restored vehicle by noted specialist Autology Motors, Pedreguer, Spain. While showing light to normal use evidently primarily on the road, it exhibits good care by owners and specialist providers to maintain a roadworthy and very good-driving Rover. The bodywork and aluminum sheet metal show no issues aside from very small blemishes and is much better than expected for the age and vehicle's intended use.

Denver craigslist advert no 7685981689



1972 Koenig pto winch, Coquitlam, BC, \$1,000

PTO Koenig winch complete

Contact Bernie Buttner via Facebook



Land Rover Series parts - Reno Nevada - \$1

Land Rover 2.25 gas engine out of a Series II. Running when pulled, spent the last 25 years in indoor storage. Also have a Series Tropical top, all glass and seals good, comes with door. Two transfer cases and other random odds and ends. Open to trades for defender stuff, 3 wheelers, guns, other cool stuff.

Reno Craigslist advert no 7686899326



1980 Land Rover Series III RHD Diesel - \$16,500 (Hartford)

1980 Series III Marine Blue Diesel Land Rover currently registered and in daily use. A very stock vehicle with no modifications. Recently replaced all leaf springs, shocks and brakes. Have also replaced exhaust and fuel tank. Original chassis but not rusty. Not sure about actual milage but has original engine. This is a right-hand drive vehicle imported by me from England about a year and a half ago. Have a reasonable amount of paperwork related to its history. This is a good vehicle for local use and adventures, but it is not an interstate cruiser. Transfer will be via Bill of Sale. If you appreciate early Rovers, this is a beauty.

Maine Craigslist advert no 7686801975



1961 Land Rover series IIA, Cairo, NY, \$5,500

1961 I believe . 4 door that will need complete restoration, had for a few years and just don't see myself ever having the time, body is pretty straight of course the frame is no good and rust on the foot wells and usual spots, it is missing the passenger wing it is the way I got it. *bill of sale only* you don't see very many 4 doors and would be a great project for a family cruiser. there is oil in the engine but I have never messed with it or tried to turn over.

Contact Timothy Mckeown via Facebook



Land Rover 109 Station Wagon Galvanized Rear Tub Capping's, Calgary, Alb, \$500

Land Rover Series 2 or 2a 109 4/5 Door Station Wagon Galvanized Rear Tub Capping's. This is a "FULL SET" to complete a rear tub for a series 2 or 2a Land Rover. Price is FIRM and will not break the set up. main rails alone are over \$400 USD.

Kijiji advert no 1677182699



1973 Rover P6 3500, Abbotsford, BC, \$1,000

I am selling two cars and a lot of new & used parts I've collected. 1973 Rover P6 3500 & 1973 Rover P6 2000TC. The P6 V8 is just a rolling base unit and the 2000 is a complete parts car. I have multiple sets of good black leather seats for TC and V8. Multiple sets of body panels. Two sets of V8 doors. A set of brand new V8 front and rear inner fenders. A very good V8 hood. Too much to list really, have a look!

Contact Brian Pahl via Facebook



1967 Land Rover range rover, Stonewall, Louisiana, \$6,000

RARE 1967 Land Rover Series IIA 2 Door Wagon 4X4. DOES NOT RUN. Clean title. British spec (steering on the righthand side), Aluminum body, Steel boxed frame. Again, it DOES NOT RUN. However, it can be rolled onto a trailer for transport. It would be a great restoration project for the Land Rover enthusiast. Selling due to not having time for restoration projects

Contact Eddy Meyers via Facebook



1956 Land Rover series 1 86", Salinda, Colorado, \$6,250

1956 Land Rover Series 1 86" with pickup cab. Great little truck. It runs and drives, but needs a complete brake rebuild. Does not stop at all, so can't be driven on the roads at this point. I put a new set of tires on it a couple of years ago, and I was planning on spending the time and effort to get the brakes fixed, but I'm not going to get to it. No title, only bill of sale. it was used for many years as a plow and ranch truck, as I understand it. I'm not sure the last time it was titled. Is located in Salida, Colorado.

