



OTTAWA
VALLEY
LAND
ROVERS



April 15th 2024

Volume XXXXI, Issue 4, No. 468



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“There is a reason they use 20w50 oil. Put 0w20 in there and run it, the engine would resemble a sprinkler going off..”

Anonymous Series Owner

Greetings,

Well, first things first. Spring seems to be arriving quickly this year. Which suggests that there might be a few Rovers coming out of hibernation. Though an early April snowstorm will have made for some rather muddy trails were anyone to venture out. And, given that this is the April issue, there may be a photo or two, possibly some text, that might need to be taken with a grain of sand.

The next scheduled event will be the Spring Tune-Up is scheduled for May the Fourth at Shore Motors on St. Laurent if you need some guidance on how to care for your aluminium steed. The Overland Overnighter seems to be generating some interest. No news from the powers that be on the prospects for a Maple Syrup Rally this year.

Sadly, I doubt they can help me with the long running challenge in the DormieDome where Ravus the 1951 is hiding. The Late Winter, early Spring project is replacing the glass in the windshield. What an exercise in frustration in dealing with an assembly that has more in common with an 18th or 19th century painting or picture frame than with modern automotive technology. When stopping by the glass place with a the measurements for glass, they said they understood the job, having just redone a Series windshield the previous week, and what a pain it was. I asked for a description and got II/IIA/III. I described the 80 inch windshield vs the 1954-84 style. There might be an article in this.

However, in this month's issue we have:

- OVLN News - A selection of news items submitted by various people, some progress on local projects, or culled from various sources, as well as some upcoming local events;
- Some OVLN housekeeping, with an AGM agenda, a brief list of local events and such;
- Currently available event information: known events from fellow ANARC member clubs, with a page on both the joint ANARC-PCRC event in May and ANARC-Minnesota event in August;
- In General Servicing Greg Fitzgerald writes on the era of the special editions; Martin Lawrie on refurbishing the other warning lights found on Series Ones; and Andrew Finlayson responding to the article in semi-floating axles;
- James Taylor writes twice, the first on the myth of Red Wharf Bay and then on the early development of the Series II; ;
- Dixon pulls one article on the numbers of Series Ones that are known and instead writes on Land Rover stamp issues in 2022;

- Dave Lowe writes on the various tools that you should consider if you are planning on getting to know your brakes intimately; 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 Santana in 1960 when they were first getting into the production of CKD Land-Rovers. Unlike later Santanas, these are all pretty much Solihull parts.



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Birthday Party: Dave Pell
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Radio Frequencies

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

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Carp, Ontario, Canada
K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and possibly 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 winching.

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

The Newsletter/ OVLR Magazine

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Balance by the author or as cited.

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

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

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

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Online

<http://www.ovlr.ca>

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

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

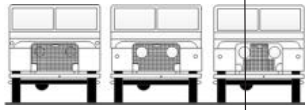
Newsletter Archive

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

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

This magazine is prepared using :
Affinity Publisher

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



North American Series One Register



This month was to have an article on the number of known Series Ones that are known in North America. However, clearly explaining the data led it to being moved to the May edition.

However, that does not preclude a word or two on the North American Series One Register, or NASOR. NASOR is a group of Series I Land-Rover enthusiasts in Canada and the U.S. who are dedicated to finding all Series Is that remain here and mapping them back either to original imports or to subsequent imports.

The Register is quite informal, and seeks to gather every year on the August Bank Holiday weekend. A small affair, the record for attendance was one 107SW, four 80 inch Land-Rovers and an 88 inch station wagon. Other Series Ones remained at home, though their custodians appeared. It also leverages this journal for articles

If you are interested in participating, drop the Editor a line. All that is really required is an interest in old Land-Rovers, a yearning to be involved and try to help out with this census of Series Ones.



Other Interesting Events.

- Ancaster British Car Show. & Flea Market. April 21st, 9am - 2:30pm, Ancaster Fairgrounds, 630 Trinity Road. This annual event is southern Ontario's largest British car parts flea market for all types of British cars. Admission is \$10

Come and browse the vendors tables inside Marritt Hall. More parts and cars for sale at the outside vendors area.

- Refreshments available inside and outside Marritt Hall. www.AncasterBritish.ca

ABOVE AND BEYOND Bad jokes



April!
April!





As Spring arrives, a number of new local projects seem to be coming to life. In the first of several, Allan Lee Brown makes an announcement of his newest arrival.

“Brought my new summer project home from storage. 1958 LandRover Series 1 88". Originally from Alberta, Canada.”

Sorry folks, Robin Craig has already claimed the unique bumper for his own projects, which, we note, are too numerous to list.



No sooner do we have a white knight in the form of Lewis McGregor saving Kevin Newell from the ignomy of borrowing a gas cap from someone else, but another knight, of a different sort, comes forth with the following image to the right.

What is this portraying? Well, evidence that Kevin is in need of assistance, guidance, or other forms of help when he visits a refueling station with his beloved 110.



There seems to be consistency at work. In this image we have the mighty 110 being loaded onto a rollback, assuming the “British Position” after coming to a stop when he confused the gasoline and diesel pumps at the local service station.

All this to say, we, in OVLR, are a helpful bunch. If you see Kevin refuelling CTX, do wander over, say hello, and point out the diesel. Mr. Pell can't always be answering Kevin's calls!

Notice of the Annual General Meeting for 2024



The Federal incorporation of OVLR [1] requires the Club hold an annual general meeting (AGM), Why: The need to hold the AGM is driven by the bylaws and the requirement to report financials to the members and elect a new executive. The AGM will also feature officer reports, set the tone for the year, and conduct any other business, such as bylaws amendments, needed by the membership. Minutes and financials are submitted to Industry Canada.

When: May 15th

Where: JLR Hunt Club, starting at 7PM.

An Advance Agenda for the Annual General Meeting:

- President's Report (including status of the new Federal incorporations Act, Health of the club, other assorted highlights of the year)
- Events Co-ordinator's Report (summary of the year's events, proposals for next year)
- Off-road Co-ordinator's Report (summary of offroading events, successes such as Opeongo et al)
- Editor's Report (summary of the past year's newsletter and challenges for the coming year)
- Secretary's Report:
- Treasurer's Report (summary of the club's finances)
- Auditor's Report (How well the Treasurer has done this past year)
- Elections (President, Events, Off-road

co-ordinators, & Member-at-large) and Appointments (ratifications for the various non-elected positions: Secretary-Treasurer, Newsletter Editor, Website, Equipment, Archivist, Marshal Emeritus, Returning Officer, Merchandising, Auditor)

- Notice of Motion - By-law changes (if any)
- List of proposed 2024 Events

Notes:

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

Notice of Elections for 2024

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

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

The following elected executive positions are open for nomination:

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

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

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

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

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

1. If we wish to include ALROC (1974), and continuous, we are the oldest. If non-continuous and only OVLR, tied for oldest.

Ottawa Valley Land Rover's Upcoming Events!



Hey, Rover Family!

We have an exciting lineup of events planned for the year, and we can't wait to share these amazing experiences with you all. Grab your calendars and get ready to join in on the fun, friendship, and adventure!

April 21st: Gear up for the OVLR Lunch 'n Land Rovers. A perfect blend of good food and great company.

May 4th: Spring Tune-Up at Shore Automotive. Get your Rover in top shape for the adventures ahead.

May 15th: Annual General Meeting at JLR Hunt Club. Your voice and presence matter to us. The tentative agenda is on the facing page

June 9th: Trail Leader Briefing/Training Day at Dave's, hosted by Kevin and Dave.

Learn from them.

June 15th: Vennechar Trail Clean-Up Day, likely followed by a chip truck treat courtesy of Ryan Carman. Let's keep our trails beautiful!

July 6th-7th: Overland Overnighter led by Ryan Carman. An adventure you won't want to miss. Further information can be found elsewhere within the pages of this newsletter.

[Register here:](#)

July 13th: All British Car Day, ABCD. Showcasing the elegance and legacy of British cars in the south end of the City in Barhaven.

August 23rd - 25th: OVLR Birthday Party. Details to come, but expect it to be epic!

September 21st - 23rd: Rovers Out at Calabogie, jointly hosted with the LRAA.

Get ready for an unforgettable experience.

October 19th: Leaf Me Rollin' Day Tour. Experience the beauty of fall with us. Let's make this year one for the books! Can't wait to see old friends and meet new ones. Here's to adventures, laughter, and the road less traveled.

More details and registrations for each event to follow. It's gonna be good!

Food truck socials as well as the usual socials will be announced as locations are identified. The Socials on the third Monday of the Month take place at the Carleton Tavern, an 89 year old tavern in a 128 year old building. Young by British standards, old by Ottawa. The Carleton is located just up from Tunney's Pasture on Parkdale Avenue at Armstrong. 7pm



An update on a long term project from Andrew Jones -

got the NADA set up to pick up where I left off a couple of years ago

with the assistance of Mr Ryan Carman

Finished spring cleaning the garage and

First job - run the new wiring harness ..

Jerry Dowell - I might beat you to the finish line ye





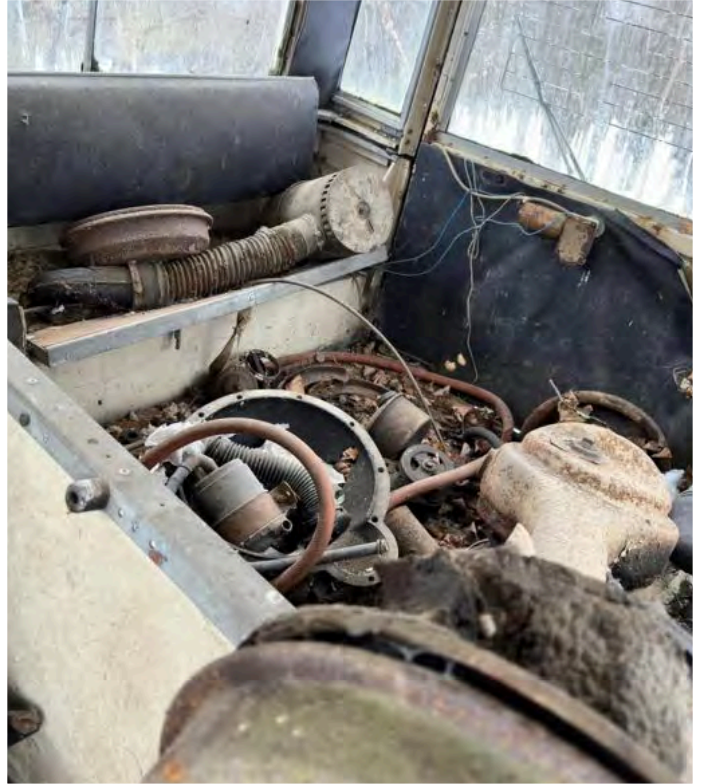
A note from Ryan Carman -

For those of you that don't know I've bought 2 series trucks. The first is roughly an 1960 109 that will immediately go for sale. The second is a '71 2a that will get built into an off-roader. All new modern powertrain wiring. To say the least I will be

installing a lot more grunt.

I've had a series of successful trips to the junkyard. As well as a visit to a marketplace seller who didn't murder me. I've obtained an all aluminum V8, a 4L80e automatic transmission and a NP241C transfer case. For just about a thousand bucks!

We've also established a code name for the project. From now until completion we will be referring to this questionable plan as "Project Nexus". There is an official name for the truck but that will be revealed in due time.





An innocuous looking photo until you learn that this is Peppermint, Alastair Sinclair's Series III. Hark, what's this? New Parts? April Fool's Day or not?



A t-shirt that was available in the Toyota Land Cruiser Association shop. April Fool's Day or not?



From the files of "I'd rather push a Jeep than drive a Land-Rover" comes this dated image from a conflict long past.



New Defender bodykits available now from The Chelsea Trick Co and Project Kahnt. Contact your local supplier for full details.

Photo opposite page - Submitted by Russell Dushin, who writes "From my pals Mike Yonda and Betsy Brecht. Spotted today in Belize. Lift gate looks salvageable!"





Event - OVLRL Overland Overnighter

Date: July 6-7

Start Time: 8:30 AM (Don't be late, we can't wait to start!)

Start Point: Lakeside Inn Restaurant, Cloyne (The last civilized meal before we venture into the wild)

End Time: This is on you.

End Point: Lakeside Inn Restaurant, Cloyne (Yes, we miraculously end where we began)

So, you think you've got what it takes to survive an overland adventure? Join us for a weekend that will test your mettle, and your sense of humour, as we tackle 200 miles / 320 km of roads and off-roading that will make you question your life choices.

Self-Sufficiency: You better be ready to fend for yourself because we won't be holding anyone's hand. Remember to bring

your own:

- Food (We hear roadkill is in season)
- Water (Or drink river water at your own risk)
- Fuel (Because Land Rovers)
- Camping gear (Or just sleep under the stars)
- Snacks (For those moments when you crave something that doesn't taste like dirt)
- Recovery equipment (In case you take an unplanned detour)
- Spare tire (Because flats are a given)
- Ensure your Land Rover is in good working order (Top Gear Rules may be applied?)
- CAA cards (You might need it, because, you know, Land Rover)
- Personal hygiene products (We can't promise you'll be smelling like roses)
- Bug spray (Don't expect nature to be polite)

Camping: Our secret government facility camping spot is as unserviced as it gets. If you can't handle roughing it, maybe this adventure isn't for you. And remember, wildlife isn't picky when it comes to leftovers, so secure your food or become a midnight snack.

Trail Maintenance: Expect some impromptu trail maintenance. Bring chainsaws because, apparently, storms love to mess with our trails. The more, the merrier – let's hope no one ends up with fewer limbs.

