



ASSOCIATION OF
NORTH AMERICAN
ROVER CLUBS



OTTAWA
VALLEY
LAND
ROVERS



January 15th 2024

Volume XXXXI, Issue 1, No. 465





Index for Issue 465

OVLR News	6957	Opens	6972
TCM. A year in review as told by The Penguins	6960	General Servicing	6974
Fixing a Series Starter	6963	The Sexiest Tyre (Tire) Ever Made	6974
Sebasticook Millennium Green update	6965	Land-Rover - 88 inch Forward Controls	6978
A guide to a few 2024 ANARC Club's Events :..	6968	Dinky Toys GB #27D/340 LAND ROVER (Pt 3)	6982
Non-OVLR News	6970	For Sale	6988
Range Rover Electric Announced, Waiting List			

Greetings,

Well, first things first. Winter, at least where snowfall is concerned, have been a grave disappointment thus far. Very little of the white stuff has landed, though the weather boffins blame El Nino and suggest this is normal.

Depending when this actually gets mailed out, the delayed Christmas Party will be held on January 13th, at the Pour Boy on Somerset Street. Read last month's newsletter or your email for details.

And since this is the annual summary for last year, how does 620 pages separate out? Well, looking at sections, there were 215 pages of OVLR local club news and happenings. As well there was information on events, (The ANARC 75th consumed a fair amount of space), leading up to them, or accounts thereof afterwards. The Non-OVLR section with news, podcasts and random interesting things, took up 81 pages over the year. General Servicing, the section with longer articles on how to do things, history of Land Rover, toys, postage stamps, and a variety of Rover-related eclectic stories comprised 148 pages. And finally, the expanded "For Sale" section, which tries to find Series vehicles and parts for sale in the USA and Canada, as well as other interesting things for sale, filled 142 pages. For the balance, index & cover (12 pages each), old advertising (24 pages), modern advertising (11 pages), comics and sundry filled the rest.

Per this newsletter, the spreadsheet suggests a fifty two page average last year, and thus this initiative will probably not be as ambitious this year. But, maybe this month or next we will possibly break another milestone. As of December this newsletter, magazine was at 6,952 pages. Striking distance of 7,000 pages. Just for fun, rather than having the page numbers start at 1 with the cover, we shall start them at 6,953 for this month.

In this month's issue we have:

- OVLR News - A selection of news items submitted by various people, or culled from various sources, as well as some upcoming local events;
- Steve Owen's Penguin friends wrap up 2023 with an account from their perspective and Steve Denis writes on early interactions with ABP;
- The Awards Season partially concludes, while the annual election cycle for the various leadership roles within OVLR continues;
- Winter Romp information is posted. Remember, Registration for 2024 is required. The event still costs nothing to attend;
- Currently available event information: known events from fellow ANARC member clubs;

- In General Servicing Robin Craig writes us on the sexiest tire (tyre) going for a Land-Rover;;
- James Taylor writes on a proposed 88 inch forward control that was considered at one point; ;
- 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 USA.

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 Rover. Created in 1951 and supplied to dealerships and whoever for advertising the new Land-Rover.

By appointment to
Her Majesty The Queen

Wholesalers of
Land-Rovers
The Rover Company Ltd

One vehicle—many jobs

The Land-Rover is equally at home on the road and on the land. On the road it is a fast delivery truck capable of carrying 12 cwt. at up to 30 m.p.h. On the land its functions fall into two groups: first, as a four-wheel-drive tractor, hauling harrows, mowers and the like; secondly, with its central and rear power take-off points, as a mobile power plant supplying belt or shaft drive to a variety of farm equipment. No wonder it is called —

Britain's most versatile vehicle

LAND-ROVER

MADE BY THE ROVER COMPANY LIMITED - SOLIHULL - BIRMINGHAM

OVLR Executive and General Hangers-On

President

Kevin Newell
Newellandscott@me.com

Secretary

Terry King
terrycking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coördinator

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

Off-road Coordinator

Ryan Carman
Info@RyanCarman.com

Executive Members-at-Large

Jerry Dowell

Past-President

Andrew Jones
andrew.jones@xplornet.ca

Club Equipment Officer

Vacant

Archivist

Benjamin Smith
bens101fc@gmail.com

Interclub Coördinator

Peter Gaby

Returning Officer

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Co-ordinator

The Executive Team

Webmaster

Rebecca Mercer

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.

P.O. Box 494
Carp, Ontario, Canada
K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are 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

Editor: Dixon Kenner
temporaryEditor.OVLR@gmail.com

Contributors & Assistance:

Phillippe Brett (Belgium); ; Mark Brouer (Colorado); Robin Craig (Howe Island); Peter Fritz (comics, Austria); Greg Fitzgerald (New Jersey); Bruce Fowler (Maine); ; Steve Owen (Wisconsin) James Taylor (England); ; Ann Zipkin (layout advice, Connecticut)

Photos - Cover - Will Hauser
ToC, 25, 35 - Dixon Kenner

Balance by the author or as cited.

ISSN 1203-8237 (print)
ISSN 2563-7118 (digital)

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

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

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

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

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

Copyright: Pursuant to the Berne Convention, no portion of the OVLR Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance by OVLR. Where permission is granted, citation must include month and year of the OVLR issue.

Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

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

This Magazine is prepared using :
Affinity Publisher

OVL R News, Rebuilds/Projects, Lies, Rumours, and Trivia



Andrew McLean writes on the new Lego Defender 90 -

What a great build! Lego have really captured the classic Defender with this new kit. Some nice options to customize it with full roll cage, rack, winch bumper plus accessories. It's loosely based on the final heritage edition although TD5 or V8 engine options, you can choose a traditional bonnet or the Puma bulged version. Never too old!





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.



ABOVE AND BYOND

Pardon, what shall be wrong at that new one?

Don't you see it? There is no third pedal inside!



THE NEW SALES CONVERSATIONS WITH OLD LANDY-DRIVERS

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 lead 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.



Well, I hope you are all near the end of your turkey left overs, should have had lamb like us is all I can say. Anyway, I have been working for a while now to organise some Anglo-Canadian container space, looks like it is going to happen and you can take advantage of the surplus space to bring you desired lumpy bits over. We are not cast in stone yet but the major players are getting sorted out, so now it is down to what extra stuff people want to bring back.

The basic details is we will have a place where we can consolidate all the freight, dry and secure, by arrangement, then on the day it will load and be sent to the Kingston area of Ontario and unloaded and dispersed. If you are in the US, I will deal with you but you will have to come and get your junk.

If you would like to express interest then here are the details, if you can not follow along you will not be considered for a place.

1 You must be a paid member of OVLR not

just this imaginary Facebook world. If I don't know you, someone in the club who is in good standing and will have to vouch for you.

2. Send me an email, not a personal message or a text (this should lose a few) to robin on howe at gee mail dot com with

subject "seacan" telling me in a simple list what you need to bring over, don't buy anything yet.

3. Be patient and let me get back to you. So, if you can follow the above we can likely work together. Hope to see you all again in the new year.





TCM. A year in review as told by The Penguins

From the Penguin Nest.

Our glorious leader Steve has writer's block and decided that we, his long suffering Penguin support team, should write the review of our summer adventures. Besides, he left his iPhone unlocked ...

We went to the Pub and got drunk! There it is in a nutshell. Oh wait you want more details?

OK down to the "serious" stuff before Steve hides (read drinks) all our Beer.

The year didn't begin well. Steve was calling us by a different P word. Not Penguin, but something that sounded something like "para sights". We know what para chutes are, but we don't know this one. Different sites, or places to go

and see? But, we understood as Steve was all worried and stressed out. If you recall, last year TCM was very very naughty and rejected his heart (engine), and a transplant was needed. So ...Over the Winter a new engine was fitted to TCM, many thanks to Ike Goss and Pangolin4x4 for all the help with this.

There was a plan afoot to drive TCM to a place called Cortland NY for someone's 75th Birthday Party. We studied the maps and well they have Breweries and pubs on the route, we are all for this adventure.

First we had to wait for winter to go away, it seems TCM does not like salt. So late March our tireless leader put our chariot back together and we started a run of test runs to slowly "break in" the new engine,

not sure why you want to "break" a new engine, but that's beyond our waddle of education, funny things these Humans. Fine tuning and adjustments, some new swear words from Steve and all was well. So off we went for a day out around the local Lake Winnebago. A 75 mile trip and the horror of it, he never stopped once, just kept driving, muttering something about "this is a Test".

Anyway all was well and it was time for more adventures. Next up was a "Road Rally. This required a Navigator, who could read, well we don't read too well, so we had to take second fiddle to a human. The rally consisted of Vague instructions on how to get to a place, Such as Turn left at the street named after the 23rd President (Harrison). You had to log



mileage etc and collect clues. Well after 80 miles, we somehow ended up at a Bar/ Restaurant, which, well, made our day. It seems that Steve won the Rallye and won a trinket.

Net was a few local Car shows. More trinkets and even a "Best in Show" for TCM. Then June rolled around and we, long suffering Penguins excitedly hopped into TCM which was packed with Camping gear, Spare parts and Penguin Food, to keep us subdued as we traveled to this

mecca they called Cortland NY or ANARC. Four days of hard driving across the USA, into Canada and back into the USA. The Humanity of it all, Steve refused to stop at any Pubs-Bars or Breweries we passed. We got revenge and drank his supply, which was a good thing as when we got to the Canadian Border. They only allow 24 cans (each) into the Country without you paying a tax.. We do look after him.

At ANARC we met up with Uncle Dixon and we were getting lots of free Beer from

Steve's "friends". OH my we had found utopia, so in an effort to stay here, we mettled with his engine. Alas his Human friends helped him out and got TCM running and we had to leave, after a great 4 day binge. Steve traded *our* beer for parts for TCM!!! Shocking! How could our planning go so wrong? He *gave* beer to Dixon in exchange for spare wires! He didn't need to do that. We had arranged for (blackmailed is so harsh, convinced) the Minnesota folks to follow Steve and get TCM out of trouble. Planning! And it



didn't cost Steve much beer either.

On the way back we "helped" TCM along, altered the maps and yes you guessed it we found Pubs and Breweries. Steve had claimed that there were none on the way there. Some conversations with others at Greek Peak showed us that Steve isn't always efficient with his mapping and navigation. So, we helped him on the way back. Along the way one of our kind made friends with a Canadian Border Guard and is now living in Canada, but says they use funny things like Kilometers and kilograms. We were having so much fun and getting so much attention, that on the last night we stole the keys to TCM and gave them to a friendly raccoon, in exchange for more Beer. Well Steve hot wired TCM and we had to leave Mr

Raccoon at the campsite, he was nice enough to send us the keys back as Steve was seen looking up receipts for BBQ Penguin.

Oshkosh and the visit of Placid Lassie, Ben and Uncle Dixon. We managed to get on Lassie, saw the beer carrying capacity and looked to "borrowing her" to get beer, but were caught. We tried to trade parts off of TCM to Dixon and Ben for Beer, but unlike last year, Steve was wise to this. Damn. They had so much beer!

Gentleman's Tour, where Steve tried to dress up, but couldn't look as good as us.

As we conclude this year in review, we must note that we are not above the occasional bribe. We think that Steve knows that we might be writing something as this year he has given us all Advent calendars. Where every day is a new and different beer! He is the bestest host ever we're never going to leave!!

So to everyone Have a Great New Year. Roll on Spring and more Motoring



Fixing a Series Starter by Steve Denis

My 64 109 was my first as my brother asked me to buy it for him and then changed his mind. The kid I'd gotten it from had never used the starter as it didn't work.