Contact Jerome M. Reinan via Facebook



1983 Land Rover series iii, Whitewright, Texas, \$5,200

Land Rover Series 3 ex military 88" RHD 2.25 petrol runs but needs tune up. New fuel system from fuel tank to carb. New brake master cyl. And clutch cylinders. Never been titled so comes with bill of sale.

Contact Kent

Contact Kent Branson via Facebook



109 roof sides, Quebec City, Quebec, \$500

2 109 regular roof sides, complete with the glass. Seals will need to be changed. Located in Quebec City. 500 USD\$ can ship at buyer's expense but quite bulky.

Contact Michel Bertrand via Facebook



101 Forward Control Vampire, San Jose, Calif, \$35,000

I have been asked by a friend in the US, to put out the word that her boyfriend's 101 FC, a rare Vampire variant (rumored that less than 20 built), is up for sale. The description given to me is...

'It's a LHD 101 FC Vampire completely intact. Is driveable, but needs shocks.'

Currently in San Jose, CA, USA and looking for \$35k, open to offers/negotiation.

Contact: Gustav Dow (+1) 650-704-6913

For more info on the Vampire have a look at <https://www.oldrover.com/101/Vampire/Vampire.htm>



1967 Land Rover series 2a, Edgewood, New Mexico, \$4,000

I've owned this vehicle since 1993 (I believe I'm its 3rd owner). It was my primary vehicle for over 10 years. It's lived a true Rover's life - I used it to conduct field wildlife research throughout SW New Mexico, Arizona, and Montana. Head was rebuilt in '97 to allow it to run on nonleaded fuel. It needed the engine block rebuilt (no compression) in 2005, and it hasn't been driven since. Most parts are still original. Chassis is virtually rust-free. Price includes vehicle as is and all the assemblage of extra parts shown in the pictures as a package. Please do not message me to sell you any part separately. Has a Fairey Overdrive installed (which could stand a rebuild), "tropical" top/roof, and the "rounded" bonnet.

Contact Jason Roback via Facebook



109 hardtop, Quebec City, PQ, \$300

109 Regular roof. No safari sunsheet no Alpine glass nor headliner. 300 USD or 250USD if sold with the roof sides. Located in Quebec City

Contact Michel Bertrand via Facebook



Pair of Series II wings, Quebec City, PQ, \$300

Pair of front Ser 2 wings. 300\$. Located in Quebec City, can deliver West up to Brockville.

Contact Michel Bertrand via Facebook



Land Rover Series One 80" 1952 wheels set, Gresham, Oregon, \$250

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

Contact Jeff Carpenter via Facebook



Fairey Land Rover Overdrive series one, IIa, series 3 with linkage, Gresham, Oregon, \$1,000

Original Fairey Overdrive for vintage Land Rover Series vehicles. Used but in very good condition, input splines look great. Open to offers. Can separate with linkage. Located in Gresham Oregon.

Contact Jeff Carpenter via Facebook



Series 2 109 regular chassis, Quebec City, Quebec, \$300

Series 2 109 Regular/Pick-up frame. Some outriggers have been changed, needs new horns and rear crossmember (included) and a few patches here and there. Good alternative to a galvanized chassis if you have welding skills and not going for a Showroom 109. Located in Quebec, Canada. No shipping but can help load on a trailer. \$300 USD.

Contact Michel Bertrand via Facebook



1969 Land Rover SIIA 88, Newcastle, Ont. \$12,500

Series Land Rover in Rare Poppy Red Colour. Engine turns over but not currently running. Legendary 4 x 4 with loads of potential. Comes with official Heritage Certificate.

Kijiji advert no 1678495828



1962 109 SW, Helena, Montana, \$5,000

1962 109 SW project, \$5000:
 Blue, clean Idaho title, no drivetrain. The truck was modified by the previous owner to fit a gen 3 Ls and chevy automatic transmission. It has Toyota pickup axles placed under it, P38 power steering conversion, longer leaf springs. Located in Helena, Montana. Open to offers.

