



July 15th 2024

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Greetings,

Well, first things first. You might find that uly might also be a little delayed, or a little smaller in size, or possibly both. That jaunt with Placid Lassie was forty eight days of distraction, leaving from Oxford Connecticut, flying across the North Atlantic to England, then to Normandy, to Germany, and back. That turned out to be a rather huge hit on the ability to create and gather newsletter content. It may take a while to get back up to speed given the monthly nature of this beast.

The Club did have a rather successful OverNighter to the west of Ottawa. A number of trucks appeared, the long distance award easily going to David Short, who drove his 109 Stage One up from Virginia. Probably to escape the heat of the Summer down there. Possibly an indication that this type of short, sweet, exploratory expedition is in some form of demand.

The next major event that the Club will be hosting is the Annual Birthday Party, this time towards the end of August. A new venue that will be more camping friendly has been found, only about ten minutes from the former location north of Maberly. Ryan and other interested folks have been scouting out the trails.

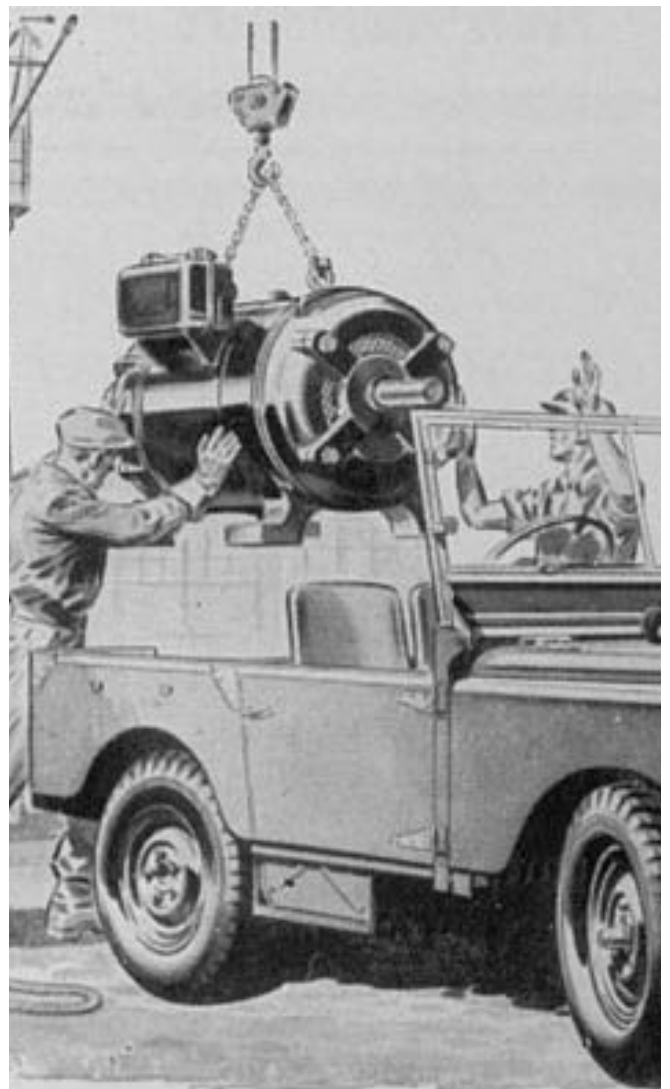
However, in this month's issue we have:

- OVLR News - As well, 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;
- Terry King writes on a rather successful OVLR "Overnighter";
- Some OVLR housekeeping, a brief list of local events and such;
- Currently available event information: known events from fellow ANARC member clubs, with a page on the joint ANARC-Minnesota event in August;
- In General Servicing Larry Simpson updates us on his roof vent refurbishment and Salesman's Manuals added in Range Rover guides from the Seventies and Eighties;
- Jane and Keith Barrett write on an interesting African and South American expedition from the Fifties, which included a Canadian;
- James Taylor writes on a rather unique Land-Rover variant, the Hover Rover. There were two types, one military and one commercial;
- Phillip Weiss is back with part 3 of his Baby Henry build;
- I have a brief summary of Rovers spotted while in Great Britain and Europe; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in North America.