Communication: Safety first! Everyone should have a GMRS-compatible 2-way radio. The Motorola T600 is a shining example. You're welcome to choose any other model but make sure it's a 22 channel unit and has 2 watts of transmit power, or just scream loudly.





Good Vibes Only: We're just here for fun, folks! Bring your best dad jokes and a sense of humour as dry as the desert. This adventure is all about surviving with a smirk on your face.

Fuel Stops: There are only two fuel stops while in transit on the track and not that are particularly convenient side missions to get to. You better hope your Land Rover doesn't have a drinking problem because gas stations will be a rare sight.

Registration is Per Vehicle, No Limit on Passengers, Kids, and Dogs are Welcome
We're keeping things simple here – registration is per vehicle, and we don't care how many adventurers you cram inside that Land Rover of yours. Bring the kids, bring the dogs, heck, bring your neighbour's cat if it's up for it. But, let's be real, these days can get pretty darn long, and "the facilities" might as well be a mirage in the desert. So, use your best judgment, let's just say, "nature's call" takes on a whole new meaning out here.

Don't miss this chance to question your life choices, get your hands dirty, and bond with like-minded sarcastic souls. Space is limited because, let's be honest, not everyone is cut out for this kind of "fun." Book your spot now and prepare for an overland weekend that you'll either love or loathe, but definitely won't forget!

Note: All attendees must be members of OVLR in good standing as well as the OF4WD.



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



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.

More information: www.ROAV.org

There is a waiting list as the event is fully subscribed.



The Lowcountry Series 2024
April 27th

at info@thevineyardseries.com

- Location: Patriot's Point Mt. Pleasant, SC
- CTR will be attending The Lowcountry Series 2024 event hosted by The Vineyard Series and Ridge Rovers.
- If you're interested in registering for a spot, contact The Vineyard Series

Further information will be posted to the Carolina Trail Rovers Facebook group when known.



Joe Lucas Not-A-Rallye XXX
April 26-28

Salmon Creek Ranch, Bodega Bay, California

The 30th annual gathering of the members of the mendo_recce email list.

Traditionally this is a bring your own everything event. You still need to be self

sufficient. We will have the traditional pot luck dinner Saturday night starting at 6 pm. Bring a dish to contribute. What people bring has been nothing short of amazing. Free onsite camping and porta-potties. On site trails on the ranch, which was used for one of the LRNA Trek Trials.

Go to Google Groups and join mendo_recce for more information.



Spring Rally 2024 Citrus/Withlacoochee
April 26 - 28th

Location: Tillis Hill Campground

Rally fee: \$37.50 (PayPal service fee included)

More information via the Florida LRC Facebook group.



Trona Pinnacles

May 3rd - 4th

Trona Pinnacles OHV Route is a 12.1 mile moderately trafficked out and back trail located near Trona, California that offers the chance to see wildlife and is good for all skill levels. The trail is primarily used for off road driving and is accessible year-round. Great night skies for those photographers and telescope buffs. Kids

welcome. Dogs that are friendly, not “yappers” are always welcome. Due to a previous incident, we no longer welcome cats or pet squirrels regardless if they are on leashes. Base camping or day trip (choice). Camping spot will be in/near Trona Pinnacles and identified once onsite. Unimproved. Likely very windy. No water or services. Pack in/pack out.

More info on the [SCLR Web page](#)



ROVERS Club Spring Robesonia Trials

May 4-5th

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.

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.

Held in Robesonia, PA, just outside Reading, PA. Trials events are a skill based



Spring Uwharrie, Uwharrie North Carolina

May 9th - 12th
275 Mullinix Rd, Troy, NC, 27371

We're glad to have all the final details worked out and we are now live for the Uwharrie Safari, 2024! We had some special items added last year and some great suggestions from everyone for this year. We will be over at Rivers Bend,

which is right behind the Outpost, and on the road leading to the Forest, this way we can maintain our community feeling, even as the event grows while providing comfortable room for all of us NOTE About Guided Rides:* Guided Advanced and Beginner Rides through Big Creek and Grand Overland District. Sign-up at time of registration, each guided ride will be limited in available spots, but is open to all members of CROC. Spots will be first



Annual Overland - Eastern Mohave Heritage Trail 3&4

May 11th -19th

Week long overlanding trip, becoming one of the NCLR's signature annual events. Last year we drove part of the Oregon Backcountry Discovery Route. In 2022 we followed the start of the Eastern Mohave Heritage Trail. This year we'll continue that route, completing Sections 3 and 4.

The trail leaders, Miles and Theresa Wynn, have already pre-run the route and will be prepared with interesting stops at historical places along the way.

The trip is limited to 14 trucks, and registration is underway. There's a post in the Members Only forum: 2024 Annual Overland - EMHT 3&4 Date Planning. Check it out!

[Web - https://forum.norcalrovers.org/](https://forum.norcalrovers.org/)



Blue Ridge Parkway Adventure

May 31st

Location: Blue Ridge Parkway (Starting Point TBD)

Activity: A weekend scenic drive and camping along the Blue Ridge Parkway.

Overnight location TBD

2024 ANARC Joint Events



May 24 - 27



August 1 - 4



October 24 - 27

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.

Carolina Trail Rovers - Every month, but the location varies, check their FB group

Minnesota Club - Every 3rd Thursday of the month we will be hosting an in-person monthly meeting 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



AUGUST 1 - 4, 2024



Iron Range OHV
Recreation Area,
Gilbert MN

West Forty
Campground

Along with ANARC, MN Land Rovers is honoured to invite you to join us in Gilbert, Minnesota on August 1st through 4th for the North Star Rover Rally. For 41 consecutive years, members and families of the MN Land Rovers have been gathering each summer to swap stories, vehicle parts, take trail rides, all while making new and renewing friendships at our annual Picnic.

REGISTRATION

- All participants must register to attend and participate in the Rally activities and trail rides.
- Registration is limited to the first 75 trucks, and can be done through Zeffy here. All attendees must register for the event as either a driver, passenger or child.
- Registration includes: Access to all North Star Rover Rally (NSRR) activities; Meal ticket for the Saturday night dinner at Giants Ridge; Participation in the Friday night BBQ smoke out at West Forty Campground; Event t-shirt; Event welcome bag; ID badge and Rally vehicle markings
- Please note that all Driver & Rover attendees must be current member of a ANARC Club to attend.
- Please make sure you read "The Rules" before registering.

ACCOMODATIONS

- **Lodging is not included in NSRR registration. Upon successful registration, you will be provided with a code and website link that will allow you to make camping reservations at the West Forty Campground. Any attempt to register for camping or check site availability without the group code will show all spots sold**

out. Spaces are limited.

- Camping costs are separate and in addition to the North Star Rover Rally event registration. Camping at the West Fort is not required for event participation, but the West Forty Campground will be the center of most evening and social activities. For those who prefer a hotel, we suggest The Lodge at Giants Ridge, which is the location of Saturday's banquet dinner. For more lodging options, please visit the rally website.
- All participating vehicles are required to have a valid state of Minnesota OHV sticker. More information on the Registration site.
- TRAILS
- Trails: We will have trails from mild to wild, so bring you Evoque, bring your LR4, bring your built Classic; there will be something for everyone! See our trails page for details and gpx tracks.

MEALS

- Catered dinner on Saturday
- Food carts through the Rally weekend
- Coffee, pastries, ice cream cart

Rally Activities & Schedule

Thursday, August 1st

- Registration packet pickup at entrance to OHV park
- Welcome reception at West Forty. Bear Cave sponsoring Kegs
- All Day: Self-guided trail riding

Friday, August 2nd

- Registration packet pickup at entrance to OHV park.
- Trail-rides: Self-guided & Guided beginner, intermediate & hard
- Expo Sessions:
- Evening BBQ and camp cook off

- Evening trail ride to 2 mile water crossing

Saturday, August 3rd

- Drivers meeting & group picture
- Trail-rides: Self-guided & Guided trail rides by difficulty, Mesabi Mountain trail (Hard & Extreme)
- Rovers North RTV challenge courses
- Evening dinner reception and "Picnic", Awards & Raffle?

Sunday, August 4th

- Self-guided trail-rides
- Departure according to lodging requirements Monday, May 27

Rovers North Road Taxed Vehicle (RTV) Course Competition

- Rovers North is sponsoring the RTV Course on Sunday.
- RTV will be open on Sunday and available for all drivers to test their skill against the course.

PETS

Pets are allowed but they must be on a leashed at all times.

What Else to Know: Camping/lodging booking and costs are separate from event registration, so please make sure to find accommodations. All participating vehicles must have a valid state of Minnesota OHV sticker. All drivers must be a current member of the Minnesota Land Rovers club, or a member of a club participating with ANARC.

Web: <https://northstaroverrally.com/nsrr-2024-details/>

[LINK TO REGISTER](https://northstaroverrally.com/nsrr-2024-details/)

May 24 - 27, 2024



Deschutes County Fair & Expo Center

3800 SW Airport Wy,
Redmond, OR 97756

REGISTRATION

- All participants must register to attend and participate in PNW Rally activities and trail rides.
- Registration costs are \$175 for the first Land Rover & driver, \$85 for passengers, and \$50 for each additional Land Rover. Registration closes at midnight on Friday, May 10.
- Driver & Rover registration includes one Land Rover, access to all PNW Rally activities and events, one dinner ticket, one event t-shirt, primitive camping on the field, rally badge & vehicle markings and a PNW Rally Swag bag.
- Please note that all Driver & Rover attendees must be current member of a ANARC Club to attend.
- Registration is through Zeffy – zero-fee fundraising software for nonprofits – click on REGISTER NOW to access the registration website.
- Please make sure you read "The Rules" before registering.
- Oregon OHV Permit required for off-road trail use by any 4x4 vehicle.
- 4x4 vehicles are considered Class II by Oregon.
- Purchase online \$10 – <https://store.oregonstateparks.org/>

ACCOMODATIONS

- The site provides ample room for primitive camping on the Expo Center field. There are no electricity, water or plumbing facilities. Restrooms and limited showers are provided.
- Generators and individual campfires are not permitted.
- Paid campsite for RVs and campers can be booked at the Expo Center RV Park.
- There are six hotels within a few miles of the Expo Center. Hotels are

also available in Bend, Oregon (20 miles away).

- TRAILS
- Plans are underway for off-roading, an RTV course and other activities that promise to be exciting for the entire family.
- STAY THE TRAIL! Any rally participant found off trail, in an otherwise restricted area, causing damage to the property, or otherwise causing a disturbance will be asked to leave without a refund. No warnings will be issued.
- Please make sure you read "The Rules" before registering.
- Oregon requires OHV Permit for off-road trail use by any 4x4 vehicle.
- Be prepared, Oregon has additional requirements for off-road travel. Visit All-Terrain Vehicles In Oregon for more details.

EVENTS

- We are excited to be offering a packed schedule of activities for the PNW Rally. These include daily trail rides, welcome party, RTV sessions, ANARC Cup competition, Rally dinner on Saturday night and awards celebration on Sunday evening.
- PCRC plans to have a community bonfire.
- Rally Activities & Schedule is below.

MEALS

- Catered dinner on Saturday
- Food carts through the Rally weekend
- Coffee, pastries, ice cream cart
- Four food carts

Rally Activities & Schedule

Friday, May 24

- Registration / Swag Bag pick up
- Welcome Party

Saturday, May 25

- Morning Coffee
- Drivers Meeting
- Morning Trail Runs (half-day)
- Full Day Trail Runs (limited trucks)
- Expo open
- RTV Course training sessions
- ANARC Cup competition
- Afternoon Trail Runs (half-day)
- Rally Dinner

Sunday, May 26

- Morning Coffee
- Drivers Meeting
- Morning Trail Runs (half-day)
- Full Day Trail Runs (limited trucks)
- Expo Open
- RTV course sessions
- ANARC Cup competition
- Afternoon Trail Runs (half-day)
- Awards Presentation & Celebration

Monday, May 27

- Morning Coffee
- Final & Farewell Announcements
- Event Closes at 12 Noon PT

Rovers North Road Taxed Vehicle (RTV) Course Competition

- Rovers North is sponsoring the RTV Course on Sunday.
- RTV will be open on Sunday and available for all drivers to test their skill against the course.

PETS

Pets are allowed but they must be on a leashed at all times.

Web: <https://www.anarc.club/pnw-rally>

[LINK TO REGISTER](https://www.anarc.club/pnw-rally)

A Line in the Sand by James Taylor

The story of the Land Rover's origins has been fairly well established, but a very interesting document that has come my way helps to understand why there are so many different versions of it in circulation. It's a copy of a speech that Managing Director William Martin-Hurst gave at a lunch for press and overseas company representatives in connection with the Land Rover's 21st Anniversary in 1969. Though dated 1 April, it was deadly serious.

Martin-Hurst had clearly been at some pains to find out what really happened, and he had spoken to SB Wilks, who had been Managing Director at the time. After a preamble explaining that "it looked as though the Company would be unable to carry on unless it could quickly find something which it could manufacture and export", he went on to say that the problem

was uppermost in SB Wilks' mind while he was on holiday on Islay, the island where he now lived in retirement. The rest of the story was as follows:

"Maurice [Wilks] had bought a Jeep which he used to haul his sailing boat from his cottage in Anglesey down to the water, and the idea suddenly came to SB that a vehicle of this type but adapted for civilian use could have a world wide market. The more he thought of the idea, the more he liked it, and next morning at 4am he set off in his motor boat from Port Askaig for Bangor, where he had asked Maurice to meet him. He arrived at midnight and immediately discussed his ideas with his brother. After a short rest, they got into a car and drove to Solihull, where they called a meeting of the engineers and planners."