I hauled it home and figured I'd give the hand crank a try. I'd grown up starting a 1932 BF Avery Model B tractor with a crank so I knew the drill...

You push it in and turn it until the the cross pin engages in the crank nut. Then you push it around until you're about at the 6:30 position. At that point you pull up strongly on the handle with your thumb tucked into your palm (to avoid breaking it if it kicks back) and, with some luck, it starts... Well in THIS case, I'm pushing it from 1:00 to 6:30 and suddenly it spits the

handle back out and the fan starts spinning around ... HEY!!! I wasn't READY!!!

So..I pull the starter off and inspect. Yep. .brushes and they're toast as the rear bushing has fallen out of it ...

So I call up AB. I get the British guy who was the original owner. (Add the accent where required ...)

Hi! I need a starter for a 64 109...
No you don't ...

Excuse me??
What's wrong with yours?

Well, the brushes and rear bushing are shot and the little cap that goes over the

shaft end is missing...
Right, that's six dollars forty plus the shipping and it will go out this afternoon...

Uhh..don't you have a starter?
I do... but you can't have it...

What? Why not?
You don't NEED one and somebody else might!

Why would someone else NEED a starter?
Their's might have been knicked or something....

I figured right there that these vehicles and the people around them are ... different.....

steve...



ABOVE AND BEYOND

Have to warm up my Diesell!

A cold day, isn't it.





ABOVE AND BEYOND

Hey! How do you do that?

I have optional 2 and 4 wheel drive!



Robin Craig in a replica SAS Dinky 90 as part of a 40 vehicle parade in Oshawa this past Remembrance Day. (Photos - Michael Wong)

Romp prep update.... Around 50 rooms available at hotel (Friday&Saturday)... Thursday and Sunday nights are getting tight since the folks building solar farm North of the Green stay there Sunday through Thursday. Few more rooms opened up Thursday so those went into our block... bout 20 rooms remain for Sunday night.

Reminder... Saturday night dining spots are filling fast downtown. make your reservations soon... I'm holding rooms for 15ish at 18 Below and 40ish at Jin Yuan. contact me directly if you want one of those rooms for your group. If no takers will release them to the general public in a couple of weeks.

Ryan & Chip headed out and picked up the raffle Disco. It's an '01 with 145k on the clock. Stay tuned for build progress. Tickets will be \$50.00 each again this year. To comply with Maine Gaming rules, tickets will need to be bought on site. If not attending and you want to participate, contact Bruce or have someone attending grab tickets for you.

Mid December SMG enjoyed over three



The Sebasticook Millennium Green

inches of rain and another round has just started after that. Ground was already saturated to start with. Fortunately, surface is a bit frozen and it's mostly running off. Still had a few remaining small steams to clear, storm aggressively took care of that. Only noticeable damage is the section of Dickey still waiting for a culvert washed out. If we don't manage to get one installed before the ground freezes then with fill it in with 2" stone and hope for the best.

Will Maheu has been out a few times clearing and working on trail. A huge

shout out for that! Bruce has been out there faffing about marking stuff, knocking down over growth and working on this years traffic control. Steve, Andy and a couple of their friends have been working on trails over the holidays. Much appreciated... thanks! We also tightened up the tent on the ridge. Will keep an eye on that after each storm. Hope to have heat in it before next snow storm to help with snow load. Things are a bit delayed with that endeavour since FedEx managed to loose the propane heater that was ordered.

With twenty votes, Old Gold has officially won this year's t shirt contest. Second place Black, followed by Safety Green and Carolina Blue. These runners up will be automatically added to the initial poll in 2025. Hopefully, they'll still be available.

If you want a t-shirt, you need to order it online via the WinterRomp shop. There will only be a couple of extras for sale this year. If you don't order ahead, by the 24th of January, it is likely that you will not get a t-shirt for 2024.





The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts.

Set in and around Benton, Maine on the Sebasticook Millennium Green (SMG) around the American Presidents' Weekend, the Maine Winter Romp provides a non-competitive opportunity to test your Rover driving skills in conditions that can be extreme. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.) *Note: Registration is Mandatory for 2024. No exceptions*

There is no charge for the event itself, but the group does meet and eat at various local establishments during the event.

Before [registering](#) be sure to check out the other pages and read about requirements, equipment, attitude and more.

WinterRomp Attitude:

No whining!

It is imperative that you have an appropriate attitude and understand our approach to this event.

Practice Radical Self-Reliance.

Off-road driving is a group effort but you are responsible for yourself: your wellbeing, your preparedness, your happiness, etc. The group will assist you if you get into trouble but don't count on any handholding. You can ask for, and expect to receive, help. Experienced drivers will advise those in need. However, Winter Romp takes place under conditions that can be severe and, if not treated with the proper respect, dangerous. If you and/or your vehicle are not properly prepared, you will not be allowed on the trails—or you will be asked to ride with another driver. Decisions of the judges are final.

Did we mention, “no whining”?

Winter Romp is not affiliated with any Land Rover Club, but clubs are encouraged to participate

Winter Romp Required Equipment

- Winter Romp Attitude and temperance, particularly during the driving portions of the event;
- An appropriate vehicle, registered, insured and properly maintained. If your rig is deemed inappropriate for any reason you will not be driving it on the trails. (Remember:

nt Information: Winter Romp

"No Whining!") It should have a working CB and/or FRS radio, front and rear recovery points, and snow tires and/or tire chains. "All season" tires (as factory fitted on newer models) without chains are not adequate and in certain conditions you won't be able to drive the trails. Be sure your spare fits your truck and that you have a correctly sized lug nut wrench too. You'll want to fuel up before hitting the trails.

- Warm clothes and blankets. It may be wet and or cold—very cold—so bring spare clothes and socks. Boots you can walk and drive in. Gloves that provide protection from the cold and also from recovery activities. Don't forget a hat.
- Food and water in case we are detained on the trails.
- First Aid Kit.
- Any medications or special provisions required for your comfort, safety and happiness.
- If you're bringing children, be sure you can provide entertainment and appropriate supervision for them during trail delays.
- Tow rope or strap, shackles, etc. If you have a winch, be sure its in working order and that you have your winching accessories.
- A flat "snow" shovel. (Strong enough to serve as a jackplate)
- A GSMR working radio.
- Tool kit and any spares you're likely to need. Please consider any special equipment on your vehicle when assembling your kit.
- Heavy gauge jumper cables (long) and/or a "porta-start" battery pack.
- A highlift style jack is not required, but is very nice to have.
- The trails should be clear, but if you own and are comfortable using a chain saw, it may be of use.
-

Winter Romp Registration desk in the Grand's lobby will be open

- Thursday: 17:00 - 20:00
- Friday: 12:00 - 22:00
- Saturday: 08:00 - 10:00 (after 10:00 inquire at Hotel check in counter)

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

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

Friday - February 16th

- 17:00 – 20:00 Dinner is the responsibility of each individual group.
- Friday night meet & greet & buffet @ O'Briens - [\\$40/per person](#). Tickets can be purchased in advance online.
- 22:00 – Late night off-roading departing from Bruce's house.

Saturday - February 17th

- 08:00 - Breakfast at Big G's (Great place to order a giant take-out sandwich for lunch)
- Saturday Morning breakfast buffet at O'Briens in the Grand, as an alternative for those not interested in Big G's
- 11:00 – There is no inspection / briefing at Bruce's. All vehicles are to head directly to the SMG.
- 11:00 – 18:00 Off road trails in groups. .
- 18:00 – Dinner is for individual groups to arrange. Reservations are recommended
- 21:00 – Late night off roading

Sunday - February 18th

- 06:00 – 11:00 Breakfast is individually arranged
- 11:00 – 18:00 off roading
- 14:00 – Raffle at H4H on the Ridge
- 19:00 – Dinner is at 18 Below at [\\$80 per person](#). Tickets can be purchased in advance online.

Monday - February 19th (for those sticking around)

- 09:00ish - 11:00ish Breakfast at O'Brien's at the Waterville Grand Hotel.
- The Millennium Green trails are open

Hotels

- All of the usual hotels probably are nearly full. Check the [Facebook group](#) for last minute vacancies



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 Sebasticook 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 OVLR 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 #129 - Land Rover 2023, a year in review.

For the last podcast of 2023, we talk to two guests. First, Jeff Aronson, editor of Rovers Magazine, returns for his annual visit to review the Year in Land Rover especially in North America. We have a lively discussion about the 75th year, the JLR rebranding and enthusiasm about Land Rover.

That enthusiasm has led to the new clubs including our second guest, Nate Kitts. Nate tells us about Carolina Trail Rovers and their plans for the future.

In the news, JLR gives a glimpse of the all electric Range Rover, is the Defender Outbound a commercial edition and the cool colors only come in small batches.

<https://centresteer.com/podcast/centresteer-129-lr2023/>

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 144 - This week, Ike and Steve play host to a panel recorded live at this year's Destination Defender in Texas. They are joined by Lauren Wolf and Mr. Land Rover Michael Bishop to discuss Lauren's extremely unique Land Rover Defender NAS 90. It was created in 1997 as a prototype for the Diamond Edition run of 300 cars, destined for a BMW executive who ended up not wanting it. It was rescued from the factory junkyard.

Episode 145 - It's that time of year again!

Ike, Steve, Liza, Janna, and Linus have assembled another list of their favorite things.

Episode 146 - On this week's show, Ike and Steve welcome back Camel Trophy legend Bob Ives with an interview recorded while Steve and Liza were traveling across the UK. Also, the chart-topping Santana sold on Bring a Trailer, and a new Defender edition for Australia.

Episode 147 - Classic replay, top five workshop improvements.

Episode 148 - A recap of 2023 and Liza is going to resurrect Steve's NAS Freelander.



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



FREE LAND ROVER BOOKS!

Well, that got your attention, anyway. The free ones are four short ones that James Taylor has prepared over the years and that are downloadable from various Facebook group pages.

Here's a guide to the books (all in PDF form) and where to find them:

The Carmichael FT/6
(from *Land Rover - Carmichael FT/6 Redwing Interest Group*)

Land Rover - the CWK-Y One Tens
(from *The Stage Two Register '76-'84*)

The Photographs of the Land-Rover Centre-Steer
(from the *Land Rover Series One Club*) and

Land Rover Discovery Sales And Promotional Literature, Part 1: "Jay" Models, 1989-1994 (200Tdi, V8 And V8i)
(from the *CVC Register*).

Enjoy, if these titles interest you, and Happy New Year from James Taylor



ANARC 75th Anniversary Photo Gallery

ANARC has assembled a large number of photos from various sources and made them available for all to scroll through and remember that awesome event last June while you wait for the next one for the 80th Anniversary.