Contact Monty Gould via Facebook



Land Rover series one based hot rod , special. Project, England, eBay

A bit of fun built about 20years ago for a Land Rover show. Built out of a series one 86/88 with a fiberglass model t tub, model a front panel. The bulkhead is two series 3 footwells welded together to allow the modified series 3 pedals to come through the panel as they should . Hydraulic clutch same as series 2a Single line brake master cylinder same as series 2/3

The head lamps are fordson tractor and the the tail lamps are 2a Custom made rear tray with plywood base. The new Jerry can on the back is the fuel tank which has been modified to suit. With breather and outlet. There is an faset electric pump under the seat next to the battery. The seat is a rear bench out of a sJ 410 sukui. Steering is series 2 with modified arm from box to relay. 8.25x16 tyres on standard rims including a spare

All Land Rover parts It drives stops and starts. But it is far from finished and road worthy. It needs. Wiring , other than an ign switch nothing is connected. Steering- the box and arms need setting up. As it turns better one way then the other. These a the minimum, but there could be more item that needs a dressing before taking to the highway. This an unfinished project and will need work ect to make it driver more than on a trailer. Ideal shop or attraction fit display.

eBay auctions no 225878735877



Land Rover Series door trim, Eliot, Maine \$50

Door trim pieces for a Series Land Rover

Contact Hayden Pearson via Facebook



Adventure trailer, Southwest Harbor, Maine, \$9,500

2008 adventure trailer

- Unit is fitted with a king size, roof top tent
 - onboard water
 - Water storage system and sink
 - onboard fuel storage
 - on boards electrics and set up with draw slide and plug for freezer fridge
 - Side storage with cook partners propane stove, and tank
 - running LandRover NATO rims 235-85-16 BFG-AT
 - comes with 2" off-road hitch as well as pintle style hitch.
- Can deliver for additional fee

Contact Scott Preston via Facebook



LAND ROVER Disc Brk Kit, "Series" - \$1,150 (dublin / pleasanton / livermore)

Rocky Mtn Disc Brake Kit Complete including hub bearings x4. w/Lumina Calipers & NAPA Pads; USED less than 300 miles on test vehicle, for evaluation on a 1957 107" SW. \$1150.00 you collect.

SFBay Craigslist advert no 7692325532



1969 Land Rover 2a, Ruckersville, Virginia, \$12,000

1969 land Rover series 2a. Runs stops drive. However consider a project. Will include many parts. This is a rhd model ex mod. I believe a former ffr. Overall a solid truck. My age and ability to work on truck is the reason for sailing. If active, truck is available. I will not answer is this available. Price is firm. As is where is.

Contact Troy Harlow via Facebook



Carburateur solex, Itteville, Île-de-France, €100

A vendre carburateur solex neuf E32 PBI pour land rover

Contact Thierry Delcloo via Facebook



1944 Landing Craft 51', Sanford Maine, \$12,000

1944 Landing Craft. 51' long plus 20' drop gate. 14' wide. 70k pounds. Powered by dual Detroit 671's. Lift gate powered by Wisconsin pony motor. Can haul 50k pounds in hull. Runs and drives and floats. Not answering a million question on here. Come look at it. Yes it was used in the military and retired from service in 1966. Calls only. Way to many messages. Will be deleted when its sold! Buyer will have to pay its own hauling and trucking! 2zero7four3two06fiveseven