This version of the story must have been the way that SB Wilks remembered it, 21 years after the event. Note that in this version, the idea originated with SB and not with Maurice, although it would of course have been Maurice who fleshed it out with engineering practicalities. As so often happens, two or more people who were present at the same event will recall it differently, and it's impossible to say who was "right".

The picture is from the 2015 PR version of the story, and refers to the idea that Maurice Wilks drew his ideas for the Land Rover on the sand at Red Wharf Bay in Anglesey to show his brother how Rover might make it. Whatever he had in mind, it wouldn't have looked like a Defender 90.....





ABOVE AND BEYOND Time Warp Overland

Are you shure, that we are still on the right course of the JLR Defender Trophy?

Yes, as long we follow the dead Defenders, we are on the right course.



Drive a slow old Land-Rover, if you want to be the fastest at the end of day.

Joint American-Canadian-British Team Take on New Trucks In the Camel Trophy

Reuters, April 1st, Everyone in the sporting world has heard of the Defender Trophy and Camel Trophy - a gruelling mix of wilderness skills, driving skills, orienteering and just plain survival with Land-Rover Defender 4 by 4s as the mount of choice. Well, there's a new (or should I say old?) twist this year - a team traveling the Camel Trophy course in a 1948 Land-Rover Series I 80" car!

The Canadian - American - British team, TimeWarp Overland were originally challenged by a correspondent on the Land-Rover Internet mailing list to make the trip back in the 1990's

"From the original challenge, things just kind of fell into place", said Dixon Kenner, one of the drivers who will be in the Series I. The runs were conducted to showcase what Dixon called "The Rover spirit", to prove the capabilities of the older Land-Rover Series vehicles vs. the new Discoveries used by the other competitors. So, why ressurect TimeWarp Overland?

In this vein Mr. Kenner remarked, "We feel those in newer vehicles are cheating,

lessening the challenges that past competitors once had to undertake. The extensive support networks of aircraft, Defender 110 supply vehicles and so forth diminish the impact of the competition".

While talking with TimeWarp Overland team members Dixon Kenner and Al Richer, I am struck at the amount of preparation and dedication they've put into the trip. As Dixon Kenner said, "The Land-Rover has a proud heritage, which many buyers of the more refined Discovery and Range Rovers either sneer at as hopelessly primitive or simply discount as ancient history. Alan and I are going to prove that the Land-Rover spirit was just as versatile and capable then as it is now, perhaps even more so".

Originally conceived as a "Farmer's Friend" in the years after World War II, the Series I that Dixon and Alan will be driving shares a heritage with the Wyllis-Overland Jeep of WWII fame. Its interior is spartan, amenities are nonexistent, and the whole vehicle, from its galvanized bumper to its aluminum hardtop exudes an aura of no-nonsense functionality. It seems capable of just about anything,

which is good considering the jungle it's headed for.

The level of attention paid to this vehicle is impressive. In preparing it for the trip, Messrs Richer and Kenner have equipped it with large 16" tires, a hydraulic winch on the front with a smaller electric in back, digging tools, extra fuel tanks, a roof rack for expedition gear and everything you could need to extricate yourself from disaster, like cinch straps, climbing ropes and ground anchors.

Of course, there are other touches which would seem odd in a more modern car. The tightly-wrapped packages of spare parts, the extensive manual set bound in sealable plastic covers and the rolls of the ubiquitous duct tape number but a few of the eccentric items in the old Rover. Mr. Richer says about these items, "When dealing with a car of this age, its behaviour sometimes is best described as eccentric. Also, making repairs in the field sometimes requires ... unorthodox methods, hence the baling wire, duct tape and other items near and dear to the hearts of Rover owners".

Of course, this is not simply one car and two men against the elements (and the new Defenders, of course). Rather than take the approach that the Camel Trophy and Defender Trophy does, with Defender 110s and aircraft as support vehicles, the TimeWarp Overland team is taking everything low-tech and elderly.

The Series I is being accompanied by a pair of 101 Forward Control Rovers, huge behemoths of Land-Rovers originally built for the military in Britain back in the 1970s. Powered by large V8 engines, these two Rovers will be the lifeline for the 80. They are being crewed by a motley collection of friends of the drivers, including Ben Smith, Bill Maloney, Dave Bobeck and Mike Loiodice as 101 pilots, Mike Rooth, as machinist and mechanic in charge of the 80s health, and Spencer Norcross as photographer and general trail hand for the expedition.

The 101s themselves are masterpieces of their breed. One, long ago a radio van for the RAF, has been fitted out as a mobile workshop and support vehicle for all of the old Rovers in the expedition. With its

lathe, drill press, mill and other precision tools Mike Rooth can, in his own words, "Bloody well rebuild it from scratch if I have to".

The second is the crew vehicle, having been fitted with extra seating as well as space for crew kit and personal items. It hauls a unique powered trailer, containing "food supplies" as I was told, while not being let near enough to examine its stock. It didn't matter - this reporter can read the labels on cases of Molson, Bass and Glenfiddich from 20 yards away easily ..

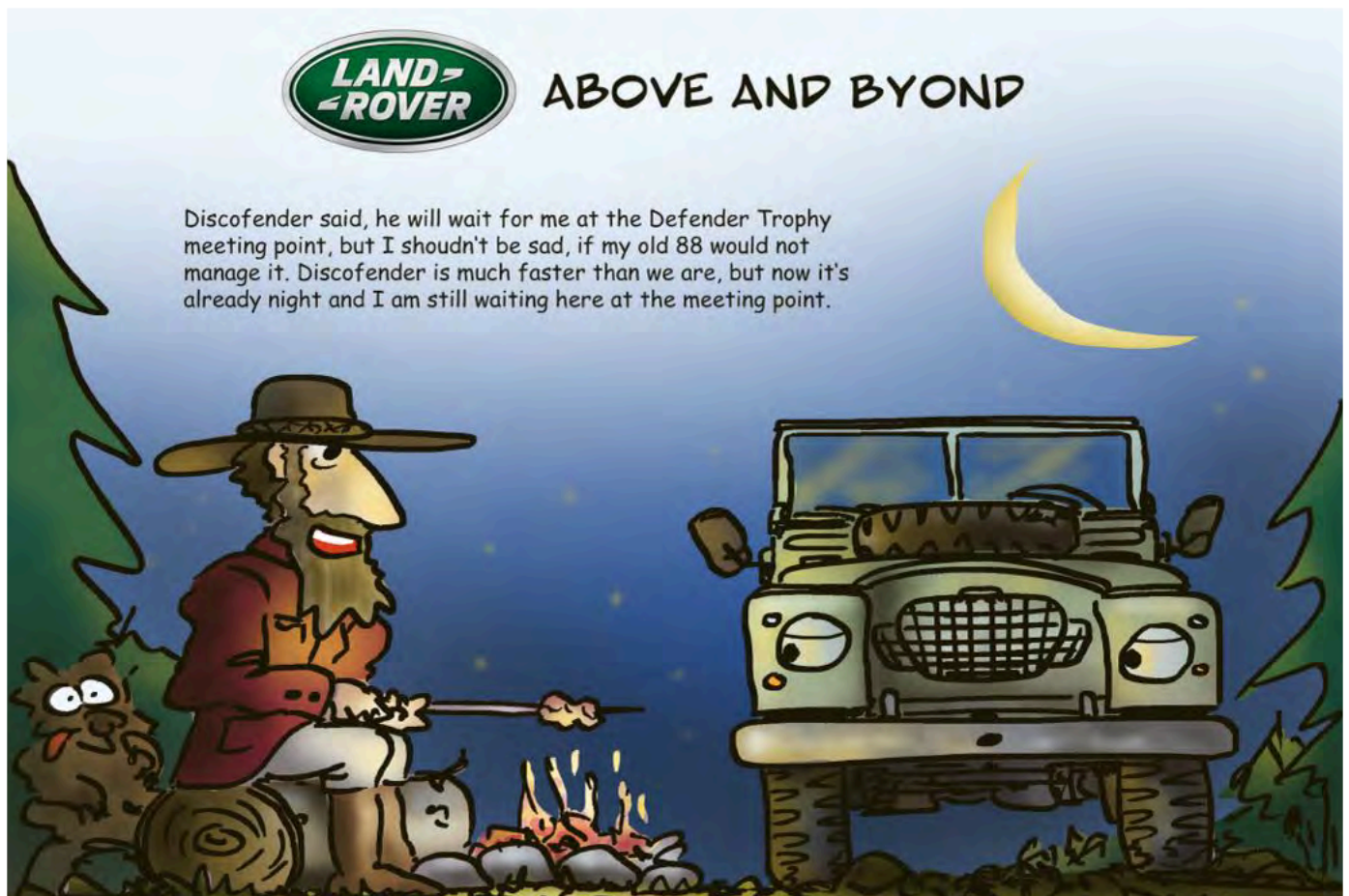
The competition vehicle itself is the item that draws the attention, though. It's a rather small vehicle considering what it's going to be asked to do. From its no-nonsense bronze green body and yellow (I was informed the proper name is "limestone") roof, it squats in its tracks with a casual air of unconcern for the ordeal it is about to attempt.

When asked if they'd equipped the car with extra batteries for starting, Mr. Richer asked, "Why?" He then reached behind the driver's seat, pulled out a

crank, slipped it into a hole in the front bumper and started the car with a quick pull on the crank end. As he said after I picked my jaw up off the ground, "The key that most people miss is simplicity. This car has an almost-nonexistent electrical system, a simple, easily field-repairable engine and drivetrain, and no fancy electronics other than the communications gear I installed. With a good set of hand tools, you can rebuild the engine sitting in a jungle clearing, a feat a bit beyond newer vehicles".

Both Mr. Kenner, a senior member of Environment Canada and Mr. Richer, an engineer for IBM, are confident that they will complete the journey in good form. After seeing them and their time machine and the hulking monsters of the support Rovers, I think that the new Defenders on the trip have more to worry about from the Series competition than they do from the jungle.

Notes: Reprinted, without permission, with slight modification, from a previous magazine article.



Non-OVLR News



CENTRESTEER #132 - Mike McCaig.

Mike McCaig, president of ANARC and founder of ROAV, talks about his life-long love affair with Land Rover, the start of the Mid-Atlantic Rally, ANARC involvement both times, the Diamond Jubilee, the naming of Eve, his adventure of a lifetime with Oxford and a close encounter with a bear.

In The News:

JLR gearing up for electrification, announces the end of Jaguar ICE

production, JLR wins a rare copycat case, the future of SVO, Defender Octa, more special edition Range Rovers, a unique Series I for sale and you can still buy a current model manual transmission Land Rover.

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 45 minutes.

Episode 158- In this episode of The Underpowered Hour, Steve and Ike dive into the latest Land Rover news, including the release of Rivian's new R2 SUV and the challenges traditional and electric vehicle manufacturers are facing. They also discuss unique and risky Defender modifications, including a nine-inch lifted Defender that looks more like a toy.

Episode 159 - Steve Beres and Ike Goss delve into multiple fascinating topics surrounding the world of Land Rovers. They kick off with the recovery of stolen Land Rovers found disassembled in a van,

a humorous take on a yacht-themed electric Defender, and discuss heavily customized, luxurious Range Rover Sports designed for specific lifestyles.

Episode - A detailed comparison between two 3D printers: the Ultimaker S5 (\$10k) and the BambooLab X1 Carbon (\$1.5k), amidst a maintenance and repair session for the Ultimaker S5.

Episode 160 - In this episode of the Underpowered Hour, hosts Steve Beres and Ike Goss, along with special guest Liza, delve into the women's panel held at Destination Defender in Texas, celebrating Women's History Month.



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



Michael Carter was considering powder coating or painting his rims limestone. While the powder coat vs paint discussion is an interesting read on the OVLR Facebook group the question was asked about limestone paint over here in North America.

Jerry Dowell helpfully replied with "Nason single stage full thane code 38505 IS available from most Napa stores. I just had some mixed last week".

For those hoping for something off the shelf, the following options were

suggested -

- "Antique white or recreational white are two close colours. How consistent Rover was over fifty plus years could also be a discussion point."
- "I used Prismatic Powders Vanilla Ice Cream PS 2725 on mine. Seems to be an almost perfect match."
- "Ford Wimbledon White did in a pinch for me"

It is your vehicle, so pick the shade that you believe is closest to a fifty year old paint chip.





A rather cute coffee mug that I came across from Cars and Crayons. They write -

Introducing our 11oz Home Parker Mug, tailored for the classic car enthusiast who thrives on the open road and relishes tinkering in the garage.

Crafted with passion on our in-house printer, this mug celebrates the enduring bond between Land Rover owners and enthusiasts and their trusted vehicles. Whether you're sipping your morning coffee or unwinding after a day of exploration, let this mug be a steadfast companion on your journey. Elevate your cuppa with our Land Rover Mug and embrace the spirit of exploration with every sip.