The URL is

<https://landrover75.com/photo-gallery>



Classic.com has some interesting pages buried within. The following link -

<https://www.classic.com/m/land-rover/>

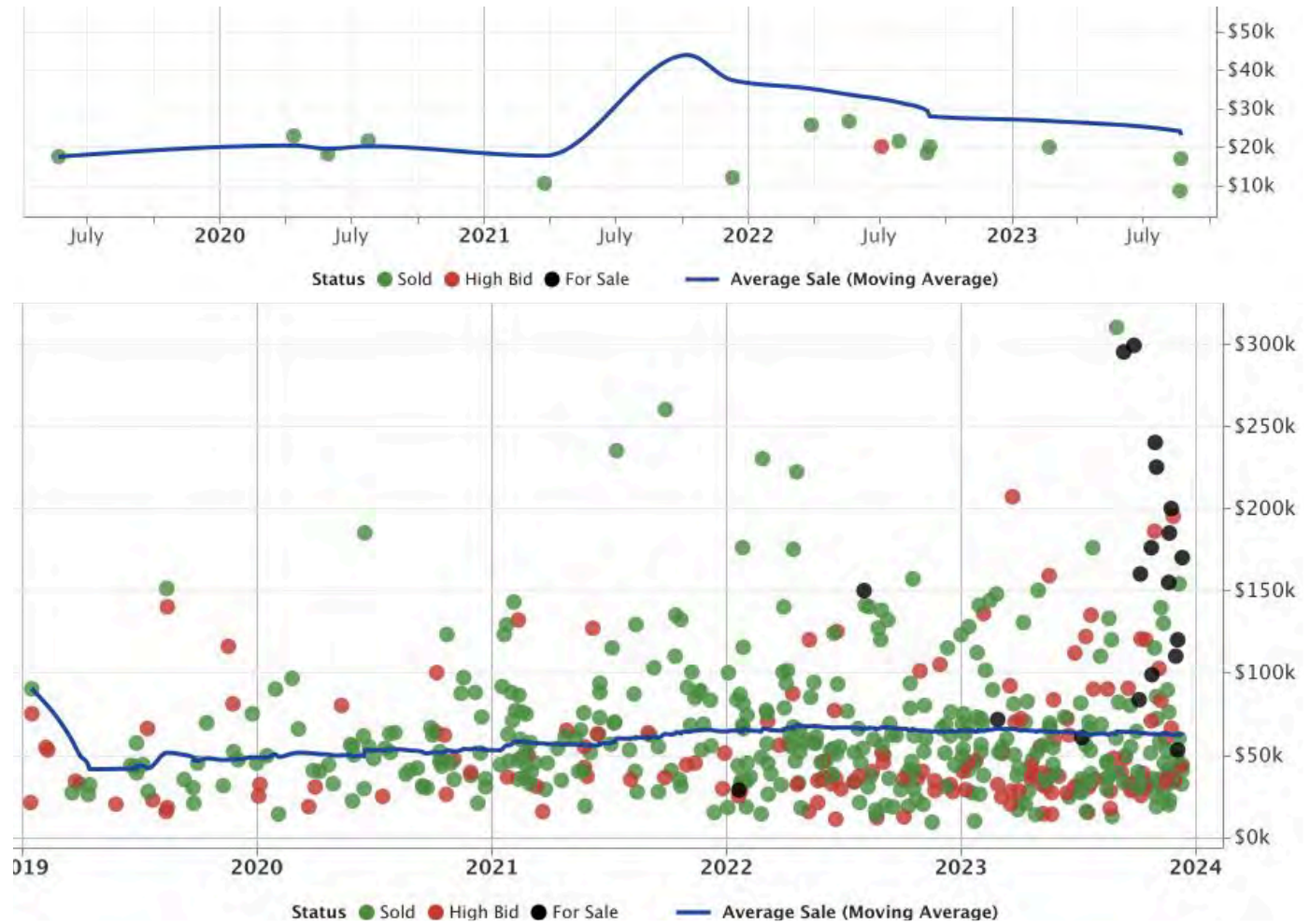
Allows you to explore the value of various types of Land-Rovers based upon auction results. Go unto the details and they graph the value over time.

The pages include every major type of Land Rover out there, and some of the results are interesting.

For example, below, one can see that the value of 1951 Series Ones isn't that great, though there were only fifteen auctioned, averaging \$26k, that the survey caught. Series Ones were 118 auctioned for an average \$30k. On the other hand,

Defender 110 station wagons were certainly active with 359 of them captured in auction. averaging some US\$62k.

What conclusions one can draw from this? Not much as you don't know the details, though checking out Freelanders from 1997-2015 only has 12 sales and averages \$9,900. NAS Freelanders, the mightiest of Land Rovers, is not seperated out.



An interesting offering from Rad Rovers of Sarasota Florida. They write:

Introducing the Rad Rovers Series III Dashboard: Relive the Timeless Adventure. Upgrade your Land Rover Series 3 with the eye-catching and robust Rad Rovers Series III Dashboard. Say goodbye to the frustrating rust-prone stock dashboard and embrace the heavy-duty 2-3mm welded aluminum construction, an exact-replica dashboard specially designed for left-hand drive vehicles. Cost - \$1,200





Range Rover Electric Announced, Waiting List Opens

By Greg Fitzgerald

The first-ever all-electric Land Rover has been announced -- the Range Rover Electric, an EV version of the flagship Range Rover. The vehicle has a few interesting characteristics, both in the scope of the Land Rover lineup and the EV market as a whole.

The Range Rover Electric is possible because of the Multiple Longitudinal Architecture (MLA Flex) platform that underpins the latest Land Rover models. This platform is designed to host anything from the 606 HP V8 engine in the Range Rover SV, to mild hybrid six-cylinder Ingenium engines, to plug-in hybrids, and now this full EV model. It may be the only luxury car on the market that will offer a performance V8 and an EV unit in the same chassis, with the same design and non-powertrain features.

The EV Range isn't quite available yet -- Land Rover is taking names for a "waiting list," but that's more a mailing list than anything, offering the ability "to potentially be among the first to pre-order." Development is still ongoing, with prototype testing going on in the usual locations that comprise Land Rover's international all-conditions test track, from Sweden to Dubai, with likely stops at

Death Valley and the Nürburgring. Up to this point, most of the development has been virtual -- a testament to the change in automotive development in recent years.

The Range Rover Electric will be built at Solihull, which has been prioritized to build electric and electrified vehicles. A new £70 million underbody construction facility will allow for the battery packs and other electrical infrastructure to be integrated into the assembly line. The batteries and electric drive units will be built at the new Electric Propulsion Manufacturing Center in Wolverhampton, England -- a major investment by JLR into sustaining British manufacturing.

Much is being put into making sure the Range Rover Electric stands up to the off-road reputation of fossil fuel-powered Range Rovers. In particular, the EV can hold with the gas-powered models, with a 33.4-inch wading depth that's just two inches short of the combustion models (and still significantly higher than a Range Rover Classic and other earlier models). Here, the challenges may be different -- with a gas-powered vehicle, it's all about keeping the air intakes from flooding, while with an EV, it's more about

waterproofing the electronics. Other off-road metrics also will have to hold up to scrutiny -- even as the primary market for Range Rover drifts further from off-roading, Land Rover engineers continue to put a lot of focus on all-terrain capability, considering it the core ethos of the brand.

The launch video leans into the off-road capabilities, with a model walking through a lake full of koi to a Range Rover, opening the door and stepping in, revealing her Le Chameau Vierzonord Wellington boots, before driving the vehicle out of the water to the whirl of electric motors and water and fish swishing by key Range Rover design elements.

<https://www.youtube.com/watch?v=coBi4eQQvvs>

What's unclear is the big question everyone has about EVs these days -- the range of the Range. While this hasn't been announced yet, the plug-in hybrid Range Rover has a 52-mile range, one of the better PHEV ranges in the industry as a whole. As Land Rover looks to build their EV reputation on function and usability, hopefully, a clean-sheet Range Rover EV will have one of the better EV ranges available.

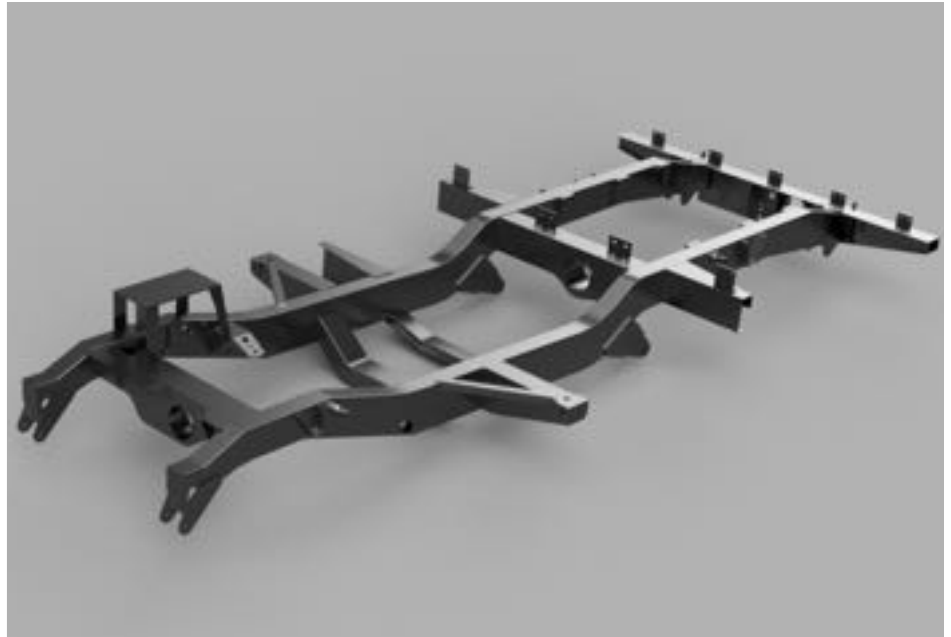
An interesting web site for those into 3d printing.

<https://grabcad.com/library/land-rover-series-iii-88-chassis-1>

The description reads - 3D model of a Series 3 - 88 replacement chassis Based on drawing and images found on the internet. R1-Work In Progress

This was a tricky model for a couple of reasons

1. The original scan (photo copy) of the OEM drawings is skewed
2. I don't have access to an actual chassis (yet)
3. There are so many variations especially with replacement chassis



TMC, or The Model Car is an Australian company making puzzle-like cars. Quite a wide variety actually. Amongst the variety of cars on offer, they have a number of Land Rover options. They cite Series I, II, IIA, III, Defender 90, 110 and 130 on their site. You have the choice of either a flat pack construction kit with comprehensive instructions and YouTube tutorials (coming soon) or a fully constructed model.

It comes with:

- 300+ piece model
- Flat pack construction kit (if selected)
- Completed model (if selected)
- Instruction book for construction kit
- Glue for construction kit
- Spray cans supplied (if selected to paint at home)
- Opening doors / turning wheels

Cost - \$133.78 (Cdn).

- If you would like it coloured or customised in that fashion, add \$87.68.
- If you want to add parts to resemble your own truck, by adding any LR Package Bullbars, canopy, racks, extra wheels, dualcab, add \$126.55.
- They will build it for you for another \$112.99.
- And if you want it larger, to 1:10 scale (upwards of 17 inches long), add \$99.43

<https://store75189279.company.site/>



General Servicing



The Sexiest Tyre (Tire) Ever Made

An Opinion by Robin Craig

Ladies and gentlemen. The Land Rover product is recognised around the world. This tyre is part of that image.

For me, the classic image of the coil sprung workhorse Land Rover, loaded with testosterone is the Michelin XCL tyre. There is no other tyre that has been standard fitment that looks as proper as this pattern does. Directional by nature and noisy as all hell, this 7.50 X 16 is the fit for purpose tyre that really made the look of the Military Land Rover 90 and 110 and then the Defenders. The Camel trophy wagons were shod with them as well. There quiet well may have been some 7.00s in there as well for some spec vehicles.

Recently I had the opportunity to buy a quantity from two different sources and make myself a set as spare boots for a

project vehicle. The Dutch Lightweight I own was originally shod with some awful looking, street spec tires, which when it eventually rolls will be woefully inadequate for any kind of deviation from the black top. I will keep the street look set for originality but I will also put on the XCLs because nothing looks quite the same or say business in the same way. Changing wheels doesn't take that long.

In Canada the 6.50 X 16 Michelin XCL were standard fitment for the Bombardier produced Iltis and the trailer. Later on the LSVW made under licence by Western Star in BC had 9.00 X 16 versions of the same fitted. They are around if you look and many folks used them 15 to 20 years ago on various vehicles including 1 Tonne Forward Controls (101s in some people's vernacular). Team Daphne ran some on a Lightweight for a while.