Contact Matt Colton via Facebook



1965 Land Rover Series 2a, Riverview, NB, \$27,000

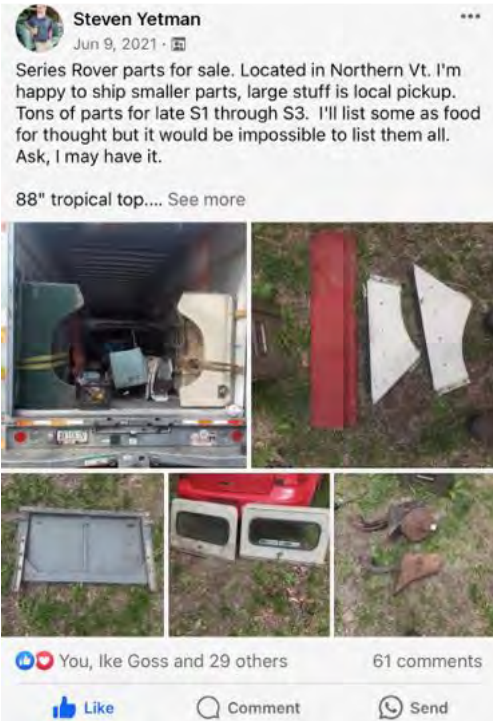
Factory stock original 1965 2A model from Canadian Praries has undergone a comprehensive, quality based mechanical and body restoration of all major vehicle systems. These include hydraulics, brake clutch, cooling, fuel, ignition, and electrical. It has a solid rot free chassis and bulkhead and has never seen east coast winter or salted roads. The body is straight and in excellent overall condition. The swivel balls have been protected by original leather gaiters and as such are in pristine condition. It has a brand new NewBrunswick inspection. Just over 35k miles on the odometer the 2.25 gasoline engine petrol with spin on oil filter adapter and and 68 amp delco 10si alternator with 800CCA battery, 12 v negative ground, pertronix electronic infigthing with Lucas 45D4 distributor 4 speed gearbox with full time 4wd and 2 speed transfer case, selectable 4wd with period correct Warn M11 locking from hubs. Also equipped with Fairey Mechanical overdrive giving 16 possible forward and 4 reverse gear combinations. Original beehive glass lenses, signal and running lights. Complete electronic overhaul wiring to original schematic and color code. Independent wipers that work. Although will need adjustment and cleaning, manual override Kodiak MK2 heater. Fully greased, new zenith carburetor and intake adapter valve adjustment, ignition timing adjustment and gear box output seals and differential seals replaced , intake adapter and valve adjustments. All new hand break adjuster, with new Mintex shoes. New brake master cylinder, clutch and acceleration pedals, new brake wheel cylinders x4. Exhaust manifold Made in UK, with new studs and downpipe, new 3 pipe aluminized exhaust system complete with all new hangers, and hardware. All new OEM grease-able tie rod ends (3 pairs). Brand new tires, professionally painted, stripped to bare aluminum, etched primer. Marine blue with powder coated cream wheels, hardtop with sliding windows, canvas top. Complete rot free chassis, non galvanized, although beautiful condition. Driven on sunny days, car show entry. All new seating in rear, with new seat coverings in front. Seatbelts installed, will require oil and filter change, and rear diff fluid changed in near future along with over drive fluid change. Going into storage at months end. A beautiful piece of history. Talked about where ever it is seen. Selling due to to family circumstance. Kijiji advert no 1678619002



1983 Land Rover range rover, Santa Maria, Calif, \$30,000

[No description available]

Contact Daniel Manzano via Facebook



Which one is real, and which one is a scammer? A reminder that while you can send an email, DM, PM, whatever off to the seller, your spidey senses should be going off if they start asking for convenient (for them) ways to pay for items. Use methods like PayPal, and never the “friends and family option”, unless you know them already.

In this case, the one on the left is the original advertisement. Justin May is a new addition to this Facebook group, and while there is a post or two on his profile, was probably established a year ago in preparation for this particular selling endeavour.



Land Rover Tropical Roof, Puslinch, Ont, \$1,200

88” Series Land Rover tropical roof. It’s all there, have the glass, window seals, vents, original headliner, etc.

Asking \$1200

Also have a sunshade roof for an 88” (tropical roof without the vents or windows)

Kijiji advert no 1678942971



1963 Land Rover series IIA 109”, Fredericton, NB, \$6,000

1963 Land Rover series IIA 109”. Original 2.25L petrol engine Farley Overdrive

Great for a serious restoration project! Parked for 15 years, and used as a farm truck by previous owner. Engine will manually turn over. The inside was cleaned out summer 2022.