Home Parked Edition Mug €19,95 EUR

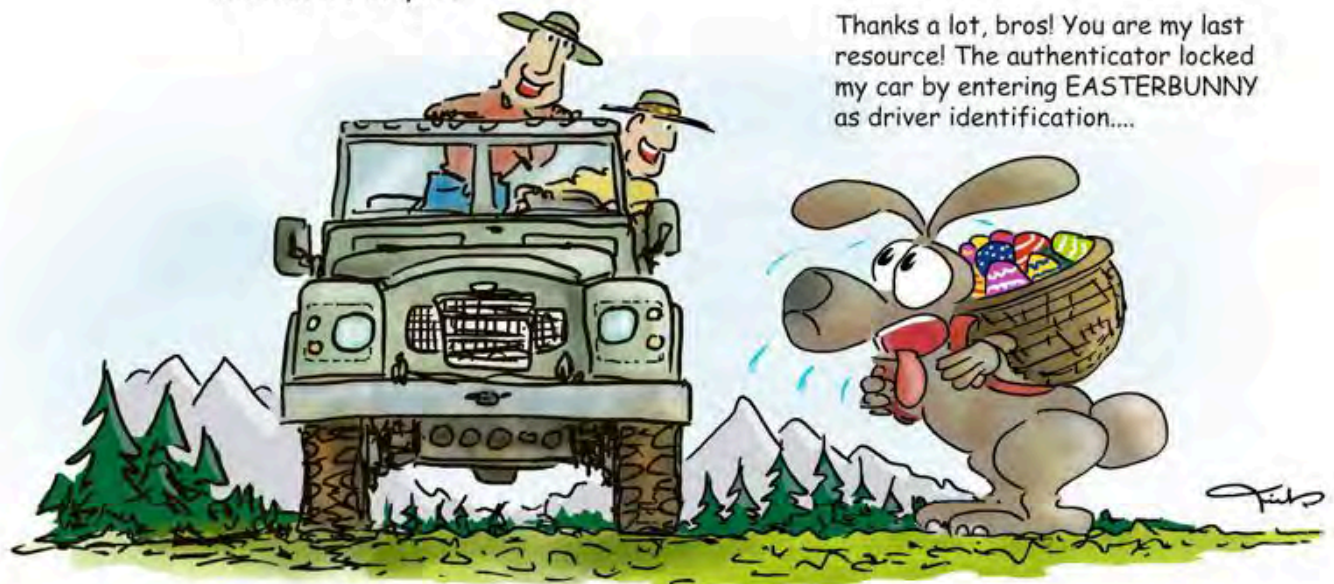
They have a bunch of Rover themed items <http://www.carsandcrayons.com>



ABOVE AND BYOND HAPPY EASTER!

Hey bro, what happened?
Climb up, we give you a lift!
You don't want to be late
to Easter, do you?

Thanks a lot, bros! You are my last
resource! The authenticator locked
my car by entering EASTERBUNNY
as driver identification....





Range Rover Location Editions Are A Thing Now

Greg Fitzgerald

In 2022, the Range Rover world was intrigued by the first major special edition of the new L460 Range Rover: the Carmel Edition. A tribute to that year's Monterey Car Week and the first iteration of the Range Rover House concept, there were only 17 bronze-over-blue editions made. Now, with two special editions launched in just the last few weeks, it's become clear that destination editions will define the history of the fifth Range Rover in North America.

The special editions have run around the finest events in the world, often paired with the Range Rover House concept -- a retreat for Range Rover owners at these highlights of the social calendar. The first was the Carmel Edition, for the August

2022 Monterey Car Week. In the winter of 2023, the Range Rover Sport Deer Valley Edition was a tribute to the high-end Utah ski resort. The Carmel Edition returned for the 2023 Monterey Car Week, this time in a limited edition of seven gloss white vehicles. In December, the Range Rover Sport SV EDITION ONE MIAMI was a brilliant blue toast to Miami Art Week and Art Basel.

Now two special editions have launched in a week. The first is the Range Rover Sport Park City Edition, an edition of seven plug-in hybrid vehicles. Range Rover House again appeared at Park City for a week in mid-March, at peak spring break ski season. The vehicle is Ethereal Frost Silver over a Light Cloud/Ebony duo-tone

leather interior. A portion of each vehicle's \$169,000 price tag goes to the Park City Community Foundation, which plays a vital role in solving the biggest challenges in greater Park City. (Like many high-end resort towns, Park City has a significant divide between the haves who visit and the have-nots who keep the place running.)

Meanwhile, the SV Arete Edition debuted in Whistler, British Columbia the same week. Eight vehicles will be built in a SV Bespoke Special Effect Gloss Blue over Liberty Blue leather. These vehicles will pay tribute to the blues of the Coast Range and the gorgeous scenery of British Columbia. (So much tribute, in fact, that the official photos are taken in the rain, a

trademark of a BC winter.) Significantly, this edition is released by Land Rover Canada for the Canadian market. Even though we often feature Canadian Land Rover content in Roverlog, Land Rover rarely releases a Canadian-specific product. Portions of the cost of each of these vehicles will be donated to the Squamish Lil'wat Cultural Centre, which benefits First Nations communities in the Whistler area; and the Audain Art Museum, which features many of British Columbia's finest artists.

Every era of Range Rover has had its fair share of special editions. The P38 racked up several of them, from the bright yellow and red Borrego Edition to the gentry-ready Holland and Holland to the gnarly Rhino Edition. The L322 included an Autobiography Black 40th Anniversary Edition and the lavish wrap-up Autobiography Ultimate Edition. The fourth-generation L405 brought the Holland and Holland back to the fore, featured the Astronaut Edition for Virgin Galactic's space tourism passengers, and

wrapped with the retro-styled Range Rover Fifty to celebrate a half-century of the finest four-by-four ever made.

So far, it seems like the fifth-generation is making its mark on the special edition history in this march around North America and the world, color-keying the finest Range Rovers in the lineup to the finest destinations on the planet.



General Servicing

Lucas WL3 warning lamps By Martin Lawrie

Well, Mr. Fuggle DID say that he liked things to be fiddly!

This is all of that!

In his wisdom, Joe Lucas designed some dash warning lights that used 2.5V torch bulbs, despite the car running on 12V... The solution was the WL3, a warning lamp with a resistor built-in because the connection between power and bulb was a very thin wire wound tightly around the outside of the bakelite tube!

To make things worse than even the "Prince of Darkness, Mr. Lucas, Mr Wilkes decided that his new Land Rover should use the same lamp units but specified 12V bulbs so that they ran even dimmer...

Over the years (decades) the wiring gives up on these lamps and they stop working. Working with a well-known Land Rover restorer, Mr Fuggle was able to dismantle a reasonably complete unit, measure the length and resistance of the wire and source the correct textile bound

replacement with the same resistance per length.

Using this wire, he was able to rewind these, essentially scrap, units and revitalise them once more. On top of this we were able to source the correct red cloth tape to make these restorations even more authentic.

Hey Presto! Dim dashboard lamps in to the 21st Century!



Series One Semi-floating Axle, Some commentary

By Andrew Finlayson

Hi Dixon, I was reading your article about Series 1 rear axle woes and wanted to say that the rear bearing is actually held on by a collar that is pressed on. [1] The bearing is fairly beefy and if it failed as it did surely it was making some noise first?

I have changed a few without a special tool. The hardest part is getting it apart! I usually drill a couple of holes in the collar and then whack it with a big hammer and sharp chisel to split the ring.

This makes pressing it off quite easy. Putting it back together is a bit tricky but the pressure required to press the collar "home" isn't too bad.

Obviously you have to fit a new collar with the new bearing. I have gotten collars from Allmakes that were useless. I recommend genuine only!!! They obviously need to be an interference fit of which these were not! I have forgotten the amount of interference but it's in the manual. I am wondering if you perhaps had one of these ill fitting collars on yours?

And as you know the wheel bearing is an off the shelf Mercury/Ford rear wheel bearing. [2]

I tend to think that these axle shafts are stronger than the later Series type only because I have never seen a broken one.

I would have kept the original rear axle but I am not sure if your half shaft was no longer useable? Surely you or Ben have several in stock?

I assume your handbrake saved the day?

Here is the interference spec. Just under .003" I notice that it also says (selective assembly), so I suppose those collars may have worked on some other half shafts. On mine they were loose!

Back in the day working at your Land-Rover workshop I guess you could just ask Clive (the parts guy) to give you the

whole box of them from the stock room and get your micrometer out and start measuring.

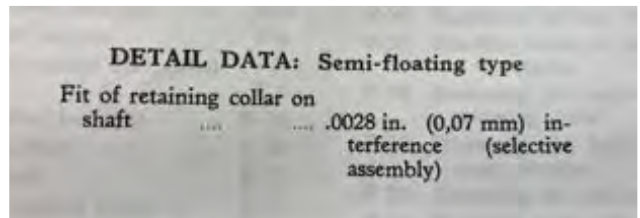
I wish I had taken pictures of the replacement process without the Churchill tool. Next time!

Notes:

1. Moving from Semi-Floating to a Fully-Floating Rear Axle, Dixon Kenner, OVLR Newsletter, February 2024, p28-30

Reference:

- Andrew Finlayson writes a short addendum to last month's article on swapping semi-floating Series One rear axles for fully floating;

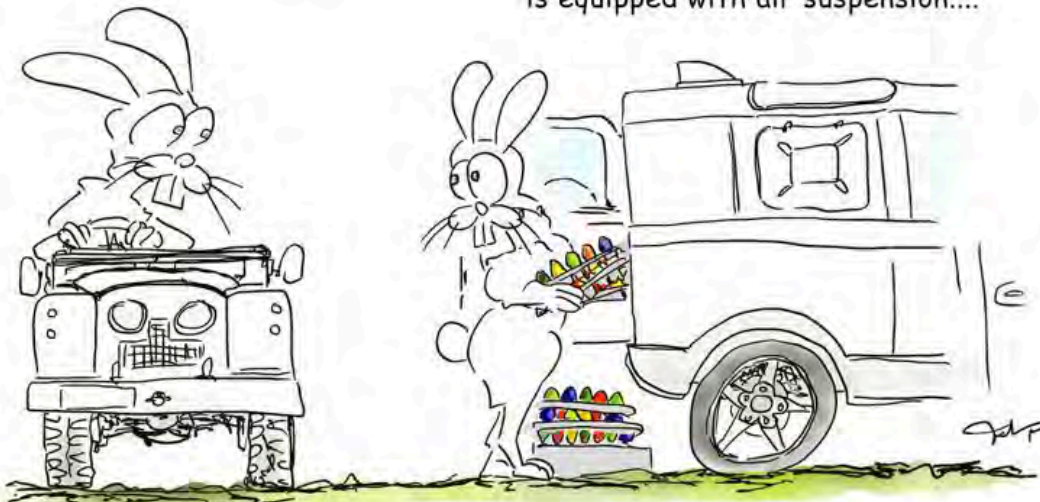


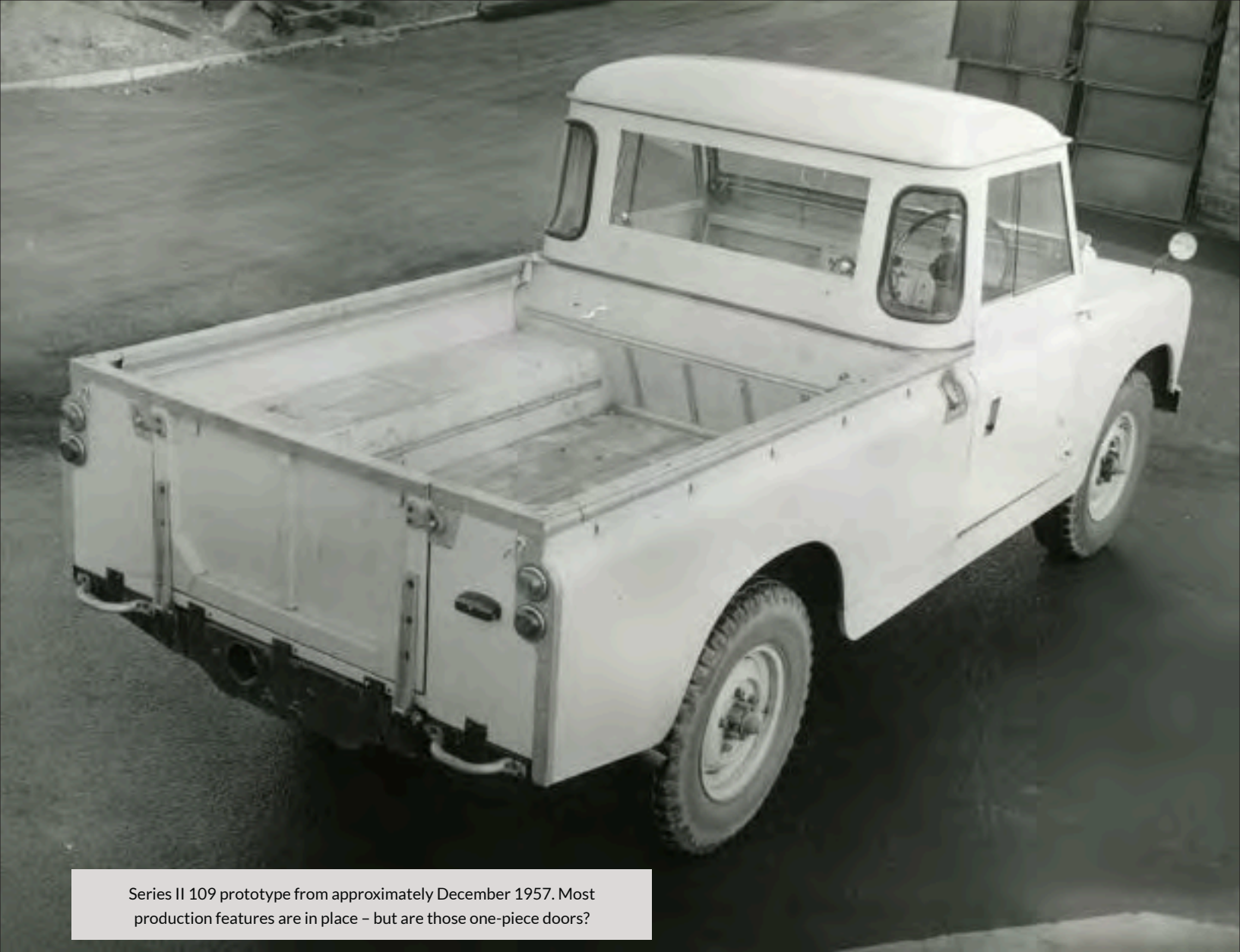
ABOVE AND BYOND



Hey! Your Easter Eggs won't arrive in one piece.....