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. Continuing from last month's CVS description, a chance discussion with Ryan suggested that his Series IIA 88 project planning is coming along quite well. From his enthusiastic description, this image below might not be far off from his plans. Now, per the battery that will be required to drive this project... We shall let Ryan write about it. Tell him that you are looking forward to hear about his project. This particular image is an excerpt from no. 83, published in The Sphere in April, 1953. From the Barrett collections of Land-Rover advertising.



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Radio Frequencies

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

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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and 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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In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVLR newsletters are deposited with the Library of Canada and available to the public.

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

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

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

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

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Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

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

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Affinity Publisher

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



OVL R Overnighter July 6-7
2024

Attendees: too many to mention (16-18
Rovers)

Notable attendee: David Short, president
of ROAV and creator of Oxford in America

Ryan Carman, OVL R Off-road
Coordinator, conceived this run after
several trips on parts of the route with
Roaming Rally, back in 2016 or earlier.

We gathered in Cloyne at 8:00am on the
Saturday at the restaurant/motel on Hwy
41 and chatted until it opened at 8:30.
The sole waitress was both happy to see
us and overwhelmed as well. During our
extended breakfast, the 20+ of us

introduced ourselves and drank coffee
while the food kept coming. There was a
grand total of 4 other people that
managed to find a table near us.

Ryan went through the Club's convoy
rules including radio communications, hill
climbs and descents and recovery. He had
decided to split the group into two, one
going east and yes, the other going west.
Kevin and I were tagged as the tail enders
because Kevin had his trailer and that
doesn't work well in the middle of a group
if you have to turn around. The other
group also had a trailer at the back end.

So at 10:30 we hit the road, on pavement
for about a half hour then through Ompah
and Clyde Forks and onto the hydro line.
It was pretty much a bouncy day, with

some water holes and mud, but mostly up
and down on a rocky trail. It rained much
of the day. It was very humid. And buggy.

We did a great circle and ended up at the
abandoned airstrip north of Cloyne. It was
used for landing and refuelling when the
gypsy moths were a problem years ago,
and the planes sprayed the forests to beat
them.

Both groups convened for the evening and
burnt the midnight oil.

Sunday was the reverse, for our group we
headed west in search of Lingham Lake,
and by 1:30 some of us were worn out and
took our leave on Hwy 65 in yet another
nearly abandoned town.
South to Hwy 7 and home.





Canada Day from Brett Storey



And, of course, Canada Day from Steve Owen



Michael Carter is inspiring Joseph Arvay - Took Ozzy out for another short 15min test drive Thursday afternoon. We haven't worked on the engine yet since purchasing a year ago because I was sorting brakes and electrical first. Lots of oil coming from the top.



Canada Day from Kevin Newell

From Andrew Jones - This surfaced as a memory this morning and thought I'd share

I think the observations still hold true except that the North American "LR" movement has further evolved to be obsessed with extensively modified pimped out "Defenders" - and a "Defender" is anything made after 1948. I still have enough parts to make a Lightweight based hybrid .. now prioritized as project # 4

Recently I bought some Land Rover parts from a friend and cunningly concealed in one of the boxes was a stack of LR magazines - mainly Land Rover World from 1996/7 /2000 What a great read ... been soaking them up over the last couple of weeks .. and have come to a few conclusions:

1. OVLRL is a lot less active than it used to be - and it used to get a lot of press coverage
2. the character of the Land Rover movement has altered significantly .. 20+ years ago the emphasis was on competition rather than restoration .. and a lot more practical with lots of creativity in design / build of competition trucks .. just love the Series 1 hybrid triallers ...
3. the press these days is a lot more politically correct ... and a lot less colourful ..
4. Northern Notions was a splendid column John Carroll
5. I think I have enough parts in the shed .. apart from a frame to make a really good 1990's themed Lightweight based hybrid .. project # 36...



Ottawa Valley Land Rover's Upcoming Events!

Hey, Rover Family!