Locally, Bruce Ricker had some on Sedgewick his 109 plow truck. He pointed out to me that a European plow maker recommended the front tyres be reversed for back traction for getting back out of trouble.

These tyres are now getting long in the tooth for fitment and some may suggest they are past their life. I will leave that to my mechanic to pass decision on. It should also be noted that these can be re-grooved by hand if you are that old school and fancy the afternoon workout.

The pride put into these tyres by Michelin with the tire man or Bibendum to give him his proper name is incredible. The figure is all over the tyre and even on the tread blocks when new. Definitely an iconic look that is hard to replicate especially for the Camel Trophy vehicle owners.



Their performance off road is questioned by some and the same goes for the on road howl of the hardest tyres around. However, a love affair is beyond such trivial details and they just look so great.

My opinion and you are welcome to it, as well as the reminder of how the word is spelled.

The Land Rover 90 is a Dunsfold

Collection vehicle and their picture. The Camel Trophy is a web picture. The remainder are mine.





Michelin tire man or Bibendum







Land-Rover - 88 inch Forward Controls

By James Taylor

I'm sure I could write a book about the Land Rover Forward Controls (and one day I probably will). Meanwhile, here's a brief summary of one of the lesser-known sides to the story, which concerns the short-wheelbase types.

The 88in Forward Controls

When Land Rover began development of its Forward Control models at the end of the 1950s, the main aim was to make a vehicle that could carry more than a standard 109 but with a footprint that made it no bigger. Nevertheless, as work on the main job progressed, somebody wondered whether it would be a good idea to make a short-wheelbase model along

the same lines, too.

The idea seems to have arisen in 1960 (some two years before the 109 Forward Control entered production), and a first prototype had been completed before the end of October that year. It was configured as a pick-up with tall body sides. The main development effort then switched back to the 109 model, but the idea of an 88 Forward Control did not go away.

Just over two years later, at the start of November 1962 and just after the 109 Forward Control had been announced at the Commercial Motor Show, a second short-wheelbase prototype was

completed. This one had a strengthening girder-frame above the rear of the chassis exactly like the production long-wheelbase model, and with its dropside rear body it looked exactly like a cut-and-shut version of its big brother.

There isn't much information about these two, but we do know that testing revealed an unladen 88-inch Forward Control could lift its back wheels under heavy braking. Examination of a Jeep Forward Control model showed that this would have done exactly the same without the huge counter-weight built into the rear of its chassis!



There was a lot going on at Solihull in the early 1960s, and the Rover Company simply could not afford to put all its new ideas into production. The 88-inch Forward Control was probably not going to be a very strong seller – its payload must have been mid-way between those of a normal-control 88 and a normal-control 109 – and so the project was cancelled. One of the prototypes ended its life as a works hack at the Rover factory; both probably ran on trade plates throughout their lives. That was that as far as Rover were concerned, but it was not the end of the 88 Forward Control idea. While Rover were working on their prototypes, a

company called Alfred Miles was also working on a short-wheelbase Forward Control as a conversion of the standard 88 chassis.

I doubt that this was entirely coincidental. By late 1960, Rover needed a new factory for their forthcoming 2000 saloon model, but the Government had told them they couldn't build it at Solihull; instead, they would have to build it in an economically depressed area of the country to provide fresh employment. So one option that Rover examined was to make room at Solihull by sub-contracting build of some Land Rover components to multiple factories around the Midlands.

It's my guess (and I'm still looking for evidence) that Alfred Miles was one of the companies they talked to. This company was a member of the Hawker Siddeley aircraft manufacturing group. Their headquarters was in Cheltenham, but their fire appliance division was at Brockworth, and here they built both commercial bodywork and some very well respected fire appliances on chassis such as Dennis and Karrier, beginning in 1952.

During those discussions, did one of the Rover team mention the idea of an 88 Forward Control? It seems pretty likely that they would have done. For Alfred Miles, here was an opportunity: the

This is the one now owned by the Peterborough Volunteer Fire Brigade and originally by Baker Perkins. It's a lovely little thing, and gets around the show circuit every year.



The first Alfred Miles 88 Forward Control appears to have been this dropside truck. The picture is from their sales brochure, but the vehicle believed to be this one still survives.



chassis was just the right size to provide an ultra-small first-response fire appliance for factory use. I have found no trace of any formal agreement with Rover, but it is clear that Miles had their first 88 Forward Control ready by February 1961. It was a dropside truck, not a fire engine.

The fire engines followed later. There was a rather crude first prototype in June 1962, completed just after Alfred Miles sold its fire appliance division to Dennis of Guildford, who were then the leading British fire appliance builders. Some versions of the story say that four Miles Land Rover appliances had already been ordered by the Crown Agents for overseas use and that this order was now cancelled.

One way or the other, two examples of an improved design were in build. They were completed as Dennis M-series appliances

(I presume the M was for Miles) and were offered for sale probably early in 1963. One went to the Baker Perkins Fire Brigade in Peterborough while the other went to a bonded warehouse in Dunbartonshire. But there were no more. Probably, all the conversion work made them much more expensive than an 88 fire appliance on the standard chassis, which could do the same job.

Just one more 88 Forward Control was built, and this time it was constructed in Spain. During the mid-1960s, Santana were working on their own version of the 109 Forward Control, which they brought to market as the Santana 1300 in 1967. They, too, wondered about the viability of a short-wheelbase derivative and, as was the practice in those days, they built one to help them decide.

Not much information is available about this, but a picture shows a prototype that looked like a cross between the 1960 Land Rover prototype and a production Santana 1300. The plan was apparently to call it a Santana 800, the 800 standing for the 800kg it could carry in the same way that the 1300 name stood for that model's payload. As far as we know, there was just the one experimental vehicle, and Santana decided against putting the design into production. They had probably reached the same conclusion as Land Rover did earlier, namely that there would be no real market for it.

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

This is the first of the fire engines. I went to see it several years ago when it was in store near where it was built. In 2019, it ran again for the first time for many years, and this picture by the Jet Museum shows it emerging from that first stage of restoration work. I don't know how much further the restoration has gone since then.





This is the last of the fire engines, registered SSN 44. The picture isn't ideal because I took it facing into the sun at a Billing Show many years ago. Couldn't persuade the sun to move...



And finally.... here's Santana's take on the idea, which was built a few years after the Alfred Miles vehicles. If it had gone into production, it would probably have been called a Santana 800.

Dinky-TOYS GB #27D/340 LAND ROVER (Part 3)

Philippe Bret

V12 - Very visible modification of the front of the car. The front bumper was previously held by two pillars near the grille and two little pillars at each extremity is now firmly secured to the front wings. One can wonder why this change has not been made previously, it could have prevented the break of a lot of bumper extremities due to an obvious fragility ! One must notice that only the gaps are filled, the shape of the initial

pillars being still visible when looking the model from the underside. To be noticed also : this change is not mentioned on the factory drawing. *(Images next page)*

Another change also visible on the models from then on : the bottom central part form of the dashboard changes on the driver's side. The previous models have a square form, and the following ones show a protruding form between the central

part and the gap for the legs of the driver, certainly due to a break of the die.

The following pictures show the difference of the casting on models having a clear interior (not belonging to this variant). The corresponding uneven form is also visible between the driver and the lateral door.



Note the pair of arrows pointing towards the driver's "feet"



Note detail where the arrows are modifications of the rear injection points :
under rear wings until:
V12, under the flat zone of the rear
V13, on single steps square blocks
V14 towards the driver's "feet"



Note this photo above, along with the one below. The model on the left (V0-V11) has bumper fixed with 4 "pillars", joining at the frame and at towards the ends of the bumper. The right (V12) fills the gap, joining the front wings to the bumper, with gaps filled.





Area of the hook details. On the left green model (V0) with lug in front of the hook. On the centre, orange model with blocks around the injection points (V14). On the right red model with double steps blocks and no more bridge around the hook (V15).

V13 - Change of the place of the rear casting injectors, which were previously under the rear wings, and from then on on the rear bottom surface of the shell, one of each side of the towing hook. From this variant on and until the end of the production, the windshield is thinner having again a 0.63 mm thickness.

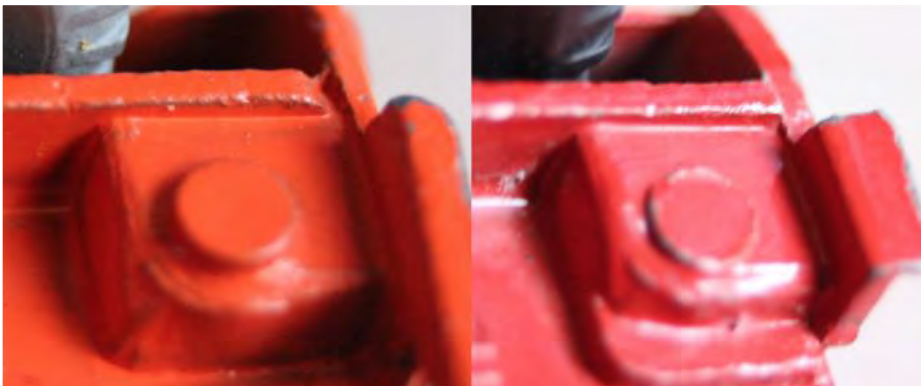
V14 - Two square blocks are added each side of the hook under the shell around the casting injectors. Those blocks have only one level.

See pair of images above

V15 - Very important change all around the casting. The bridge around the rear hook is deleted. The rear lights are

modified (lightly bigger) and the side pulley is completely filled. The blocks on each side of the tow hook have two steps, this modification seems to have been added to secure laterally the hook.

V16 - Last version, final simplification, the car is now painted entirely red, the inside being no more painted in a different colour.



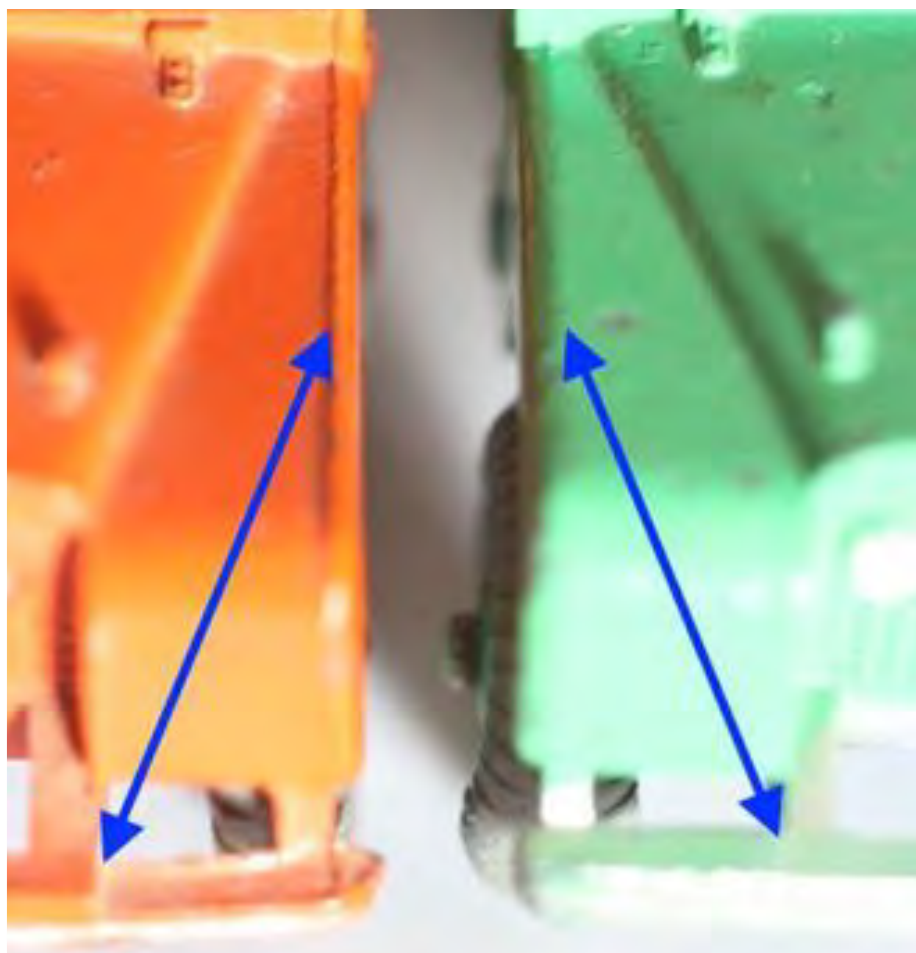
Details of the rear injection points :

- V14 - single step blocks (*left*);
- V15 - then double steps blocks (*right*)



Above, left & right - Changes on the rear (V15) : deletion of the bridge around the hook and lateral pulley completely filled and without details.