No worry man! My New Defender is equipped with air suspension....





Series II 109 prototype from approximately December 1957. Most production features are in place – but are those one-piece doors?

The New Style Land Rovers

By James Taylor

The original Land Rover was never really developed. It was more a case of being allowed to evolve in line with customer wishes and expectations. There was never any master-plan – at least, not for the first few years. The arrival of the Series II, timed to coincide with the tenth anniversary of the original model's introduction in April 1948, changed all that.

THE NEW STYLE LAND ROVERS

The first indication of something really new in the offing was when Jack Swaine's team started work on a new engine design

in 1954. The IOE four-cylinder had reached the limit of its development, and a new engine would be needed to take both the Land Rover and the four-cylinder Rover saloons on to the next stage. At the time ideas were coming together, there was strong customer interest in a diesel engine for the Land Rover, so the new design was drawn up with three aims. One, the petrol version had to equal or better the power and torque available from the IOE engine. Two, it had to have built-in stretchability so that it could be enlarged to give more power later. And three, the basic architecture had to provide the basis of both petrol and diesel engines with

minimum differences.

Jack Swaine met the requirement with a modern OHV design, initially produced as a diesel with a 2-litre capacity but always intended to be stretched out to 2.25-litres. (Later, it would be stretched even further.) The earliest prototype engines were probably running by 1956.

Meanwhile, competition for the Land Rover was beginning to increase. As early as 1954, David Brown Industries had poached John Cullen, the original Land Rover development engineer, to work on their own 4x4 project. There were



The Daddy of them all. David Bache's prototype body was built on the second prototype chassis, 109/2/S2. That appears to have been a modified 107 Station Wagon chassis.

rumours that Austin were working on a civilian 4x4, and these were highly credible because the company was already building the Champ for the British Army, as well as an uncommon (expensive) civilian derivative of it. So by 1956 Rover management was thinking in terms of gathering all the latest Land Rover engineering together in a single package and making it look different to help bolster the impression of newness.

At the Board meeting of 28 February 1956, the Rover Directors approved the initial funding for what they called the "New Style" 88s, 109s, and Station Wagons. The 88 and 109 wheelbases weren't in production yet – they were planned for June 1956 introduction in retrospectively-named Series I form – but it was clear that they were going to be used for the new models.

This reference suggests a start date of about March 1956 for what became the Series II project. It wasn't called that just yet – the occasional reference to a Mark II Land Rover turns up in paperwork of the time. Nor was there any New Style in evidence, but no doubt the brief to develop one was passed on to Arthur Goddard, who was still in charge of Land Rover engineering at that stage.

Goddard was lucky. It was at about this time that Rover's car stylist, David Bache, had a falling-out with Chief Engineer Maurice Wilks over something (he never revealed what it was). He remembered very clearly many years later that the two of them were not on speaking terms. Hearing that Bache had been effectively grounded, Arthur Goddard seized his chance and (in Bache's own words) said,

"I'll have him! I've got something for him to do!"

That something was to draw up a new body shape for the Land Rover, and as Bache remembered it, "six weeks from that moment to the day, we did the Series II Land Rover changes. Six weeks flat. After that I was back with Maurice who was happy with the Land Rover job and had completely forgotten his disagreement with me."

Meanwhile, Goddard's engineers were pulling together their ideas for the New Style models. My interpretation of the evidence is that they decided to start with the long-wheelbase types and made plans around two initial prototypes. One, designated 109/1/S2, was to be a utility model, and the other, 109/2/S2, was to be a Station Wagon. The 88s would follow



The body on 109/1/S2 seems to have been completed later, adapting styling themes from the Station Wagon. The door window differs from production types, the sill panel is only visible under the door, and the spare wheel is stowed against the back of the cab rather than at the side of the back body.

later. To cut a long story short, David Bache drew up his new body shape as a Station Wagon, and that was built up on the waiting chassis by July 1956. It was such a success that Rover decided to lend it to the Royal Family (and I told its story in number 57 of this series in July 2023). Bache's assistant, Tony Poole, was then given the job of adapting the design to suit the utility 109 and the 88 models, and 109/1/S2 was completed probably later in 1956 to try it out.

It's actually very difficult to date the Series II prototypes, because it appears that many of them ran on trade plates in the beginning and were not road-registered until later on – as late as 1960 and 1961 in some cases. Even 109/1/S2 wasn't registered (as 2593 AC) until November 1958, and the earliest known photographs probably date from January that year.

However, we do know that the third 88-inch prototype (88/3/S2) was road registered as WAC 338 in May 1957, so work was clearly well under way by that stage. We also know that it was a Station Wagon.

Moving back a step, the second 88-inch prototype was not actually registered until November 1958 (as 2596 AC), but we do know a little about its provenance. Surviving paperwork shows that it was converted from a grey Series I 88 numbered 1706-03586 that had been built in March 1956. There's an eye witness account of the seventh 88-inch prototype, too, which was built with a diesel engine and became XNX 541 on 1 January 1958. Roger Crathorne remembers it well because one of his friends owned it, and he says it was equipped with twin 6-volt (not 12-volt)

batteries that were located in lockers within the rear wheelarches.

All this seems to be consistent with a timeline of the Series II design being completed by the end of 1956 and the main prototype development being done during 1957. There were some changes along the way – the first 109 prototype, for example, had one-piece doors that were not retained for production – but by early 1958 production had begun. The first Series IIs were actually CKD 88s that were shipped out in kit form in late February, and the first fully-built 88s and 109s went out in late March and early April; CKD 109s followed in May.

As we know, engine production was not quite in step with the rest of the programme. There weren't enough of the new 2.25-litre petrol engines to go round,



Above: This early 88 prototype, pictured on an apparently foggy day at Solihull, has an experimental grille design, the same door window style as 109/1/S2, and an odd sidelight arrangement – but the decision to continue the sill panels under the wings has been made.



Right: Rear view of the same 88 prototype lacks turn signal lamps to match those at the front!

so all the 88s built before the end of the 1958 model-year in the autumn had the old 2-litre IOE engine. Diesel models of both the 88 and the 109 had the 2-litre size of the OHV design, and the 2.25-litre diesel wouldn't appear until 1961.

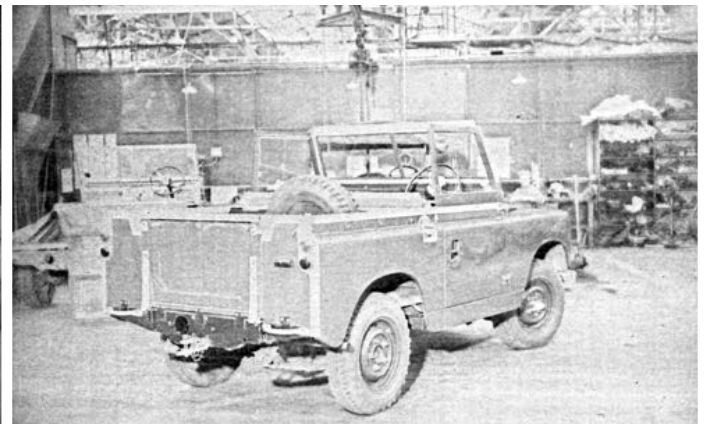
We don't know as much about the Series II prototypes as I would like to. I've identified seven 88 prototypes and eight out of a possible 15 109 prototypes. Somebody, somewhere, must be able to fill in the gaps. If it's you, now's your chance!

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

Recommended reading for more information: [Land Rover Series II and IIA Specification Guide, 2010, James Taylor](#),



Dreadful photo – sorry – but it supposedly shows an 88 prototype in the workshop in about December 1957. Production door tops seem to be in place.



Last one for now: another rather grainy photograph from the workshop, circa December 1957. I don't know which 88 prototype this is, but it looks as if the production design was in place by this stage.



Brakes, lines, flaring, bleed screws ...

Dave Lowe

At some point in our Land Rover ownership there will come a time when a brake line leaks and thus create anxiety. Many years ago that used to be my experience, however time and the advent of new tools and materials have changed all that and I now find replacing brake lines quite satisfying, not always, but overall. This dissertation is intended to provide an overview and suggestions to assist when faced with replacing rusted brake tubing.

The first requirement is to thoroughly familiarize yourself with the types of pipe flares and fittings in common use on our vehicles. Flare connections can be Girling bubble, DIN bubble, or SAE double. Fittings can be Metric or SAE and the differences must be thoroughly understood before working on any brake

system. The Girling bubble which is ball shaped has become rare and superseded by the DIN bubble which is more mushroom shaped than bubble, The double flare has a 45 degree angle (as compared to the 37 degree of the AN type which is another story). The Fedhill Company <http://www.fedhillusa.com/> has an excellent website with useful information.

Care should be taken to establish what fittings are on your vehicle. Bubble flare fittings have a concave seat while the double flare have cone shaped seats. The difference for the two pipe ends become self evident. One common mistake is to use SAE nuts and screw them into a metric union but the nut will be too loose and will strip. The Metric nut will not screw into an SAE union. I

have found that NAPA is a good source for the fittings, less expensive than the bubble packs sold in Canadian Tire. Compression type connections should not be used on a brake system since they cannot withstand the pressure although a couple of 3/16" compression unions and a short length of tubing in the vehicle kit box will get you out of the bush and home.

The choice of brake lines could be stainless steel, coated steel or copper nickel (Cunifer). Stainless is too expensive and hard to flare and bend and should be discounted. Coated steel is ubiquitous, relatively cheap but will eventually succumb to rust failure, which leaves Cunifer as my recommendation. There are still some individuals who claim that copper pipe use is illegal and



they are correct. Copper pipe is used by plumbers and refrigeration mechanics and should never be used on a brake system but Cunifer is not copper pipe, it is a Cupro Nickel alloy superior to steel for brake lines. It has a higher pressure rating, is non corroding and is easy to flare and bend. It has been around for a very long time especially in ship construction since the 1850's and in China aeon's before but only recently (~1960's) was it used on brake systems. Volvo started the ball rolling when they noted the high percentage of vehicle inspection failures due to brake line failure. Today many high end vehicle manufacturers use Cunifer. Initially there were some concerns about long term effects but the Copper Development Association conducted side by side tests with steel and found Cunifer superior (<https://copper.org/applications/automotive/brake-tube/brake.php>) Their website provides some interesting facts. Most brake lines will be 3/16" or 4.75 mm diameter which for all practical purposes are the same size.

Flaring tools have changed greatly over the years from the initial split bar type which I have now consigned to the back of the tool box. I have a vice mount multiple size turret type, a handheld single size type and the hydraulic pump kit but my favourite is the turret type, easy to use and consistent, never had a bad flare. I love using that tool. The hand held type is easy to use upside down under the vehicle but tube end preparation is very important. The expensive hydraulic kit has a comprehensive selection of dies but it is heavy and cumbersome in use. I use this most for push to connect, fuel and cooling line flares. I think the reason the turret type is so consistent is due to the process being a "punch" operation rather than the rotating motion of the split bar and hand held types which can tear at the metal hence careful end preparation using a quality de burring and chamfering tool followed by the application of punch grease.

Tools

There are many types of tube benders and I must have one of each, including bending springs but the one most commonly used are the bending pliers, Made by Lisle I think used mostly with Cunifer. I always try to remove the old brake line as intact as possible to simplify shaping the new but I have learned not to try and eyeball the shape by just holding the old against the new. It will not work, accumulated errors will throw it way out. I measure the length needed, install the flare nut (right way round) flare the end and use masking tape to hold the nut and cover the end. Using the bending pliers make the first bend, then tape the old and new lines together, move to the next bend, tape the two lines together and continue bending and taping until the other end. Make sure you leave enough tube at the end. Take care to fit the nut then flare the end before you make the last bend. You should end up with a true replica of the original that will slot into place.



Brake lines on modern vehicles will have an additional coating in certain areas and if you are working at this location the coating has to be removed to allow flaring. The Land Rover coating on the Disco two is quite soft but on a BMW it is baked on and hard to remove. Careful use of a Bic lighter will melt it but remember fluid is flammable. All is not lost since the Laser tool company has come up with a coating removal tool (~\$50 I know, I know but I am an unrepentant toolaholic, it arrives next week. Will report). This tool looks like a small tube cutter but has an adjustable blade turned sideways.

The worst part of brake line replacement has to be the rusted seized nuts and bleed screws. If you are replacing a flexible hose and the hard line is still in good condition do not try to turn the hard line nut. You will only twist the line and then you have a bigger job on your hands. Land Rover use the ubiquitous U shaped clip to secure the hose end into the bracket which has a D shaped hole to match the D shape of the hose end. It prevents rotation. Brush on some Rust Dissolving Gel before you start. This

will chemically convert the rust particles into a phosphate liquid. Then use penetrating fluid. Using penetrating fluid alone is simply trying to lubricate rust particles. With the clip removed the hose can be pulled down out of the D shaped bracket allowing you to hold the flare nut steady while you rotate the hose. If the hose is in the way, cut it.

BMW hose clips are different. They are in the form of an inverted W and the brackets have serrated holes to match the serrations on the hose end. Again to prevent rotation. If the ends of the W clip are pried up with a screwdriver out of the retainer the clip can be rotated 90 degrees and the hose pulled down disengaging the serrations and allowing the hose to be rotated.