Contact Emily Tesselaar via Facebook
October, p38, was \$7,000



1964 Land Rover Series 2a 109, Helena, Montana, \$6,500

109 Station Wagon project. Clean Idaho title. A previous owner started disassembling the truck and didn't get around to restoring it. There is frame damage on the front driver side. Drivers fender is straight and a perfect match paint wise so damage may have occurred early in the trucks life and the fender was replaced. There are bullet holes in the front doors and some body damage down the passenger side. The 2.25l engine turns over but has not been started. The truck has 16 inch wheels, weber carb conversion, and a dual oil water temp gauge. I can provide additional photos and video if needed. I also have a Fairey Overdrive that can be sold additionally if interested. Located in Helena, Montana
Contact ZMonty Gould via Facebook



1972 Land Rover pickup, Austin, Texas, \$22,000

Right hand drive Landrover. 1972. Will consider trades
Contact Sue Vd Merwe via Facebook



for sale - 1980 Land Rover series iii winston-salem, nc, 25,000

1980 Land Rover Series III 109 two door. Ex-MOD (British Ministry of Defense) radio truck, it was in service for 12 years before being imported to VA where it has been since the early 90s. From the factory it has a 1 ton frame, heave duty suspension, and heavy duty rear axle. I have owned it for 3 years and have replaced the transmission, rebuilt the transfer case with High Ratio high range kit from Ashcroft, rebuilt the rear differential, installed a brand new starter, new drive shafts, new brakes on all 4 corners, axles resealed, new seats, new Cooper STT Pro 215/85r16 tires on genuine NATO steel wheels. The 2.25L gas engine was rebuilt by previous owner and runs perfectly, no leaks or issues. Swivel balls have been rebuilt and do not leak either. There is zero rust on the frame or bulkhead and besides the obvious patina in the photos, the body is in great original shape. This truck is about as mechanically new as one could be yet still true to the original specification. This has an amazing presence and will go anywhere. Selling to fund other interesting projects but hate to see it go - we just never use it. Perfect beach runner setup for next spring and summer. Taking offers at \$25k and above, you will not find a more driver ready truck than this one without spending at least 3 times the price. I will not respond to "Is this available?" because if the ad is up, it is available. If you are not familiar with these trucks, please do your research prior - while it is amazing it is nothing like a modern vehicle. You will love it. Truck is available to view at Southern Overland Company in Winston Salem, NC until I have it shipped home to Richmond, VA.

Contact Michael Pratt via facebook



1966 Land Rover Series 2 109 · Wagon, Santa Barbara, \$27,500 ·

Driven 45,000 miles. This Land Rover Series II is a left-hand drive model with a long wheelbase, measuring 109 inches, and features a 2-door soft-top design. The exterior is painted in a safari-inspired Desert Tan, complemented by a black vinyl interior and a tan canvas top along with side curtains. It is equipped with a 2.25-liter, 4-cylinder gasoline engine paired with a 4-speed manual transmission. Notable features of this rover include twin fuel tanks, a heater, sliding side windows, and a locking differential.

Contact Scott Rouleau via Facebook



1967 Land Rover defender 110, White Salmon, Washington, \$37,500

have for sale a 1967 North American Dollar Area (NADA) Land Rover 109. Being number 272 of only 811 of these rare models. This NADA 109 runs and drives pretty well and even stops and turns in a fairly non eventful manner. It is shod in fairly new Les Schab AT tires and later design tubeless wheels powder coated white. The frame is the original and is really solid original shape. peaking of parts I was able to scrounge up most of a spare 6 cylinder engine. I did a compression test early on and came up with 1 - 140, 2 - 148, 3 - 139, 4 - 140, 5-140, 6- 149 so pretty good across the board. Charles starts right up when cold with the choke and seems to warm up quickly. FB has a long listing. Contact Craig Spaeth via Facebook



1963 Land Rover series ii a Off white, Whitefish Montana, \$20,000

This is an all original 63 land rover with low mileage. Body and interior are in great shape. It doesn't start but ran when it was parked. I'm not a mechanic but shouldn't take much to get it running. Needs an exhaust. British right hand drive. Love this vehicle just don't have the time to play with it anymore

Contact Chris Lehmert via Facebook



1969 Land Rover 2a, Ruckersville, Virginia, \$12,000

1969 land Rover series 2a. Runs stops drive. However consider a project. Will include many parts. This is a rhd model ex mod. I believe a former ffr. Overall a solid truck. My age and ability to work on truck is the reason for sailing. If active, truck is available. I will not answer is this available. Price is firm. As is where is.