The "Boot N' Bonnet British Car Day". This will take place on Aug 11th at Ken Garrett Memorial Park. It is located just south of Inverary at 4010 Perth Road (Division Street if coming from Kingston or CR 10 if coming from the north). Entry fee is \$15 per vehicle which includes a dash plaque and chances at prizes. Show runs from 10am to 3pm with prizes being awarded shortly after 3. This year's show celebrates MINI becoming a "Senior" on turning 65. Info - <https://bootnbonnet.ca>

August 23rd - 25th: OVLRL Birthday Party. Paul's Creek Campground - McDonalds Corners

[Register Here:](#)

Further 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

The next set of Socials at the Carleton Tavern will be on:

- July 15th
- August 18th
- September 16th
- October 21st
- November 18th
- December 16th



From Andrew Jones - Thought you guys would appreciate the following pics .. one of a fleet of 130 HCPUs converted by Foley Specialist Vehicles and operated by a local tourist safari group (Pink Panther Safaris) .. Really nicely done .. back of the pickup cab is removed and high back seats / harnesses fitted throughout. From what I recall - having taken the tour a few years ago .. drivetrain is as standard - diesel (300 TDi?) with manual transmission. David Pell - this colour scheme would look good on Ferguson once you've finished the camper



From Brett Storey - Was out for a drive and stumbled upon an Ineos dealership in Mississauga that I hadn't realized was even there. Opened in March I was told and is only one of two dealerships in Canada. The other being in Vancouver. They certainly have some inventory here. Looked to be about 75 - 100 Grenadiers on the lot. The sales man told me there had been about 300 pre-orders long before trucks even started shipping.



From Charlie Speedie - In search of used full length canvas for 109" 2 door with windows and roll up sides preferred. Not too concerned about condition as long as it's usable



From Dixon Kenner (from afar) - Speaking of Ineos (above), when Placid Lassie arrived at the Sywell Airshow the other week and shut down, there was a Grenadier there to tow the plane to its display point in front of the hangars.



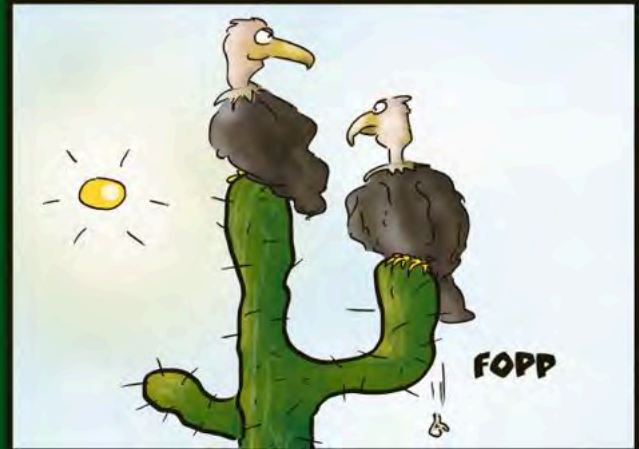
ABOVE AND BYOND

Waiting for dinner

Yelp

Nothing to see. I get almost really hungry, bro!

Me too. Where are all these offroad fans?



Little dust cloude ahead!

Good! Dinner is coming!



Unfortunately, I have to disappoint you. This is a Land-Rover SERIE. That one may have a repairstop, but won't have any deadly blackout.

Damned old Land-Rover!



Hey! Look! A JLR New Defender coming along! That will give a complimentary dinner, bro!

Let's follow them! These New Defender people are tasting so delicious tender!

Look at the cute birds, they try to follow us!