The flare nuts at the calipers or cylinders will be rusted solid and so a good coating of Rust Gel is called for, followed by Jungle juice. Cut the hard brake line at the nut which will allow the use of a six point socket but if already rusted out of shape use an extractor socket that will grab what is left. Heat application if needed but beware brake fluid is

flammable. Have an extinguisher handy or a spray bottle of water. I have even resorted to making ice cubes in those paper cups they put pills in and then jamming them onto a hot bleed screw.

Bleed screws, How I hate them, little bastards. Again Rust Gel soak, Jungle juice soak, heat. But patience, patience, do not go all gorilla or you will break it. And do not think you can insert one of those long easy out extractors into the hole. The easy out will break and good luck getting that out.

I now have the latest stubby easy out kit that may do the trick but so far have not had the need although recently one worked very well on my sons BMW, very inaccessible, transmission fill plug (8 mm Allen socket rounded out). Tapped one in and it grabbed very well and with a twelve inch long wrench on it succumbed. I was impressed. Son was very relieved having just drained the sump and no way to refill it.

Before attempting all this, clean out the bleed screw, by hand, using a drill bit (start with a 3/32") If you can, carefully,



carefully, drill with a slightly larger snug drill. Reverse the drill and push the plain end into the bleed screw. Bleed screws are hollow and will collapse and snap under too much torque but the drill will reinforce and reduce the chance of it collapsing. Use either a six point socket or, if rounded, an extractor socket on a 1/4" stubby ratchet. Less chance of over torqueing it. Foul language and incantations are de rigueur when addressing bleed screws. It is all they understand. Little bastards.

Oh, and one last thing. When you disconnect a brake line it will drip, and drip, and drip. Down your arm, on to the tools making them very slippy and hard to hold. Much better to pull the rubber cap off the bleed screw and stick it on the pipe end. Or heaven forfend use a turkey baster to empty the reservoir before you start.

With all bleed screws loosened bleeding the brakes should not be a problem. For years I used the pedal pump system but then made my own pressure bleeder out of a camping bottle a schrader valve and lots of JB Weld until finally I bought the

Motive pressure bleeder. Luxury. Some prefer a vacuum bleed and if you do I suggest you wrap a few turns of Teflon tape around the bleed screw threads because when loose the treads are sloppy and will allow air ingress. I have become used to using the power bleeder but pumping the pedal works, you just need help. To hold the pedal in the down position I use a length of wood from the pedal to the front of the seat box.

Buy four hose clamps (three for a Series system, four for ABS) plastic thumb screw type are available at Can. Tire and clamp all flexible hoses. The pedal should be solid, if not there is air in the master cylinder. Place a rag over the cylinder and slacken the connections at the cylinder while the pedal is pumped. Solid pedal, move to the right rear wheel which is the most remote, remove the hose clamp and bleed. Close and you should have a solid pedal. Replace the clamp. Move to the left rear wheel, remove the clamp and bleed. Solid pedal, replace the clamp. Front right, same. front left ,same. The reason for replacing the clamps after each bleed is to ensure there is no "lost motion" caused by the

pads or shoes moving. all the pressure is going directly to the wheel being bled. Remove all clamps and you will have a solid pedal. The "start at the most remote" instruction is based on the systems of yesterday a modern ABS system has four separate lines direct from the valve block and so the old rule is questionable. To complete an ABS take a drive down a dirt road and hit the brakes, the ABS valves will chatter. Check for any reduced pedal height and if any re bleed. Or buy a Nanocom and let the computer do it. If you are working on a drum system and the drums are removed, slacken the adjusters and use a clamp or a ratchet strap to retract the shoes thus minimizing the volume in the cylinder. If the drums are not removed tighten the adjusters so that the shoes are tight against the drum thus preventing any movement as you bleed.

2022 Land-Rover Stamp issues By Dixon Kenner

A quick round up of the known legitimate 2022 stamp issues that have a Land Rover on them.

This page are for the three postage stamps that are from a legitimate postal authority. One can safely assume that all of these particular stamps have seen the country

printed on the stamp and even be used postally.

Falklands - 2022

For the collector:

Issue: Liberation of Falklands, 40th Anniversary
 Date Issued: June 14th 2022
 Value: £1.30, Falkland pound
 Size: 42 x 28 mm
 Perforation: 13 ¼ x 13 ½
 Printing: Offset Lithography
 Catalogue no.: SG 1512; Scott 1330



Falklands - 2022

For the collector:

Issue: Rural Heritage
 Date Issued: October 10th, 2022
 Value: 1p, Falklands penny
 Size: 40.25 x 27.75 mm
 Perforation: 11 ½
 Printing: Offset Lithography
 Catalogue no.: SG 1521; Scott 1339



Malta - 2022

For the collector:

Issue: Platinum Jubilee
 Date Issued: June 2nd, 2022
 Value: 5€, Euro
 Size: Sheet 80 x 120mm
 Perforation: 13 ¼ x 13 ½
 Printing: Offset Lithography
 Catalogue no.: SG - MS2208; Scott 1733;
 Designer: Designer: Pritex Ltd.-
 Photography Courtesy of The National Archives of Malta



A quick round up of the known 2022 "Cinderella" or Agency issues that have a Land Rover on them. In this case, only on the souvenir sheets.

None of these issues are from a postal authority this year, and are from, a philatelic representative of various postal authorities. One can safely assume that

none of these stamps will have ever seen the country printed on the stamp, nor ever be used postally.



Djibouti -



Guinea-Bissau

For the collector: Guinea-Bissau
 Issue: Fire trucks
 Value: 104 LE, Leones
 Printing: Offset Lithography
 Printer: Stamperija
 Depicted: D110 Ambulance
 101 RC Ambulance
 Original Image: Easily found

For the collector: Djibouti
 Issue: Special Transports
 Value: 3600 FCTA
 Printing: Offset Lithography
 Printer: Stamperija
 Depicted: D110 ambulance





A note to the reader:

- These For Sale notices, in some cases, have been edited for brevity. Always consult the original posting for the complete advertisement.
- Other than cutting them down to size to make them fit, these are as they originally appear. The listing title, as well as the description are copied verbatim. Spelling and grammar are that of the writer,
- Location usually determines the currency. If in Canada, Canadian dollars. In the USA, greenbacks. Depending upon the platform, the price could be either. Some sites default the currency symbol to a dollar sign. When they could be pesos or otherwise. Check with the seller.
- If you are looking for Defenders, be prepared to find a lot of them on-line. There are dedicated groups on Facebook for them. Unless you are an OVLR member, they won't be found here. There are just far too many to list.
- Price is not value. Nor are all descriptions accurate. Consult with the seller.
- Beware possible scams. While a few are found and not included, practice due diligence when responding.
- Some adverts are included because they are somewhat fascinating for the seller's expectations.



6x4 Land Rover Defender, Charleston, SC., \$55,000

Original 6x4 Land Rover Defender, v8 manual, ex-Fire Service in GHANA, clean title in South Carolina.
 Asking price: \$55KUSD
 Location: Charleston, SC.

Contact Charleston, SC. Via Facebook



1970 Land Rover series 2a, Medicine Hat, Alb, 12,300

Selling my 1970 Land Rover Series 2a Military Field Ambulance. Right hand drive. Only 16994 original miles. Rust free. Stored for many years. Starts, runs and shifts great. 4wd works perfect in high and low range. Two gas tanks. Tough and easily serviced anywhere in the world.

Contact Matt Huffadine via Facebook



1975 LAND ROVER 109, Orland Parlk, Ill, 8,500

1975 LAND ROVER 109, IMPORTED LAST SUMMER FROM COSTA RICA, LOCATED IN 60445, DOES NOT RUN, FRAME SOLID, ENGINE TURNS

Contact Vini Di Bella via Facebook



1974 Series3 Landrover, Winnipeg, Manitoba, \$28,000

Looking to sell my excellent 1974 series 3 short wheelbase. This unique land lover was born in England, found his first home in California later in the Mississippi, and now is in Canada. It has a rebuild head with stelite valve seats to accommodate regular unleaded petrol. It also has been extensively, upgraded front wheel locks, brown church steel roof rack with expanded metal floor, accommodated, 2 person tent and a rear ladder a 12,000 pound electric winch with snatch block, Kenlow electric fan with seasonal switch to argument the original fan commercial soundproofing in the doors, roof and under hood it has two hoods. The deluxe hood includes unique zebra paint and about \$1500 with a spare parts. Can be Shipped chucklewis007@hotmail.com (204)470-5628



1971 Land Rover series iia, Hyannis, Mass, \$25,000

Sympatheticly refurbished Land Rover Series IIA.....new galvanized frame..... please contact for More details.....if it up it's available....25k or best..... beautiful truck

Contact Drew Tomkinson via Facebook



2000 Land Rover 75 connoisseur, North Cowichan BC, \$7,500

Rare Rover 75 one of only 3 in Canada. Last Rover car made in England (not Land Rover but same company) Imported from Holland so its left hand drive. This Rover was manufactured in 1999 at the Cowley factory for 2000 model year. May qualify for collectors plates.

This car is in very good condition. All mod cons, full leather and walnut interior heated seats power windows, power rear sunshade. Maintenance records from new (in Dutch). Timing belt replaced at 164k km. Imported to Canada May 2016. Put in inside storage 2017 and not driven until this year. I have recommissioned the car early this summer.

Sales brochures, documents, and many parts to keep up the maintenance going forward

For all the US buyers interested This car was built between September 1999 and Feb 2000 I will be happy to provide indoor storage at 150 CAD per month until the car reaches 25 years status so it can be imported.

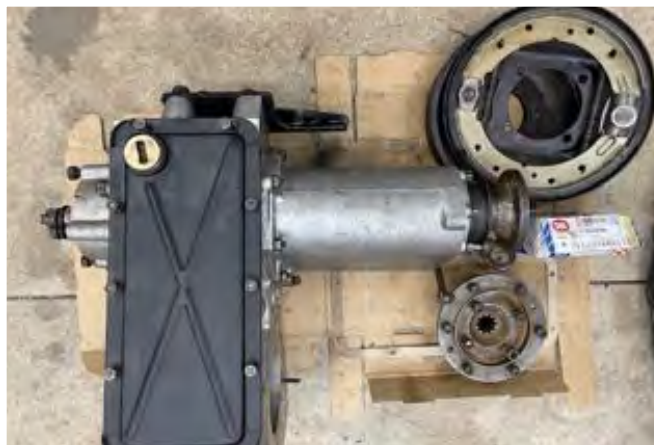
Contact Paul N Sharon Watkin via Facebook



1962 Land Rover Series 2, Nanaimo, BC, \$4,995

This is our 1962 Land Rover Series 2. It #39;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 #39;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 .

Autotrader.Ca



Landrover Series II-III high ratio transfer case, Burrets Rapids, Ontario, \$2,500

Fully rebuilt with new quality Timken bearings, seals, shims, boots etc... Brand new Ashcroft Gears and machined bushings. New Transmission brake shoes. Ready for install. Located in Burrirts Rapids Ontario The gearing provides a 31.8 % increase in high range with no change in low range and no impact in overall strength. Improved highway driveability and fuel economy. Asking \$2500. ... Same unit is available in the US for \$3100 plus tax

Contact Maureen Duff 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 7714720790



Land Rover series 2A, Chester Nova Scotia, \$19,900

1962 series 2A 88" wheelbase. New galvanized chassis, lots of new and refurbished parts. The engine was rebuilt in 2020 but developed a crack in the block. Selling as is where is

Kijiji advert no 1688284667



1960 British Land Rover series 88, Dawson Creek, BC, \$22,500

1960 British Leland Landrover series 88 includes safari roof , pickup truck cab, canvas top with frame, motor , fairy overdrive rebuilt by Chris auto in Edmonton , Chris also installed upgraded British military head lights and signals , This rover is turn key with a rebuilt soles carb , oil bath air cleaner and locking hubs, Chris was a Landrover factory mechanic back in England and took his time to get my rover running great
I hate to see her go but I would like to consolidate my classics.
Contact 250-467-3162 if interested.

Kijiji advert no 1687878980



1969 Land Rover defender, Quesnel, BC, \$35,000

Land rover series 2a 1969 body. 2018 chassis complete. 3.6ltr , v6. all computerised fuel injected etc ,power brakes, abs , 4 wheel discs , power steering , modified exhaust for power , alt 160 amps ,electric fan ,coil springs , 17ins by 12ins by 33tires , diffs modified to suit wheel diameter ,(ratios changed)5 speed automatic gear box ,transfer case , 4wheel drive ,electronic gearbox engine braking ,HD front and rear bumpers ,rear door reenforced to carry spare tire ,rear windows fixed no sliders = No leaks ,doors insulated for sound plus fenders , provision for front winch ,electronic dashboard , radio ,disc player ,serious radio , gps , obs 2 hookup, all led lighting ,lots of other dodads and such ,

Contact Rosemarie Way via Facebook



1984 Land Rover series III - Lutz, Florida, \$28,500

Very Nice Land Rover Series III runs great has new Top, New sawtooth wheels and tires. Truck will come with the original steele wheels painted to match the body color. message for more questions...