The "steps" visible on the front bumper are rather due to a die wear than a real variant. In fact you can see the same "steps" on the flat top of the wings, having exactly the same depth, denoting the die wear. The first models have flat bumper and the top of the wings is also flat.



The boxes

The LAND ROVER was at the beginning packaged in grey then yellow cardboard retailer boxes containing 4 pieces each, bearing the 27D reference number, then in retailer boxes bearing both 27D and 340 references.

Individual boxes have therefore only been numbered 340. They have usually a round dot showing the model color (orange or green). At the end of production (for the red cars) the dot is uncolored.

Painting of the front bumper : including the bottom of the grille, bumper only, bottom of the bumper, version with reinforced bumper



Body color	Interior color	Hubs	On following variants	Remarks
Pale green	Beige	Pale green ridged	V0-V1	
Burnt orange	Dark blue	Red ridged	V0-V1	
Dark blue	Beige	Light blue ridged	V1	Rare
Brick red	Dark blue	Red ridged	V1	Rare (agric. set)
Light green	Beige	Pale green ridged	V2-V4	
Orange	Dark green	Red ridged	V2-V5	
Orange	Dark green	Red plastic	V6-V14	
Orange	Dark green	Green plastic	V13-V14	
Red	Ochre yellow	Red plastic	V15	
Red	Ochre yellow	Yellow plastic	V15	
Red	Rouge	Red plastic	V16	

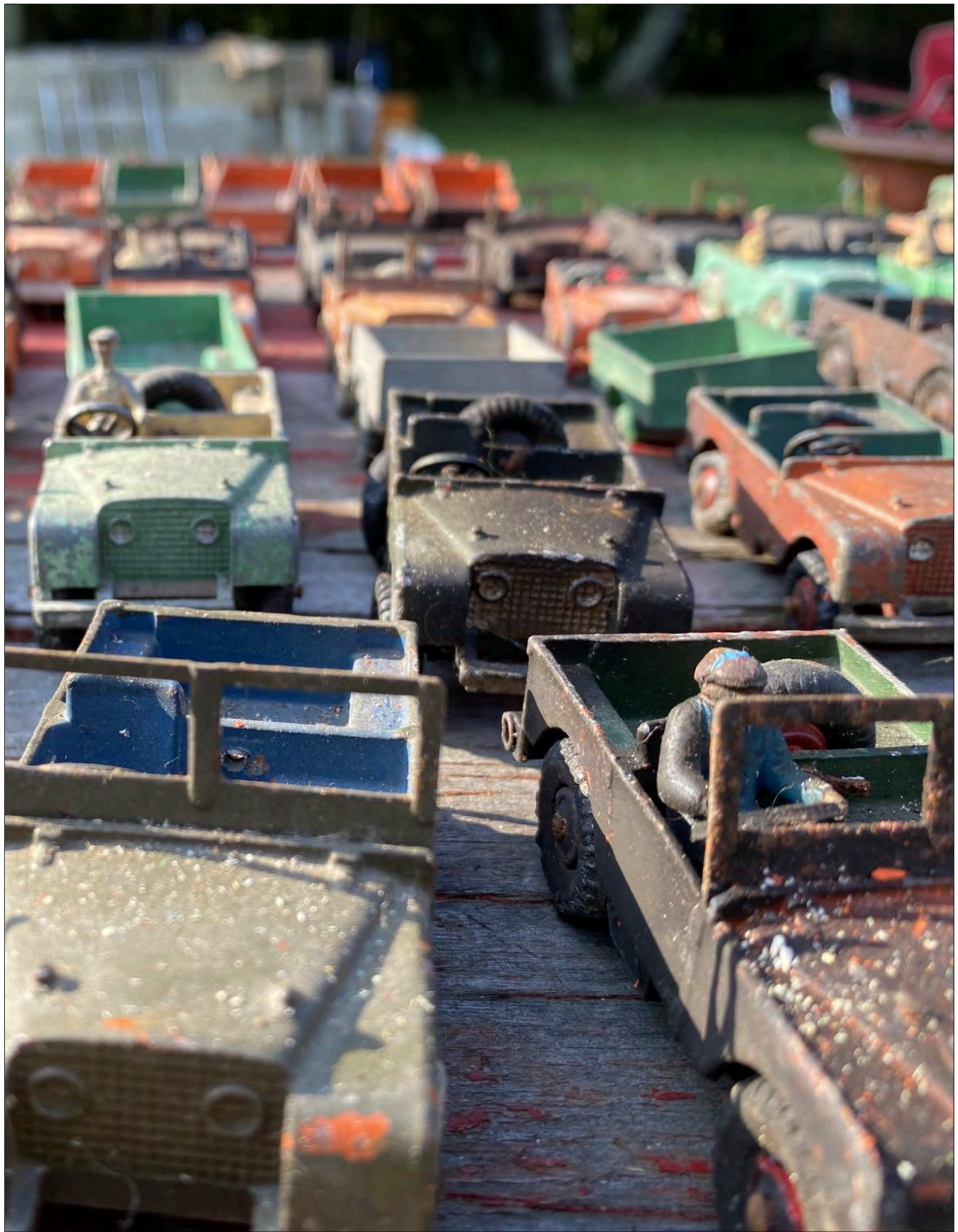
Table of known colours for Land Rover

The casting variants listed in the table above corresponding to the previous list of variants. This table will be updated for any future discoveries !

This table doesn't include the confidential version produced for the Ministry of

Agricultural, painted dark green with silver highlights (cf blog de l'auto jaune). According to the pictures I could seen this must be a V2 variant (reinforced windscreen sides, driver secured with cross punched riveting, grey tyres with round section)







A summary for 2023: This some may have noticed a small growth in the number of pages of “for sale” adverts in this section. This was in response to a number of observations that Series Land-Rovers are rare in North America and they are hard to find. Well, when we happened to come across them, as in

- 2020 (108 ads);
- 2021 (175 ads);
- 2022 (263 ads); and
- 2023 (471 ads)

This could have been true. But, in 2022 the editor reached out and asked people to send them in. 2023 saw 124 pages of for sale comprising upwards of 471 vehicles. If curious, the highest month was November with twenty pages and 76 for sale entries. Clearly, they are not that rare, nor hard to find. And this coverage is guaranteed to be incomplete as it ignores eBay and Bring a Trailer for starters.

Are Series rare over here? Depends how you define it. Given some 18,000 NADA vehicles, last year implies 2.6% of them came up for sale. If you want to buy a Series Rover over here, a bit of patience will toss up something that you may find desirable in your price range.



Land Rover Series Parts Hoard, Amesbury, Mass. \$1

Land Rover Series Parts Hoard.
Collection of many parts, NOS and used. Take it all.

Price negotiable

Contact Michiel Van de Visser



Military Land Rover Roll Bar, Stittsville, Ont, C\$250

Roll Bar from an older Military Land Rover. I believe it came off a Series III vintage ('72-84). Bar sits on top and passes through tub/bulkhead. Integrates with a soft top hoop set and has an attachment for three point seat belt. Includes main hoop and the two bulkhead brackets shown in picture. \$250 obo. Pick-up only

Contact Liam Cox via Facebook



1973 Land Rover defender 90, Calgary Alberta \$2,500

Good rebuildable

Contact Roger Warburton via Facebook



1962 Land Rover discovery series ii Nanaimo, BC, \$5,995

This is our 1962 Land Rover Series 2. It's registered here in BC as a 1962, but the VIN decodes to a 1959. Either way, when you have spent thousands of dollars and hundreds of hours you can get Collector Plates for the old girl.

We don't know much about this old Landy, she was bought on a whim in the twilight with a view to restoring, and then day dawned and Adam realised that his lack of skills, dedication and time means that it would become an ornament, so here she is for the next custodian. Parts are readily available and at long last, a restoration might pay off financially as they get scarcer and value increases.

Contact Paul M White via Facebook



Series One 86" 107 88 109 Land Rover Right Door Top Bronze Green , Powell River, Canada, \$242

Series one land rover 86" Right side Door Top in good used condition, See photo's for details

eBay, buy it now, item 295030547922



All parts are USED in varying condition from OK to Very Good.

- Tubs, Fenders, Hoods, Doors, Bulkheads, Safari Roofs, Sides
- 88" Hard Top Only With and without Sun Shade \$450
- 88" Hard Top Sides \$300
- 88" Tubs \$750
- Full Fenders and Wings \$200 ea
- Series II & IIA Door Tops \$200 for the set Glass Included
- Engines, Transmissions, Transfer Cases, Cranks, Rods, Pistons
- Non Turbo Diesel \$200
- Series II & IIA & III Transmissions \$500
- Axles, Drive Shafts, Leaf Spring Packs, Parabolic Leaf Springs
- Used 88" Leaf Springs \$200
- Used 88" Parabolic Leaf Springs \$300
- Interior: Seats, Frames, Cushions, Floor Mats
- Front Seats, Rear Two Person Seats \$20 ea
- Windshields, Side Glass, Safari Roof Curved Glass, Door Glass, Flat Glass
- Series Rear Frame Replacement Crossmember \$150
- Assorted Toys from 1:160 to 1:18 scales, Corgi, Matchbox and others
- 1/18 Scale Rovers \$100

Email for details or with requests. Please allow a couple of days for a reply.

Photos shown are just a sampling of the parts and items available.

Chicago Craigslist advert no 7696982069

Rules: An annual reminder. The rules for the For Sale section are are simple.

- Any OVLR member can place ads for parts, or their vehicle, regardless what vehicle it might be. Please provide price, location and contact information.
- Ads submitted by anyone are reprinted as found, spelling mistakes and all. If anything, they may be shorted to fit available space, but that is rare. Ads are only re-run if there is a significant change in the description or the price.
- After that, these pages are primarily a survey of Series vehicles available across Canada and the USA when they are sent to me. It is not easy to search the USA given the structure of Craigslist, and Facebook Marketplace is hopeless to try and search. The reason for this limitation is simple. The volume of Defenders, and later, is simply way to high, even just for Canadian Defenders. After that, well, it's what the editor finds interesting, or thinks the reader will find interesting. For example, you probably will notice Rover cars appearing.
- Expect that longer adverts have been edited down so they fit in the allocated space. It is incumbent upon the reader to go and reference the original posting for all of the details.