WROOUMM



OVLR Sediment Bowls

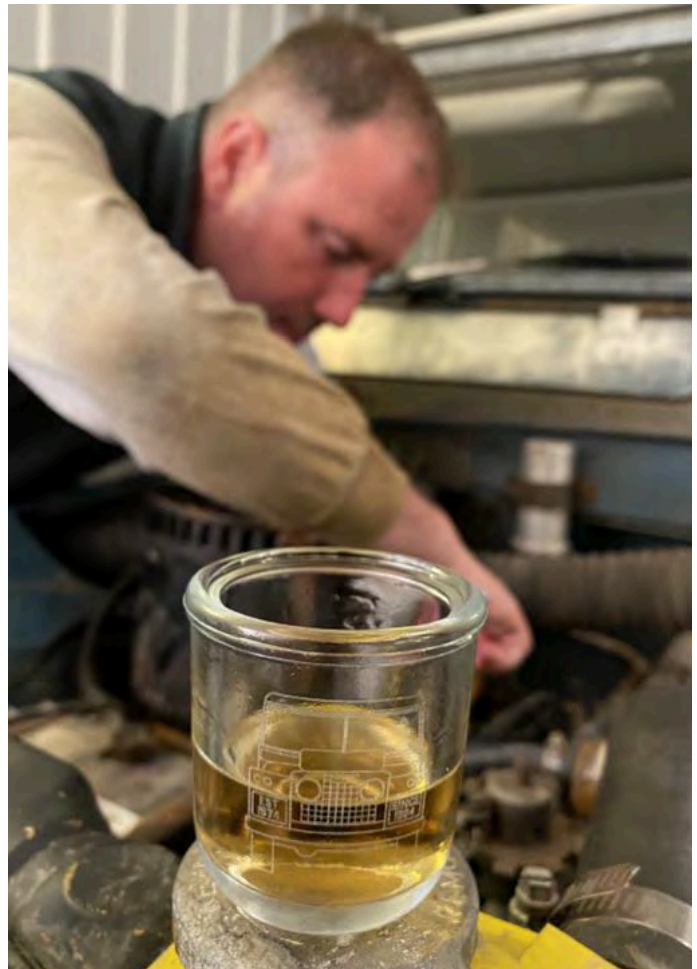
Ever been unsure about what is the right glass to use when sipping a fine single malt, or bourbon, or some sipping whiskey? Well, as a Land-Rover owner, we know that you have been pulling the sediment bowls off of your Land-Rover and after a good washing using them. But, is that petrol or scotch? It doesn't have to be that way.

There is a better way...

After a long journey from Virginia to the WinderRomp (thank you Bob Steele @ ANARC), to Ottawa, to locating a place to get them etched (thank you Lauchlin Burnett @ Woodgrain Ottawa) the latest edition of the OVLR sediment bowl is now available

As used on Land Rovers since the beginning, and at least through the end of the Series III, the P4 6 cylinder, early Defenders and Range Rovers, Massey Ferguson and Case tractors, this sediment bowl comes with the well know OVLR logo etched on the surface.

Cost is \$20.





Why do we love these Series 1s so much?? -
Joseph Arvay



A note from Keith Shukait - I went to the SF Bay Area Rover Club meet up in Larkspur Ca. Today. I was the only Series 1 at the event. The ashtray with the gold Series 1 is a trophy for the best Series 1 there, so it was an easy win! lol. It was 132 miles round



ABOVE AND BYOND

Things get more easy...

Feel certain, this is the key to enter and start your new Land-Rover. But you can as well instal an App at your I-Phone to operate your LR by Bluetooth. As you like....



Event Information: The Birthday Party,

The Birthday party is the annual celebration of the founding of the club. It is the longest running Land-Rover event in North America

Who:

The event is open to all Rover, British Leyland (Rover) and Jaguar Land Rover Products - Land Rover, Range Rovers, Discoveries, Defenders, even Freelanders. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.).

You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVLR to participate in driving events.

Where:

The event will be held near Lanark County, Ontario, north of the old Silver Lake location, because of the geographical location being central to the bulk of OVLR regional members as well as having some diverse terrain upon which to host the event, (bedrock, cedar swamp, and mud). Calabogie is located about sixty miles west of Ottawa

Paul's Creek Camping Ltd.
6758 McDonalds Corners Road McDonalds
Corners, ON K0G 1M0 Canada

Members come from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns.

When:

While the Club's birthday is the Summer Solstice, this year, the core of the Birthday Party is from Friday August 23rd through to Sunday the 25th, though some people may arrive earlier (possibly because they expected an adventure filled trip getting there) or stay later,

Accommodation:

There are a variety of accommodation options available.