Tampa Craigslist advert no 7727495813



Land Rover Defender or Series tailgate, Victoria BC, C\$52

- tailgate came as a spare with my 110 Defender
- should fit Defender 90, Defender 110 or Series 2 and Series 3
- has aluminum checker plate on the exterior
- tailgate is worn as seen in the pictures
- if the ad is still up, the item is still available
- pick up only, no holds - located near Central Middle School

Contact Jeremy Illingworth via Facebook



1959 Land Rover Series II 88, Calgary, Alberta, \$32,500

Own a piece of rare British history
This LHD Series 2 has been a labour of love for our family for the past 3 years. We've scraped the 5 coats of paint off this thing, so you don't have to! She's not perfect, but she could be made to be perfect quite with minimal effort. She's complete, with a lot of new parts (glass, interior, accessories) and even comes with a full sized extra tailgate. Starts easily and drives well. Appraised at in between "good" condition and "excellent" condition at \$47,500 for insurance purposes. We even have a copy of the original import document noting that it was imported to BC in 1959. Much more information, pictures, documentation available upon serious inquiry.
Kijiji Advert no 1687677014



Land Rover 109 - Eden Mills, Vermont, \$2,500

Late 2a 109 5 door for sale. Diesel, right hand drive. Rolls fine, ebrake works, shifts into gear, motor turns by hand. It drove onto a trailer two years ago, hasn't run since. I'm waiting on the Pennsylvania title. Frame is bad, bulkhead needs repair but it's salvageable. Interior is fairly complete. Body is okay, both fenders need welding. Axles aren't rotten, fuel tank isn't leaking. It can come with a second roof which is straighter. Located in northern VT.

Vermont Craigslist advert no 7723901267



Series under seat Military fuel tank , Victoria BC, \$450

I'm selling my genuine military fuel tank with fuel cap and filler extension. It has been lined with POR 15 fuel tank liner and was not leaking when I was using it in my 107". These genuine tanks are a much heavier gauge than the aftermarket ones. The genuine fuel caps sell for over \$200 alone! so grab a deal for a complete genuine tank set up for \$450, Matt

https://roverlanders.bc.ca/for_sale_forum



Land rover defender 2.5na diesel engine block and head - Comox Valley BC, \$300

Land rover defender 2.5na diesel engine block and head

Comox Valley Craigslist advert no 7724407289



1978 Land Rover series 3 - Houston Texas, \$6,500

1978 Land Rover 109 series 3 with 2.25-liter 4 cylinder Gas engine, starts & run fine (need battery jump), solid drive train, four-speed manual transmission with two-speed transfer case, fully functional 4WD (regular and maximum traction), has clean TX title, i have the car over 2 years, it has 36291 KM on speedo i put about 4k, the car has new carburator, Here is the bad part, car need gas tank, the original gas tank was taken out, it was dirty/rusty, i have a temporary 4 gallon plastic tank in place, there are a lots of bush-fix in doors, and there are some repair in chassis, also chassis has some minor rust, both footwell has been repair. like all used item there is not any kind of warranty, it is as is, asking for \$6,500 (firm), I do not part the car.

Houston Craigslist advert no 7725672509



1958 Land Rover series 1 88, Dallas, Georgia \$12,950

Clean Georgia Title This thing is Awesome, but a small project.

This 1958 Land Rover 88 Series I is a left-hand-drive export model that reportedly underwent some refurbishment in Costa Rica, and it was imported to the US in 2021 four-speed manual transmission and a dual-range transfer case. Equipment includes 16" wheels, a hood-mounted spare, sliding side windows, and inward-facing rear bench seats. The cabin features three individual front seats upholstered brown vinyl, and the inward-facing rear bench seats are upholstered in cowhide-type material. Equipment includes front lap belts, cowl vents, and rubber floor mats. Wear is noted on the front seat bottoms, and identification labels are placed through. The banjo-style steering wheel is wrapped in rope, and Smiths instrumentation consists of a 120-km/h speedometer, an ammeter, and a fuel-level gauge. The five-digit odometer shows under 11k kilometers (~7k miles), and the true mileage is unknown..

THE BAD.

Fuel tank leaks. \$350 @ Rover North

Transmission: maybe clutch or shift leakage or Synchronizers. It grinds when trying to shift.

Contact Jo Harris via Facebook



Lighter, Calgary, Alberta, C\$30

Vintage mini-rover pocket lighter. Brand new never been used , in excellent condition

Contact Emma Yacoub via Facebook



1971 Rover 3500s, Canton Georgia \$2,250

Rover P6 sedan. North American model. Rover 3.5 V8 derived from GMs Buick Old Pontiac 215 from the early sixties. Borg Warner automatic, See the Wikipedia page if you're unfamiliar with the Rover P6. Complete. Needs everything, but has good bones; Minimal rust, will send pics. Better yet, come to canton and look it over.

Contact John Dillingham via Facebook



Back issues Alloy + Grit magazine, Seattle, Wash, \$5

Out of print copies of the (sadly) defunct magazine. \$5 per issue plus shipping, accept PayPal goods & services. Ad will be updated as copies sell. Available issues include: Spring 2017; Fall 2017; Winter 2017-2018 Spring 2018; Summer 2018; Fall 2018; Winter 2018-2019 Spring/Summer 2019; Fall 2019

Contact Nicholas Bratton via Facebook



1964 Land Rover Series 2a (Retromod) - \$80,000 (alameda)

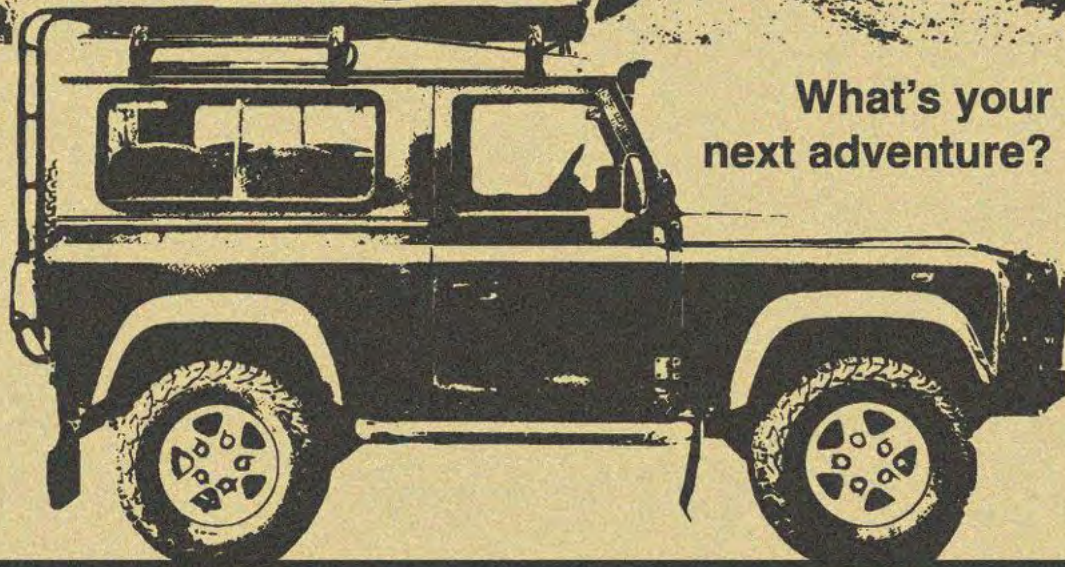
Selling a beauty. See photos, this is a 1964 Land Rover body on a 1994 Toyota 4Runner engine and chassis. Everthing works. Email for questions. 4Runner had low miles when purchased, had engine checked by professional mechanic, all sound. Power steering, brakes, independent 4 wheel suspension- all the modern stuff but looks amazing

Sfbay Craigslist advert no 7728934685

Wiper motors
Parts for your
Land Rover.



www.Restotime.co.uk



What's your
next adventure?

3 Brothers Classic Rovers

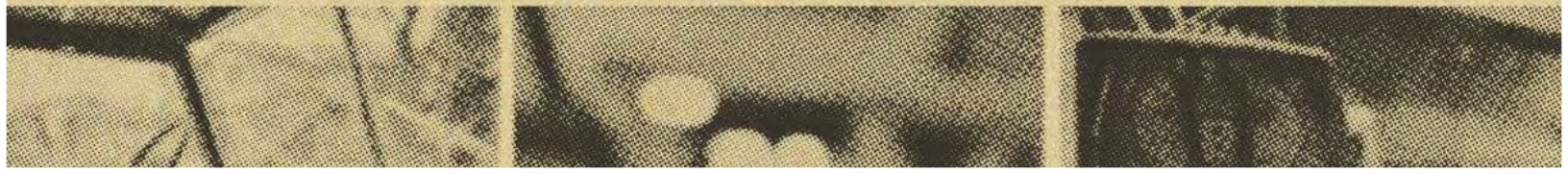


We do Rovers right. Since 2009, 3 Brothers has been Canada's source for aftermarket Land Rover parts and expertise. With a 20,000 sq. ft. warehouse, Brothers holds the largest inventory of Land Rover parts in Canada, ready to ship you what you need, when you need it. And with weekly shipments from the UK, if it's not in stock, it's likely on it's way.

To complement the parts side, in 2019 Brothers opened a full restoration garage with a team of licensed mechanics, taking on specialized Series Land Rover and Defender work, mechanical restorations, galvanized frame swaps, and full high end bespoke restoration projects.

3brothersclassicrovers.com

17 Gold Street, Paris ON N3L 3S3 | sales@3brothersclassicrovers.com | 519 302 3227





Series Land Rover Windshields, Toronto, Ontario, Various

Series Land Rover windscreen which will fit a series 2 or series 2a. Ready to go. -Kijiji advert no 1689261580

Windscreen for series 2a or series 2. With glass. Original kodiak heater vent shrouds included. Excellent shape. - Kijiji advert no 1689261325

Series 3 Land Rover windscreen with glass. As is condition. - Kijiji advert no 1689260854

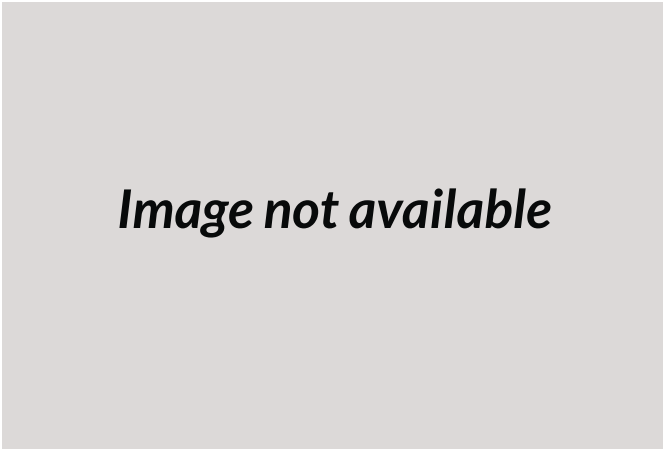


Series door and sills, Toronto, Ontario, various

Original rear swing door for Series Land Rover. Will fit Series 2, Series 2a or Series 3 Land Rovers. Good and straight, surface rust on frame only. Glass intact, rare part! - Kijiji advert no 1689260512

Single sill (one side only) original sill for series 2 or early series 2a Land Rover - great shape straight condition. This is for 88" models but will fit on 109". - Kijiji advert no 1689259972

Series 2 and early series 2A original aluminum sills pair. Great shape straight - Kijiji advert no 1689259752



Brand new nos series 3 upper dash pad, BC, \$700

Brand new series 3 upper dash pad.Has one tiny flaw.Approx 2mm dia.dent.\$700.Cdn Firm.Will throw in entire series 3 dash parts used if buyer wants.Mostly nice shape except lower dash pad has crack.(didn't bother with pic).Even have the large metal dash support with vent levers if req'd.Postage depends on what buyer wants.

Contact RoverMike via RoverLanders website



1973 Land Rover series III - Eugene Oakway, \$26,900 (drop)

Great shape classic Rover 4x4 Wagon. Limestone. Runs perfect! Nice all terrain 16 inch BFG's, Removeable hardtop. New rear driveline and front ball joints. OME shocks with parabolic springs. hand crank starter handle. 8 forward gears, 2 reverse Very Capable at having fun. original headliner. Clean Oregon title in my name. Certificate of Authenticity. 2 inch tow receiver w/ wiring. stored in the garage. Eugene Craigslist advert no 7728369659



Original hardcopy Land Rover Series III Repair Operation Manual and Parts Supplement, Powell River, BC. CA\$80

Yes, these can be downloaded online, but if you own an original Land Rover, or just love Land Rovers, these original manuals are a must have. Series III operation repair manual binder in good used condition, and a Series III parts supplement.

A Series II /IIA set posted separately.

Possible free delivery to mid/lower Vancouver Island - contact me to discuss.

Contact Gerry W Lister via Facebook



1957 Land Rover serie 1, Nezahualc6yotl, Edomex, Mexico, \$279,000

land rover serie 1
refactorado
único ,
excelente estado
buen manejo
motor ford 6 cilindros
documentación en orden
4x2

Contact Agevaren Tr via Facebook



1958 Land Rover series 2, Silver Springs Nevada, \$17,000

1958 landover pick up. All original.

Contact Jessica Lawson via Facebook



1956 Land Rover, San Crist6bal de las Casas, Mexico, \$175

En venta Land Rover 1956, 4 cil 4x2 motor opel \$ 175 mil . San Crist6bal de las casas . Chiapas

Contact Gerardo Inchan Aguilar via Facebook



1974 Austin marina, Barrie Ontario CA\$5,000

1974 Austin Marina 1.8 Manual

4 Previous owners, clean history. We have owned the Austin marina for the last 6 years. Starts and runs every time. Has a small rear main seal oil leak (see second last image, few drops after 3 months) Come and see the car, sunrise to sunset, any weekend. \$5000 is the starting price, please don't waste your time haggling.

80,447 KM

Vin: AH4SDD9237M

Contact Patrick Careen via Facebook



RARE Land Rover Series tailgate mounted Lincoln Welders JOB LOT, Stamford, England, £4,000

Job lot of rare Land Rover Series tailgate mounted PTO driven Lincoln Welders

One in working condition and 4 for spares or repair. Includes original frame.