1966 Land Rover rover p6 tc TC, Columbia-Shuswap, BC\$5,000

Selling a great little car here. It's a Rover P6 TC that has been stored indoors since 1986. It's a 4 speed standard with a 2.0 litre dual su carbs and manual transmission. It runs and drives and has new tires. Electrics work. Have new clutch kit for it as well drive it the way it is or shine her up and get collector plates. Very complete original car. Sat 36 years in a garage not being used before we got her going again. Looking for best cash offer. Thanks

Contact Rob Shaw via Facebook



1958 Land Rover Series 1 88", Milton, Vermont \$45,000

I've owned for 21 years. Purchased from east coast rovers back in 03. 88". RHD. New exmoor interior. New solex carb. New Avon Traction Mileage tyres. Always garaged. Period correct in every way. A fine example of the last of the Series 1.

Vermont Craigslist advert no post id: 7695604665

Image not available

1965 Land Rover Wheels (4), Vernon, BC, \$5

4 factory rims for a 1965 Land Rover been barn stored for 20 years

Kijiji advert no 1679651584



Land Rover Series II & III Parts, Cambridge, Maryland \$1,234

Series 3 Sun Visors \$150; Santana Series IIa 10 Tropical Top & Sides \$1200; Series 3 Instrument Cluster Panel \$300; Series II & Series III Windscreens \$300; Series II 2.25 Petrol Head with rocker shaft \$200; Series II Oil Pan \$150; Series II Engine Intake and Exhaust Manifold 2.25 \$125; Series II 2.25 Diesel Flywheel 88 109 \$100; Series IIa & III Petrol Valve Cover Used As Shown \$80; Series III Steering Column Shroud \$75; Series II / IIa / III -PD-64-A PD64A Indicator Light W/ Amber Lens \$50; Series II / III Front or Rear Hub Oil Seal RTC3510 \$20

EasternShore Craigslist advert no 7695535462



authentic vintage british phone box booth , Fairfax, Vermont-\$5,000

Vintage, authentic British K6 phone box. Early pre-1955 featuring the Tudor Crown of George V.

Cast iron. The real deal. Would make great bar, private phone space for working area, outdoor shower, farm stand, vending or coffee kiosk, library, field sculpture, etc.

Restored, these sell in the States for \$10,000 plus shipping and sales tax (see eBay). There is an unrestored k6 on chairish for \$6500. Recent paint and gold leaf crowns.

I've owned for two plus decades. Photos 5-12 for illustrative purposes. Estimated weight: 1500-1800 lbs.

https://en.m.wikipedia.org/wiki/Red_telephone_box

<https://www.wilsonsyard.com/original-k6-red-telephone-box.html>

Vermont Craigslist advert no 7692865745



1972 Series III, Hammond Louisiana, Best Offer

My father in law is the original owner of this 1972. He has all the original parts. Less than 15k original miles. Runs and drives. Engine needs all seals replaced and probably a rebuild would do it justice if anyone is to restore or restomod it. All reasonable offers will be considered
Location: Hammond Louisiana

Contact Lorenzo Mercier via Facebook



1977 Land Rover, Knoxville, Tennessee, \$16,000

Land Rover Series 3 lightweight 88. This is a half ton truck with an 88 inch wheelbase and right hand drive. 2.25 gas engine and manual 4 speed trans. The truck was redone years ago and has aged well. It has all new wheel cylinders and most of the brake lines have been replaced along with the master cylinder. Mechanically everything works on the truck and runs/drives great down the road. Very few of these lightweights ever made it to the states and are quite scarce here. This thing is definitely an odd duck that peaks curiosity wherever it goes. Truck has a military history of combat in Northern Ireland during the IRA revolt. Price is 16k obo or will trade for an FJ60 or FJ62.

Contact Hunter Poore via Facebook



1966 EX-MOD Series 109, Richmond, Virginia, \$25,000

Vehicle is slated to be delivered to purchaser on New Year's. Purchaser is committed, however has run into some major health issues and will not be able to use the vehicle. As a gesture I would be willing to sell it to someone that can thoroughly enjoy it. Holley sniper fuel injection; Megajolt coil pack ignition Rear fuel tank with Holley in tank pump; Full modern replacement wiring harness with spade fuses; Holley Digital Dash; Parabolic Springs with OME shocks; BFG K02 tires; New oil pump and pan gasket; New head gasket and valve adjustment; New clutch and rear main seal; New Salisbury rear axle assembly (GBR)

Contact Ralf Sarek via



Land Rover Series 2a steering column / w box, Denver Colorado \$225^H^H^H \$100

I have a Land Rover Series 2a steering column with box. Box needs a full rebuild Got this with some other items and don't need. Asking \$100 plus shipping any questions pm me thank.

Contact Matt Gaum via Facebook



Land Rover Series & Defender Diesel Engines, Cambridge, MD

Two solid running Land Rover diesel engines for sale. Both come with radiators.

2.25 10J 3MB diesel engine - 90,000km - \$900

2.5 NA diesel (Out of a Defender 110 - 77,000km - \$1000

Engines are located in Cambridge, MD. Can deliver a reasonable distance at buyers expense.

Payment with cash or PAYPAL only.

EasternShore Craigslist advert no 7699310335



1966 Land Rover Series 2 109 in Santa Barbara, CA, \$25,000

This left-hand drive Land Rover Series II boasts a lengthy 109-inch wheelbase and showcases a charming 2-door soft-top design. Painted in safari-inspired Desert Tan, the exterior harmonizes with a black vinyl interior and a tan canvas top paired with side curtains. Powering this classic is a 2.25-liter, 4-cylinder gasoline engine that hums smoothly, coupled with a 4-speed manual transmission. The vehicle is well-appointed with twin fuel tanks, a heater, sliding side windows, and a locking differential. Must sell!

Contact Scott Rouleau via Facebook

Note: Price drop from November (p52)



1960 Snow Plane c/w gypsy major 1c motor, prop, Fort Saskatchewan, SK, \$7,500

Snow Plane, in running order, needs some TLC, Engine is a Gypsy Major 1C (130hp), from a Tiger Moth airplane, new Teflon bottoms on skis, 2" ball hitch for towing on wheels, has gone as fast as 150kph on a lake, 2 seater front and rear, more pics available upon request, open to offers

Contact Len Harasimiuk via Facebook



1963 land rover, Wales, Maine \$4,500

Very straight old truck. Hasn't been started in years. Was taken apart to be painted and it was all sanded down. Comes as pictured but have atleast 95% if not more of the parts in storage 15 minutes down the road from where it is located. Very rare

Contact Cam Childs via Facebook



1957 Land Rover serie 1, Gustavo A Madero, CDMX, 279,000

Land Rover serie 1 1957; Factura original; Motor 6 cilindros Motor más reciente
Debe pagos , hay q emplacar; Excelente manejo ; Excelente estado ; 4x2
Estoy en CDMX

Contact Agevaren Tr via Facebook



SOLID 1981 LAND ROVER SERIES III STAGE ONE 130K, San Mateo, California, \$25,000

Super classic Land Rover 109 Series III 3. Rare 3dr Panel STAGE ONE V8. Second owner since 2010. 130K ORIGINAL MILES. Changes in family priorities and an unplanned health issue force sale. An real British-made Land Rover, NOT a spanish Santana copy. Unrestored condition, with some functional upgrades. 1-piece doors, Defender windshield, and Defender nose. Engine runs well but needs carburetors rebuilt. I had them done twice and they couldn't get it right. 130k original miles. Stock, all-original 3.5 Land Rover V8 gasoline engine; no swaps or deviations from original condition as manufactured ...

Contact Louis Alvarez via Facebook



1969 Land Rover series 2a Carawagon Portland Org 46,500

Fully restored Carawagon. Mustang 289 V-8. Dodge 4500 transmission. Old man Emu shocks. Forbyn Brothers Disc Brakes. Defender hinges and new seals on doors and vents. New seats with headrests. New cabinets. Sink and fresh water. Fridge on sliding drawer. Original couch folds into bed. Two bunks in top. Rebuilt top. Work done by the combined hands of Doug Shipman at Ship's Mechanical, USA Performance Auto, and the top was rebuilt, and new cabinets installed by the owner. The truck was brought over to USA in 1970 from Tanzania. Purchased by Oregon owner, used until 1984. Then stored in Garage until restoration in 2015.

Contact Ralph Bloemers via Facebook



Land Rover Series 88 Panels - Lockwood, California, \$300

Series 88 side panels for tail gate or rear door.

\$300 each.

Sacramento Craigslist advert no 7698195533



1978 Land Rover series 3, Irving, California, \$33,500

Runs good. Driving it almost daily.

California plates, registration and title in hand. Series 3 from 1978.

Contact Octavio Hijo Neira via Facebook



1971 Land Rover defender, Cutchogue, NY, \$2,950

Please read before contacting: Parting out or selling whole. Not a Defender (No option for series in listing) No title. Bill of sale only. No engine. No transmission. \$2950 as is. Engine and transmission removed for other projects. Chassis is very rusty. Late series IIA VIN but nearly all components are Series 3. Bulkhead, dash, steering, cooling, heating all there and working. I have doors, seatbox. No windscreen frame. I have enough parts to make complete, including tropical top, good engine and transmission but those are not included at the price. \$2950 No holds. No deposits. I want the space back in the garage. Willing to part out. Message me what you need.

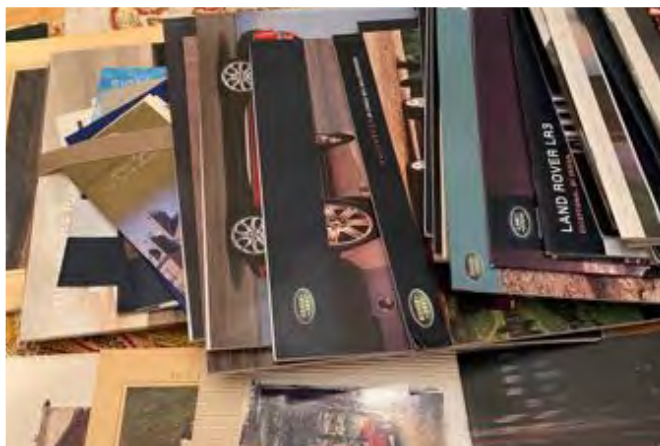
Contact Lucas Decker via Facebook



1957 107 station wagon, Metan, Argentina, \$7,000

Selling a swap to modify motorhome.. Land Rover year 1957, owns Ford 221 diesel engine and its respective box. It's working ready to transfer (title+ ballot+domain report and 08 newly signed). Asking \$7,000 cash and \$8,000 barter or \$5,500 without luggage rack. I accept trial bike, motorhome or vehicle for part payment. The same is located in Metan, Salta province. Reply on WhatsApp 03876 437049

Contact Efsio Serreli via Facebook



Land Rover - \$50 (West Warwick), RI, \$50

Hard cover Pirelli Calendar Classic
100 photos from 1964-1994 mint condition
Land Rover sales brochures from early 1990's to 2000's mint condition
All for \$50.00 or \$25.00 for the Pirelli book .approximately 40 sales brochures
Must have for the Land Rover enthusiasts
Providence Craigslist advert no 7685449772



Land Rover Series 2 Transmission and Transfer Case, Denver Colorado, \$450 (Evergreen)

I'd purchased a transmission for a client project and had planned to do a full rebuild. Was sold to me in working order, but has sat protected and untouched in the corner of my shop for 4 years after other projects took priority. This unit came out of a Series 2 109 with petrol engine . . . see code info in pics.