Contact Troy Harlow via Facebook



1949 Land Rover 1949 land rover, Central Okanagan, BC, \$500

1949 Land Rover truck body/frame for restoration project or parts. No transmission. Delivery available for extra charge

Contact Noah Paterson via Facebook



1952 Land Rover series 1 80", Vancouver, BC, \$20,000

A series 1 Land Rover 80". in excellent condition. Kept in heated shop for 20 years when owned by fastidious Land Rover enthusiast. Very clean and virtually rust free. lots of new oem parts and recent work; rebuilt master cylinder, new seals in original brakes and rebuilt fuel pump. Runs, drives, and stops well but could use a tune up. New seats and soft top

This is one of two ordered from Rootes Motors and delivered to Plimley Motors of Victoria or Vancouver, in 1952. Both were bronze green and parts of this car still have original paint. the body panels are very straight and frame is excellent. It has an original capstan (winch)

It has valid BC registration.
messages with " is this available" will be ignored

Contact Peter Yorke or Ryan Dyer via Facebook

Note: Capstan winch. Vehicle is registered for the road.



63 Land Rover complete, Port Alberni, BC, \$5,000

Complete Land Rover restore or use for parts

Kijiji advert no 1678938087



1978 Land Rover Series III 109 left hand drive Station wagon, Fairview North Carolina \$5,000

This truck was imported from Ethiopia over a decade ago and was brought to me to restore but we never got to it and I have been asked to sell it on for the current owner . Solid frame and it is all there minus the engine and transmission are gone I do have a new in the crate tran a III box available for 4K and I have availability to a 2.25 diesel that would need a rebuild for 1500

Contact Sean Robert Jones via Facebook



1971 Land Rover Series IIa , Denver, Colorado, \$24,500

Very cool Land Rover series iia, but sits on an updated defender frame with coil springs. Runs great, has a small motor so made for neighborhood or mountain driving only. Large brand new tires with full size spare that can be mounted on the hood. Have all parts for soft top (also have brand new black soft top), bikini top, spare tire mounts, new seats, have floor liners for front, etc. Serious inquiries only please. Clear title in hand. Has 2 gas tanks. Gas tanks were burned out and re-lined recently. Unsure if odometer has rolled over.

Denver Craigslist advert no 7687779695



1971 Land Rover Series 2A truck 88 Diesel, Houston Texas \$22,000

1971 series 2A Land Rover 88 truck, car is in great shape, very rare, it has 2.25 Diesel engine, 4 speed manual transmission, runs, drives shifts fine/smooth, fully functional 4x4, it has blue/clean TX title, street legal, current tag, all original interior, fully functional instruments panel/gages, all lights are in great shap,