Last used 10 years ago.

£4000

Collection Oakham / Stamford

From my private collection.

Contact Rob Maude via Facebook



1974 Land Rover series III 88" short wheel base, Calgary, Alberta, \$35,000

Frame swapped restoration on a galvanized frame. Rebuild 5 bearing engine. Straight body, good paint. Comes with fairey od in box. Purrs and stope well on upgraded 109" brakes, steering damper,...Way too much to list \$40k restoration. My dream machine.

Kijiji advert no 1689449552



Land Rover Series 2a 3 GPO Plummatz PTO Cable winch Stamford, England, £1,500

Land Rover Series 2 2a 3 Plummatz Auto-Capstan winch. £1500

Collection Oakham / Stamford Lincs

Contact Rob Maude via Facebook



Land Rover Range Rover Irna 40th framed poster, Cheltenham Maryland, \$125

Genuine ex Irna (land rover north america) framed poster commemorating 40 years of land rover in 1988. Shows a series 1 80" and two range rovers. NOT easy to ship but i can try if you would like. alternately it can move about the country in the usual Land Rover Way.

Contact Quintin Aspin via Facebook



1983 Land Rover series 3, Hermitage Tenn, \$25,000

Ready for your Spring Project? This Super-Rare 1983, 2.5L, 4 Speed, Left-Hand Drive Land Rover Series III is certified by the British Motors Heritage Museum. Manufactured in Solihull in the UK, this 88" Wheelbase, Series 3 was only a handful built in the 70s and 80s for the North & South American markets that had Stage One front ends, as a proto-type preceding Land Rover's move into the Defenders. Clean Tennessee Title and permanent TN Antique Auto Tag. Unfortunately I do not have time or space to restore this vehicle and it deserves to be in the hands of someone who will enjoy it and allow it to live up to the full spirit of classic Land Rovers. The engine runs, although currently either needs a starter or fuel pump.

Contact Scot Dunlap via Facebook



Series Rear Tub, Ottawa, Ontario, \$1,000 OBO

For Sale, 88 inch series rear tub. In mostly in good condition. Has a home made Rh rear panel and a couple of knocks in the Rh panel. Very usable tub but needs a little work to be perfect. Would be great for off roaster project. Located in Almonte near Ottawa. \$1000.00 O.B.O

Contact Keith Burgess via Facebook



1969 Land Rover Series IIA 88, Newcastle, Ont, \$10,900

Series IIA Land Rover with original 4 cyl gas engine. Rare Poppy Red colour with nice patina. Engine turns over but not currently in running condition. Will require some frame repair or replacement.

Kijiji advert no 1689669753



1962 Land Rover series 2a, Marion Arkansas, \$28,500

Land Rover Series 2a, excellent mechanical condition, starts, runs and drives exactly as it should, all lights and heat work, rare safari roof, original North American truck-all original condition-has overdrive transmission, located near Memphis-if it's posted it's available so please don't ask, in person CASH transaction, trades considered-Porsche, corvette, Land Rover defender, bronco, Jeep rubicon, land, property, fj 40, Toyota Land Cruiser

Contact Ricky Harris via Facebook



1972 Land Rover series 111 109 LWB, Richmond Hill, Ontario \$42,000

1972 Land Rover series 111 109 LWB. Vehicle is in great shape, ready to be enjoyed, highly original classic. Under the hood it has the original 4 speed gas engine with the 4-speed manual transmission. The 4x4 system is fully functional and shifts effortlessly.

Lots of recent work done. Vehicle has new paint, recently refurbished engine, and new front disk brake conversion and Tires

Kijiji advert no 1689762025



Rover 3.5 engine, Saanich, BC, CA\$850

Rover 3.5 engine, comes with starter, alternator, Y-pipe extra 2bbl manifold, can be bought with or without carbs, \$850 for all.

Contact Kage Bourgeois via Facebook



Series 2 Bulkhead, Quebec City, US\$750

Solid Series 2 bulkhead, located in Quebec City. 750 USD. No shipping but RURR might be possible towards Ottawa.

Contact Michel Bertrand via Facebook

Ed note - From the OVLN newsletter, November 2013, this looks to be a type 2 or type 3 bulkhead, making it early Series II, January 1960 - January 1962)



1971 Land Rover series 11, Carrollton, Georgia \$30,000

1971 land rover for sale new galvanized frame New hi speed transmission New transfer case and many other New parts runs great

Contact Bama Brian via Facebook



1981 Land Rover series iii stage one, Peterborough, Ontario CA\$57,750

Rare Series III Stage one; 3.5L V8 Aluminum block; Full rebuild; Full brake system replacement; Interior replacement (10 passengers); All wheel drive with 4x4 lock in; New tires; No rust; Rare vehicle in production from '79-'85; Build in partnership with Rolls Royce; None shipped to North America due to California emissions; Extremely heavy duty; Any and all parts readily accessible
Open to offers but don't waste mine or your time.

Contact Curtis Elliot via Facebook



Series 2 Bulkhead, Quebec City, US\$300, C\$400

Solid Series 2 bulkhead, located in Quebec City. Requires some patching for rust. No shipping but RURR might be possible towards Ottawa. Contact for details

Contact Michel Bertrand via Facebook



1971 Land Rover defender, Plymouth, Mass. \$35,000

Gorgeous time capsule of a Land Rover Series IIa. Restored back to original spec a few years ago. Finished in Pastel Green; Has 2.25L with new carb 4 speed; Runs and drives beautifully. Hard Top and Soft Top Individual jump seats in the rear

Contact Craig Carreau via Facebook



1974 Series III, Cazenovia, NY. \$17,000

1974 Series III for sale in Cazenovia, NY. \$17,000 firm.

2.25 petrol engine. New carburetor, new brake shoes/booster/master, exhaust, fluids, new deluxe seats, new clutch master and slave cylinders, newer tires, Fairey hubs. Solid bulk head, floors, and doors. Overall very good shape. Have 6 inch stack of receipts going back 20+ years. Please contact with any questions OTHER THAN "is this still available?"

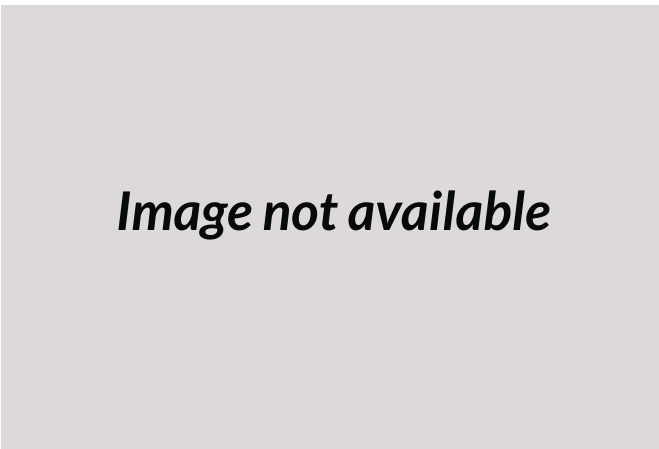
Contact Rich Hartt via Facebook



Land Rover series IIA 88 **CLASSIC - Keene, NH, \$17,500

1971 Land Rover Series IIA 88 model...Go on safari everyday! It is a classic and ready for you to make your own adventure and your own stories. It is one fun vehicle. It runs well and sounds great. If you are not yet a Land Rover enthusiast I invite you to check out Rovers North and their loyal following or even reference Hagerty.com for estimated values. 85,219 miles; Excellent Condition 4 Cylinder; manual; 4WD; gas Routine maintenance by a passionate Land Rover mechanic. Happy to schedule for you to come see it and test drive it.

NH Craigslist advert no 7732866711



71 series 2, 5 door for sale., British Columbia

Engine rebuilt and not currently running ; Hand crank; Front seats ; Rear bench ; Two new front fenders; I have pics and don't know how to use this forum. Happy to connect with interested people and learn and speak directly. I have papers too. Thanks Also has pto winch

Roverlanders web forum, for sale, Contact Ryan Froese



1959 Land Rover. series II , low miles - West Los Angeles, California, \$27,500

Californian rust free with an overdrive , I have owned it for 24 years, canvas soft top has some fading, drives very well, low miles, very reliable.....

Losangeles Craigslist advert no 7731816583



for sale - 1980 Land Rover series iii 109 ex-mod lhd 1980 Sof top Kingsland, Georgia, 19,990

2.25L petrol Series III 109 soft top (1.5 yr old) previously British military stationed in Germany, hence the LHD and the petrol engine. Some surface rust on frame, but is solid. Runs good starts up rightaway. Built 1980. Don't need help selling, no google codes, not buying for son etc. Clean Ga registration. Welcome to inspect Approx 25 min Jacksonville FL airport

Contact Edgar Carbaat via Facebook



2002 Land Rover frelander, Brooks, Alberta, CA\$4,200

2002 Land Rover SUV Freelander AWD 2.5L V6 Engine With 235,892km Fully loaded leather heated seats.Command Start New Windshield , New Brakes , New Tires , New Battery , New Starter all Oils Filters & Air filter changed & Engine & Transmission Oil have been changed.Vehicle has been Mechanically inspected.Runs & Drives great.Vehicle is clean has no Rust or Body damage has some light hale on Hood & Roof in pictures, I'm selling because I have too many vehicles.\$4200.00 obo PM me or call the cell # in the pictures .Turn key and go Vehicle is in Brooks I'm off on Friday & Saturday to look at NO Trades.

Contact James Greig Barrington via Facebook



Land Rover series parts - Hanover, NH, \$500

1962 bulkhead with some replacement parts, door frame repair parts. All for \$500 or best offer.

NH Craigslist advert no 7729460142



1984 land rover series iii diesel, Hunt Vally, Maryland

No description

Baltimore Craigslist advert no 7732890421



Land rover series 2/3 hitch and mounting plate, Burnaby BC, CA\$250

Hitch and mounting plate off of my 1965 series 2a landrover. Good shape, not sure if it has even honestly been used.

Contact Sev Nz via Facebook



1970 Land Rover Series IIa for sale - project vehicle, Barrie, Ontario, \$4,000

This ex-military Series IIa has great bones, and was a daily driver back in the UK. Now offered as a project vehicle

- Comes with replacement roof and front wing panel
- Not licenced or registered in Canada
- Not roadworthy

A great project for a true Land Rover fan.

Kijiji advert no 1689337218



Landrover 1968, Nanaimo District, BC, C\$2,500

Complete with registration, frame and door hinges rusted

Contact Mickey Carson via Facebook



1974 Land Rover Series 3 Pickup - \$12,000 (Ely Nevada)

For Sale - 1974 Land Rover Series 3 pickup, right hand drive, runs drives and stops but does need work, price is firm. Can provide more pics upon request. ** Truck is located in Ely Nevada**

LasVegas Craigslist advert no 7729184912

DETAILS OF EQUIPMENT

Equipment as illustrated comprises :—

- 1 x Wakefield Single Stage Air Compressor, capacity 5 cu. ft. per minute discharging at 150 lbs. per square inch. Vee belt driven. with vertical air receiver.
Weight — 200 lbs. (90 kg.)

- 3 x Wakefield Quick Reel Unit with 20' x $\frac{1}{2}$ " bore hose and hose end meter for oils.
Code 484RS.
Weight each — 90 lbs. (40 kg.)

- 1 x Wakefield Quick Reel Unit with 20' x $\frac{1}{4}$ " bore hose, pistol and Rigid Stem Adaptor for chassis lubricant. Code 348RS.
Weight — 80 lbs. (36 kg.)

- 1 x Wakefield Quick Reel Unit with 20' x $\frac{1}{4}$ " bore hose, coupling and tyre inflator.
Code 348RS.
Weight — 76 lbs. (34 kg.)

- 3 x Wakefield air operated oil pumps for use on standard 1 cwt. kegs.
Code 152LB.
Weight each — 21 lbs. (10 kg.)

- 1 x Wakefield air operated high pressure grease pump for use on standard 1 cwt. kegs.
Code 205GB.
Weight — 21 lbs. (10 kg.)

Various connecting hoses and fittings.

The above equipment can be varied to meet individual requirements in co-operation with the Rover Company.

LAND-ROVER EXTRAS REQUIRED :

**CENTRE POWER TAKE-OFF. HAND THROTTLE (with Petrol Engine)
BONNET MOUNTING FOR SPARE WHEEL**

WAKEFIELD HIGH PRESSURE LUBREQUIPMENT

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

**LAND-
ROVER**
REG'D TRADE MARK



Above: a close-up of Lubrequipment installed on a Land Rover, a good example of one of the compact and efficient installations obtainable.

This Land Rover has been equipped with Wakefield Lubrequipment to provide a mobile high pressure lubrication service for lubricating plant and vehicles operating away from their home service depot, thus avoiding the inconvenience and expense of withdrawing this equipment from service to carry out necessary maintenance.

Vehicles of this type are invaluable on building sites, open cast mines, road construction works, land clearance schemes and other civil engineering projects.



Left:
the Land Rover dispensing
three services at once to
plant on a typical location.

Land Rovers can be fitted with Wakefield Lubrequipment to provide any desired combination of services. Our approach to equipping every mobile battery is that of a specialist. Designs are only submitted when the customer's needs have been thoroughly examined and the job considered in the light of proposed operating conditions. The vehicle illustrated provides a typical example of what can be done. It delivers the services shown on the right:—

3 grades of engine and/or gear oil dispensed through self-reeling pressure hoses equipped with meters.

Chassis Lubricant delivered at a pressure of 6,000 lbs. per sq. in.

Air for tyre inflation.