Denver Craigslist advert no 7701741572



Land Rover Series 2 /3 Zenith Carburetor with adaptor, Lockport, NY, \$15

Land Rover Series 2 /3 Zenith Carburetor with adaptor, been sat on the shelf for several years so will need a rebuild. \$15 plus shipping from Western New York

Contact William Leacock via Facebook



For Sale: Reconditioned Series 3 Gearbox and transfer case., Seal Beach, California

For Sale: Reconditioned Series 3 Gearbox and transfer case. Transfer case has high ratio gearing.

Complete unit \$1200

High ratio Transfer case only \$1000

The unit was reconditioned approximately four years ago and has never been fitted to a vehicle.

pick up in seal beach, CA

Willing to ship

Pm me if interested

Contact Jerry Merritt via Facebook



Complete set of 11" brakes, \$1,600

NOS 11" front & rear brake complete assembly (4 sets). \$1600+shipping. These are off my brand new 1-ton axles.

REFERECE:

Front

<https://www.lrworkshop.com/.../brakes-front-pads-drums...>

Rear

<https://www.lrworkshop.com/.../brakes-rear-pads-drums...>

Contact Kent Shea via Facebook



Rear box and roof, Portland Oregon, \$500

Rover Pickup box for sale \$300

Rover Top for sale \$300

\$500 for both-

Perfect camping trailer project

Portland, OR

Contact Justin May via Facebook



Land Rover Series 3 Wheels/Tires - Berryville, Virginia \$250

Set of 5 Land Rover original 15" wheels and excellent condition Firestone Destination A/T 235/75R15 Tires.

I recently converted to a disc brake set up that meant I needed to go 16" wheels, so these are now surplus to requirement. Make me an offer if it seems too high a price. Tires were new in 2016 and have barely covered 1k miles as can be seen from the photos.

Winchester Craigslist advert no 7703419546



for sale Series 2a tailgate and parts, Seal Beach, CA, \$300

for sale Series 2a tailgate and assorted body parts \$300 Seal Beach, CA

it's a series 3 tailgate that will work on any series or defender, but it's technically incorrect for a series 2. Willing to ship

Contact Jerry Merritt via Facebook

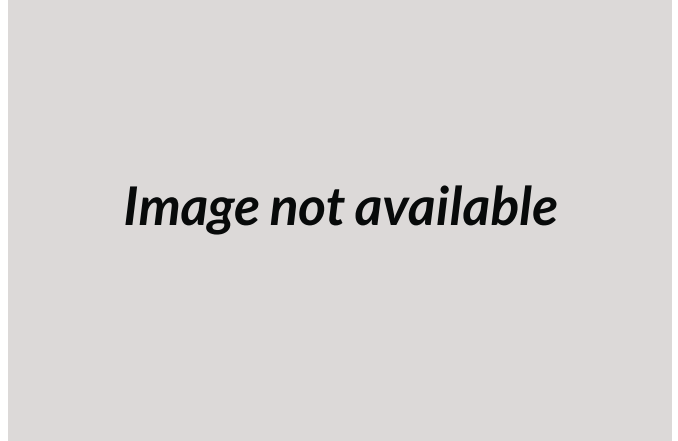


1942 Chevrolet 1 ton 4x4 army truck, Duclos, PQ, \$500

Truck complete for restoration.
To be picked up in Duclos Qc.

Ontact Claude Cholette via Facebook

Ed note: Hey, Ted!



Britpart/Zenith 361V carburetor BR2237/ERC2886 for Land Rover Series - Buckingham, Penn. \$50

Bought this for my 66 Land Rover Series IIA Part numbers are BR 2237/ERC2886, 2.25L Petrol Zenith Type Carburetor. Used briefly, less than 20 miles, just not my cup of tea so I switched back to the Weber that was on it. Price new was \$108, selling for \$50 cash

Philidelphia Craigslist advert no 7701888875



1958 Land Rover Series 2 - Palm Beach Gardens, FL, \$25,000

This extremely rare car is in great condition with low mileage, all of the parts are original and all match the vin number. This car needs some work before it is fully drivable but the original engine runs perfectly. The car comes with all of the parts needed in order to repair any mishaps that it may have at the moment. 1958 Land Rover Series 2 Defender Comes with title in hand VIN: under the hood. Miles: 34k-35k km. Original Engine in great condition and it runs - Gasoline. Frame is in great condition. Imported from England approximately 6-7 years ago. Please message me for more details.@ (561)577-1147

Miami Craigslist advert no 7705090881



SeriesII 109 Pickup - Concord, NH, \$28,000

1968 Land Rover Series II 109 Pick Up. Includes NH Title. Many new upgrades including new wiring harness, exhaust, complete brake replacement, new lamps, bulbs, headlights, refurbished "banjo style" steering wheel (UK), new seats, new locking hubs, new Rocky Mtn. Door tops, Ramsey Winch, many new engine parts as well.

NH Craigslist advert no 7704030566



Land Rover series 2A , Series 3 parts needed., Calgary Alberta

I need parts for my series Land Rover project similar to truck in picture (truck in picture is not my truck) . Willing to travel or ship if needed.

Parts needed-

-Front fenders (series 2 and series 3 . Looking for fenders with limited corrosion and dents)

Kijiji advert no 1681672488



land rover 2a rear door, Victoria, BC, C\$100

rear door from a series 2a
hard to find item

Contact Johnny Blayz via Facebook



3 Brothers Classic Rovers

Canada's Premier Source for Land Rover Parts and Restorations

Restoration. Done Right.

1957 Series I Land Rover, Grey Highlands, Ontario

I am selling my father's pride and joy. Unfortunately, my father passed away last year, and I can not maintain it. Dad brought this Series 1 to Canada in 1996. He has driven it from Toronto to Ottawa, showed it in the British Car Show (among others) and generally tinkered with it over the past 30+ years. This Series 1 is a gem and would make a superb addition to any Land Rover enthusiast's collection, no doubt turning heads wherever it is driven.

The service history is unknown. The Land Rover is sold as is, where is and will not be certified. Purchaser will need to arrange pick up and transportation of vehicle.

I am looking for someone who is interested in treating this vehicle with the love and respect my father did.

The vehicle was appraisal on August 26, 2022. This document can be shared with serious buyers.

CAR OVERVIEW

- 49,023 miles, unwarranted
- Manual
- Right Hand Drive

- Paint Colour - Green
- VIN 11700548
- Ontario Historic Vehicle License Plates

KEY FACTS

- 1957 Land Rover Series 1 - Short Wheelbase
- Four-Wheel-Drive
- Imported from Australia

VEHICLE IDENTIFICATION

The truck is a dark green colour with non-authentic exterior yellow graphics and striping. Powered by an upgraded 2.25 litre Land Rover engine (from a 1972 Series 2). Dad said the engine was overhauled several years ago (before Covid). The transmission is a 4-speed standard which has been fitted with a desirable Fairey overdrive unit. The truck features four-wheel-drive with authentic front and rear differentials. The engine compartment is in a generally unrestored state

Contact Denise Producer at denise.producer@gmail.com or (416)-456-1684





1971 Land Rover series 3, North Berwick, Maine, \$19,500

1971 Land Rover Series 3 · Suv · Driven 99,000 miles

Solid professionally built and maintained NADA series 3

Good:

Too much good to list. Please ask questions.

Bad:

it needs tires.

I have to sell it.

Note:

Not original. Motor has been upgraded to a 2.5 turbo diesel.

Contact Matt Brown via Facebook



Classic Car Collection VW Land Rover Defender Series FIAT Mustang - Stamford, Connecticut, \$varies

Hello everyone. Have a large collection of cars that must go because my business is taking a pivot. It's a good thing! Everything I have runs and drives, some beautifully restored and some that are daily drivers. Budgets from \$10,000-55,000.

I've attached some photos in this ad and some cars in the photos are sold but hopefully it will give you a general idea of what I have. Thanks everyone! Message me on my cell or by email. 914.325.7773-jason

NewYork Craigslist advert no 702484703

There are a number of Series and Defenders in the photos



Series III, Tamps Florida, \$33,500 OBO

Up for sale now in Tampa FL 33,500 nice series III still have the steel wheels as well. Runs strong and is a nice truck.

cContact Frank Gonzalezvia Facebook



Land Rover Series 88 2 2A 3 hard top, Los Angeles, \$795

Hard Top fits 88 inch series 2 and 3 trucks. Sliding side windows. Fair condition. Needs new vent cover. Rear door not included but is available separately.

Los Angeles Craigslist advert no 7701788653



1953, 1957 Rover cars, Qathat, BC, Offers

I have a 53 rover and 57 rover up for grabs seeing if there is any intrest in them for collectors or restor the 57 is the one with the strips it has a straight 6 did run few years ago the 53 has a v8 aluminum in it not running they are a bit gone but be a shame to crush

Contact Okeover Mini-Digging Justus Dekort via Facebook

Note: Qathat is near Powell River in British Columbia



1971 LAND ROVER **** RARE COLOR*** BEST OFFER OR POSSIBLE TRADE - Irvine California, \$38,000

Selling my 1971 Land Rover , previous generation of defender, shows 68k on the car, fairly new tires, new battery, recently tuned up, 4 cylinder gas engine, Original, 3rd owner..has few minor dings, new paint on the wheels and the black trim....runs and looks great.... Will consider trades for the equal value... Please do not offer me your junk.... The car is available as long as the ad is running.... Best way to contact me is by text or phone call.... Sometimes the email goes to the spam folder and I don't see them..

Nine49four63fifty20

Orange County Craigslist advert no 7704619788



Tirfor T35 5 ton winch, Chambersburg, PA, \$475

Tirfor T35 SWL 3 ton/5 ton pulling winch. looks to be unused. No cable or handle. A metal tube or pipe will work for a handle. Manufacturer specifies to use 16.3mm Tirfor maxiflex wire rope.

Contact Doug Lake via Facebook



1970 BMW rover 3500, Maple Ridge BC, \$7,500

selling 1970 rover 3500s
Brakes work
car runs good garage parked

Contact Brett Steeves via Facebook



**1968 Land Rover 109 5 door, Okanagan-Similkameen, BC
\$8,500**

Series 2A 109 5 door with safari roof, Project vehicle It has a; 200 TDI engine a LT 77 Transmission and a r380 transfer case. Original frame needs work so I have included an extra frame in good shape Straight body. Salisbury rear end. Glass is all there and has some interior pieces
New; Front disc brakes; Steering shocks; Tie rods; Parabolic springs; Road shocks; Doors (all 4 new); Brake master; Clutch master; This is a BC registered-non running vehicle, located in Oliver. Price is OBO. Pm me for more info.

Contact Cory Mills via Facebook



1965 Land Rover 88 Series IIA, unknown location

1965 Land Rover 88 Series II A that .has rare pto winch. The body is very nice . Motor turns by hand . I have extra pictures It rolls freely. There is rust in frame towards back .This is excellent for parts or restore . There is NO TITLE. Notarized Bill of Sale only. Pm if interested in any parts Thanks

Contact Mike G Buchner via Facebook

Note: The poster turned off comments for this ad in all groups, which is odd if you are selling. Draw your own conclusions.



2003 Land Rover vogue autobiography, Wellingborough, England £1,100

Let's not beat around the bush, Priced to sell asap, I cannot afford to drive it anymore. Be aware that this car will eat your wallet away with fuel costs.

Ensure your wallet is fat, and there is more cash to fill it with and you'll be driving it with a smile on your face when you kick it into sport mode and hear the V8 engine.

I drive approx 700 miles a week, I fill up twice.

Love long journeys? perfect car for you
On a shit wage and think that this might keep you sane in your job? Don't bother buying it.

You need £ to afford this car.