Houston Craigslist advert no 7687375605

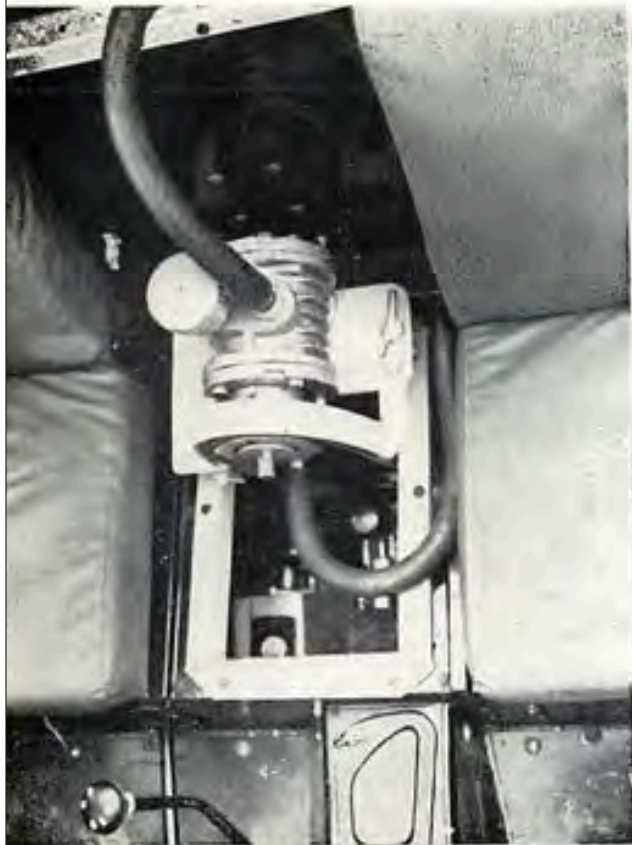


land rover series II wheels, Duarte California \$500

1973 landrover series 16" wheels(5) original

Los Angeles Craigslist advert no 7687073981

SPECIFICATIONS AND DETAILS



Tank Capacity	- - -	420 gallons	300 gallons
Tank Interior	- - -	Bitumen Coated	Bitumen Coated
Wheel Equipment	- - -	750 x 16	750 x 16
Wheel width adjustment	-	44" x 60"	40 x 60"
Weight (Machine only)	- -	16 cwt	14 cwt
Weight (Loaded)	- - -	52 cwt	38 cwt
Weight at Drawbar (Loaded)	-	7½ cwt	6 cwt approx
Filling time (water from 5ft sump)	-	5½ minutes	4 minutes
Maximum Lift	- - -	20 feet	20 feet
Width of spread (depending on solid contents)		5ft to 6ft	5ft to 6ft

SHIPPING SPECIFICATIONS :

300 Gallon Size	5' 0" x 3' 6" x 9' 4"	Weight 14½ cwt
420 Gallon Size	5' 3" x 3' 10" x 9' 10"	Weight 16 cwt

LAND-ROVER EXTRAS REQUIRED :

CENTRE POWER TAKE-OFF WITH PULLEY
TOWING EQUIPMENT (EIGHT HOLED PLATE)
HAND THROTTLE FOR PETROL ENGINE MODELS

The **FULLER**
**Liquid Manure and
Sludge Handling Equipment**

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



Introduction ..

300 gallon Tank attached to Land-Rover

The object of the ' Fuller ' Liquid Manure and Sludge Handling Equipment is to provide modern and efficient machinery to make use of the extremely valuable liquid manures which are often allowed to run to waste.

The broad principles of the machine are filling by vacuum and agitation of material while in transit and distribution. By this method, sludge-like material can be lifted from sump, or direct from cowshed grip or collecting yard, and distributed straight back onto the land in one operation—no second handling and no problem of storage.

The vacuum pump is mounted between the two front seats after removing the centre seat as illustrated overleaf. The drive is by Vee-belt from P.T.O. pulley fitted to the gearbox (obtainable through all Rover Agents).

Agitation is achieved by directing discharged air from the vacuum pump into the base of the tank interior ; the air passing up through the material provides a very efficient form of agitation.

Choking of the outlet is prevented by directing an airstream onto the outlet valve. This enables liquid with high solid content to be handled successfully.

The vacuum cuts out automatically to prevent over-filling or liquid entering the pump. A special hand operated valve controls filling and agitation.

The liquid is distributed in a perfectly even fan shape. It passes through a fullway outlet valve fitted with a deflector plate on to the main semi-circular spreader plate.

For Sludge-like material of high solid content the Rotary distributor is recommended. This uses the road wheels to drive a multi-bladed tine rotor which breaks the material into small particles for even distribution.

ALLAN FULLER LTD
:: :: **CHEPSTOW** :: ::
MONMOUTHSHIRE :: :: ENGLAND
Telephone: **CHEPSTOW 2145**