Its great otherwise, I bought it for 3.5k, fixed air struts on front (Pain in the ***) put two new tyres on it, kicked it into sport mode and drove around like an idiot for two weeks with a smile on my face.

£145 a tank, I can't even count how many times I filled up. All I know is sport mode = goodbye savings. I probably spent more money on fuel since buying it 3 months ago than I did on the car + tyres + side steps + all the other bits I done.

so... its time to go. Up for sale because I am digging myself a bigger hole everytime I turn it on! Cheaper than I'd like, but priced to sell to go asap so I can go back to my 50mpg slow cars again and not have a heart attack everytime the needle is near empty for the fuel tank!

Petrol Vogue Autobiography.

Intermittent fault on dash regarding Trasmission failsafe. Have not noticed anything whilst driving, sometimes you turn the car on and it happens, sometimes it doesnt. Simply turning car off and back on fixes it. Never occurred during a drive, only when turning on in the mornings sometimes

Contact Adam John via Facebook



1965 Land Rover series 2a, Vernon BC, \$23,000

1965 Land Rover series 2A

Selling on behalf of my grandpa who rebuilt and finished this Land Rover. It has an 88 inch wheel base. Has extra front end parts, extra complete transmission with Hi Low range, bonnet hood, complete engine, plus other small older parts. In full running condition and has been run regularly and stored in fully closed in garage. Has collector plates

\$23,000 - serious inquiries only

Contact Jonathan Gardner via Facebook.



Fairey Overdrive (Complete Unit) for Land Rover, Helena Montana \$650

I am selling a complete Fairey O.D. unit in very good condition. Recently pulled (November 2023) from an operational S2A 109. ... am asking \$650 for this nice unit (F.O.B. Helena) with Buyer paying for shipping. I am including a lightweight plywood box if shipped. The total weight of the unit in the box is ~43 lbs. Payment by bank draft or personal check, or local cash and pick-up. Unit ships when check is cleared. Included with this sale: Complete Used Overdrive Unit, Clutch Sleeve with roller bearing and circlips, Shift linkage and brackets, stock stick shift with knob. The special castle nut, toothed washer and locking washer stay with the S2A transercase to mount drive gear
Contact Michael Atwood via Facebook



Land Rover Series 1 80" NOS Worm and nut, Lydney, UK £250

Very rare New old Stock (nos) Steering box Worm and nut for Land Rover Series 1 80" 48-53. For LHD. Ideal for rebuilding your worn stg box. Fits all 80" vehicles and Minervas. Still in original wax protective wrapping.

Contact Jason Allcock via Facebook



1960 Land Rover série, Trois Rivieres, Quebec, \$12,345

Pièces de landrover serait très intéressé à vendre en lot complet mais peu vendre aussi en pièces merci

Contact Philippe Robitaille via Facebook



Land Rover Birmingham 1951, Rosario, Santa Fe, Argentina, \$4,000

Land Rover Birmingham 1951, tiene puesto un motor Chevrolet 400, doble tracción en perfecto funcionamiento y mecánica también, radicada en Rosario, papeles listos para transferir, precio. 4.000 dólares, contacto [hidden information], soy Flavio de Rosario provincia de Santa Fe

Contact Flavio Firenstein via Facebook



1965 Land Rover series iia, Helena Montana, \$32,500

Exceptionally restored 1965 Land Rover. Soft and hard top. Rust free Montana vehicle. Fully operational and capable as a daily driver or a collector's vehicle.

Contact Amy Kruse via Facebook



1969 Land Rover Series IIA 88 "Bugeye" For Sale.

Price: Asking \$27,500

Location: Virginia

VIN: 24435880F

Details: This is an original, unrestored, 3-owner 69 Land Rover Series IIA 88 Bugeye which has overdrive, a hand throttle, rock sliders, new parabolic springs, Old Man Emu shocks, capable BFG tires, no rust on the chassis, custom built rear toolbox, hand stitched leather steering wheel, supplemental 20k BTU heater, Brownchurch roof rack and is ready for the trail, open road, or a C&C event. Wherever it takes you, it'll likely be the only one there and result in lots of wide smiles and thumbs up. There were only a few hundred transitional "Bugeyes" produced. See this Rovers Magazine article for more details: <https://blog.roversnorth.com/2019/03/year-of-the-bugeye/>

Owner History:

The original owner was a physician in the Boston area. The previous owner purchased it from him in approximately 2006 and maintained it to a high mechanical standard and kept meticulous records - all of which will be provided to the new owner. The original marine blue paint has not been resprayed and has the patina from years of weathering and some minor scrapes and dings from rallies.

I have a clean and clear Virginia title in my name, British Motor Heritage Certificate, all records from current and previous owner, owner's manuals, shop manuals, Haynes manuals, restoration manuals, Land Rover books, parts guides, wiring diagrams and more; 2 sets of keys included. It's been garaged and insured by Hagerty.

It's been enjoyed in many Rallies with the ROAV. Here's a sample of on board videos:

Rovers at Wintergreen 2022:

<https://youtu.be/Rd-4RTexdys?si=ZDxaAEJisEaei98Q>

MAR 2019:

https://youtu.be/pCqHQLKdUjU?si=inKm_bCNYfBUGqt8

Here's a link to a bunch of pictures:

<https://www.amazon.com/...>

Contact Stefan G. Micheal via Facebook



1968 Land Rover series 2a 109 Resto Mod - Surprise, Arizona \$49,000

Right Hand Drive, imported from Ireland. Engine: '05 5.3L engine out of a Chevy Tahoe w/ 4L60 automatic transmission Transfer case: Custom built Forbyn Bros. transfer case made specific for the LS conversion. Power Brakes: Hydroboost for the power brakes. Power Steering: from a P38 Range Rover. (Handles like a sports car and stops on a dime, okay a really big dime.) Dual air conditioning (front and back). I can drive across the interstates at 85 mph all day long and it has a 600+ mile range. LED lights for headlights and running lights. LED fog lights up front and an LED flood light in the back.
Phoenix Craigslist advert no 7698432426



1966 Land Rover Serie II A 109 series 2a, Galveston, Texas, \$28,500

1966 landrover series 2a this thing has everything to go anywhere. New suspension, leaf springs, 350 Chevy small block 4 speed transmission hi lo good interior and custom wheel spacers for 8 wheel traction. This is an amazing landrover and it's some of a kind you won't find another one anywhere like it

eBay buy it now item no 126218225331



1967 Land Rover series 2a, Ellensburg, WA \$18,000

1967 Land Rover 109 truck. Originally from the British military base in Germany. Steering is on the correct side for USA. Needs a few things but only has 22k original miles. Zero rust in the frame/bulkhead. \$18k or best offer. Clean Idaho title.

Contact George Ras via Facebook



1964 Volvo other, Abbotsford, BC, \$30,000

1964 Volvo 3304 Laplander
Unrestored. Runs and drives great
Titled in my name
30,000.00 obo cdn
No trades. Will not respond to is it still available
Please don't like it ,I know it's cool and rare only 300 built

Contact Freddie Milne via Facebook

SPECIFICATION AND DETAILS

GENERAL. The design is similar to Drawing No. 7428.

BODY. The top half of the body is framed in extruded aluminium sections, mainly top hat and zed; the interior and exterior panelled in 18 s.w.g. aluminium sheet.

ROOF. The roof is of the airstream type allowing air to pass between the main insulated roof and the top airstream section.

INSULATION. The space between the inner and outer panels of the Hard Top is insulated with Isoflex insulation.

REAR DOORS. These are of the full width type hung on substantial outrigger hinges and fitted with a locking-type handle. Each door is provided with a fixed window of toughened safety glass glazed in Claytonrite. The doors are arranged to open flat against the sides of the body and to be secured in this position by spring retaining catches. Draught welt is fitted round the doors for the exclusion of dust and sand.

LIGHTING. Two sliding windows are fitted each side of the body: purdah or frosted glass can be fitted, if desired. A double sliding window is fitted in the front bulkhead, of the same dimensions and coincides with the driver's rear cab window.

REAR STEP. The rear of body is cut away and a full width rear step fitted.

INTERIOR. The interior nearside is fitted with a folding stretcher platform which is capable of taking a telescopic stretcher, and of being raised or lowered when required, and can be strapped to the side of the vehicle when not in use.

On the offside of the body, a stretcher locker is provided, the lid of which is fitted with metal runners and the necessary straps and stretcher stops. This lid, when not in use as a stretcher carrier, lifts up and is strapped to the side of the body, forming a seat and squab for sitting cases. The seats are upholstered in Dunlopillo and covered with washable rexine. Beneath the seat, provision is made to accommodate stretchers when not in use.

A 12 volt lamp giving ample light to the interior is also provided.

A 12 volt fan is mounted to the front bulkhead.

Two "Hit and Miss" ventilators with exterior metal louvres are fitted to the bulkhead.

FINISH. The interior is painted in Motor Ivory and the exterior in colour selected. Display matter extra.

DIMENSIONS.	Overall length	...	175"
	Overall width	...	55"
	Overall height	...	85"
	Shipping weight	...	3,808 lbs.



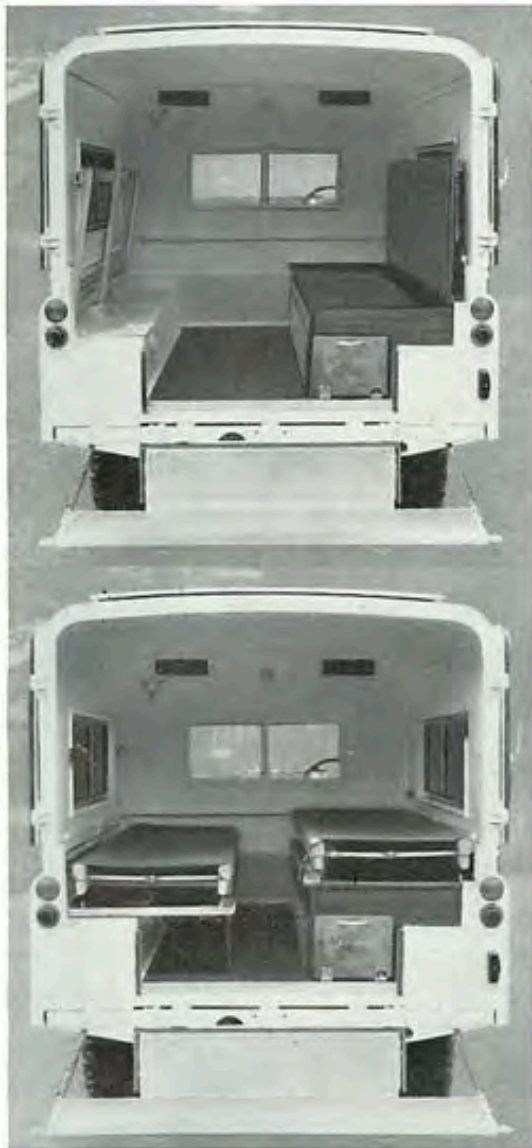
LAND ROVER EXTRAS REQUIRED:—

Bonnet with Spare Wheel Dish

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

AMBULANCE

**LAND-
-ROVER**



THIS much called for conversion has been developed as a result of repeated requests for a vehicle in the cheaper class, whilst still retaining the first-class finish and go-anywhere qualities of our standard Land Rover Ambulance.

The design provides for two-stretchers, or one stretcher and three sitting cases in the rear compartment and a driver and two attendants in the cab.

Features include light alloy insulated top, adequate ventilation, easy stretcher loading, large sliding windows and full width rear step.

by **PILCHERS** **AMBULANCE
BUILDERS**

314, KINGSTON ROAD, WIMBLEDON, S.W.20

Telephone : LIberty 2350 & 7058