As part of the entry fee: Paul's Creek Camping. The campground can accommodate all varieties of camping: cozy tent sites surrounded by wilderness, waterfront sites, large group sites, and sites suitable for RVs. There are both serviced (featuring water and 15 amp electrical hookup), and unserviced sites. All registrants will be assigned a camp site when they arrive on site and register..

Cost:

Adults \$107.83 with or without a vehicle
Children under 12, FREE (must be registered)

Payment

Payment must be received by August 16th in order to guarantee admission to the Birthday Party as well as take advantage of the cheaper registration fee. Please go to the club's EventBright site to register and submit payment.

(All participants MUST PREREGISTER via EventBright by August 16th 2024).

All participants must be a paid member of OVLR. Once paid you will be emailed a discount code (50% off) for off road insurance with OF4WD. OF4WD insurance will be validated for all registrants.

Note: Paid members of other ANARC Sustaining Clubs are considered paid members of OVLR, though because of the OF4WD insurance must pay that fee for event insurance.

Rules and Regulations

Please leave your camp site cleaner that when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVLR Trailer.

Dogs:

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon.

This said: Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times. We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are allowed
We recommend that all children wear a helmet on the light off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVLRL supports the responsible use of alcohol - Drive Safely

OVLRL reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Arrival:

On your arrival at the Campsite, you will need to register yourself and your vehicle at the Official Registration Point on the event site. You will be issued with your vehicle identification, a programme and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs etc. will be on sale throughout the weekend at the OVLRL trailer.

4WD & 2WD Trails (Light and Heavy Off-road trails)

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Additionally all drivers on any off road course must be a dues paying members of OVLRL. This is a requirement of our insurance.

RTV Trials

There may be a proper, ANARC (UK-style) trials course. Only road- taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There are a series of stages where you manoeuvre your vehicle through sets of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLRL will be using ANARC RTV Rules (Association of North American Rover Clubs). Where there is a difference between American and Canadian rules, the Canadian rules shall apply. Prizes will be awarded to the top participants.

Sponsors and Vendors:

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. This has been quite popular in the past. However, you are responsible for taking any unsold or untraded items off the property with you at the close of the event.

In the past, 3 Brothers Classic Rover, Rovers North, and Atlantic British have all generously supported OVLRL by donating items for the club to auction off at a club auction, normally held Sunday morning.

Activities

A rough guide to the schedule. As with any organised event, there must be a bit of leeway for the activities impacting reality and unplanned tangents.

Thursday :

- Several OVLRL exec members usually are on site for event set up.
- Off road trail running available

Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals. It is expected that some will be doing some reconnaissance missions along some of the trails.
- The registration desk will be open after 4pm. It will be located near the Albatross, the club Expedition/Kitchen trailer on Site 38. Please be sure to sign in and pick up the event package

Saturday:

- **Breakfast:** Egg sandwiches at the club trailer.
- **9am:** Registration opens at the Expedition Trailer on the Birthday Party site.
- **10 am:** Various off-road groups leave (Light OffRoad, &c.)
- **1 - 2pm:** Lunch You are responsible for your own lunch. Water is available at the Expedition trailer
- **2pm - 4pm:** A RTV is planned, using the standardised ANARC rules (*assuming a marshal is identified by then*)
- **7pm - 8pm** - Dinner at the Expedition Trailer. Dinner will be provided by OVLRL.
- **8pm on:** Social, party, night mission off-roading

Sunday:

- **8am:** Breakfast, Tim Horton's Coffee, Egg sandwiches
- **11 am sharp:** Auction of Land Rover accessories generously donated by many of our sponsors!
- **12pm:** Lunch (you are on you own), start breaking down the Club HQ site.
- **1:30** - Mud bog and light off-roading for those interested and staying a little longer.

Meals provided :

2 breakfasts, Saturday and Sunday
1 dinner, Saturday



Hello fellow OVLR members!

I recently visited the Birthday Party site, and it's fantastic! Here are some highlights:

- The facilities, including flush toilets, are just steps away from the camping area.
- There is a permanent structure that will be used for supper on Saturday.
- There is a restaurant onsite with indoor seating and a lovely patio.
- The site for the RTV is just a 2-3 minute walk from the camping area.
- Lots of nice, fresh green grass to set up your tent.

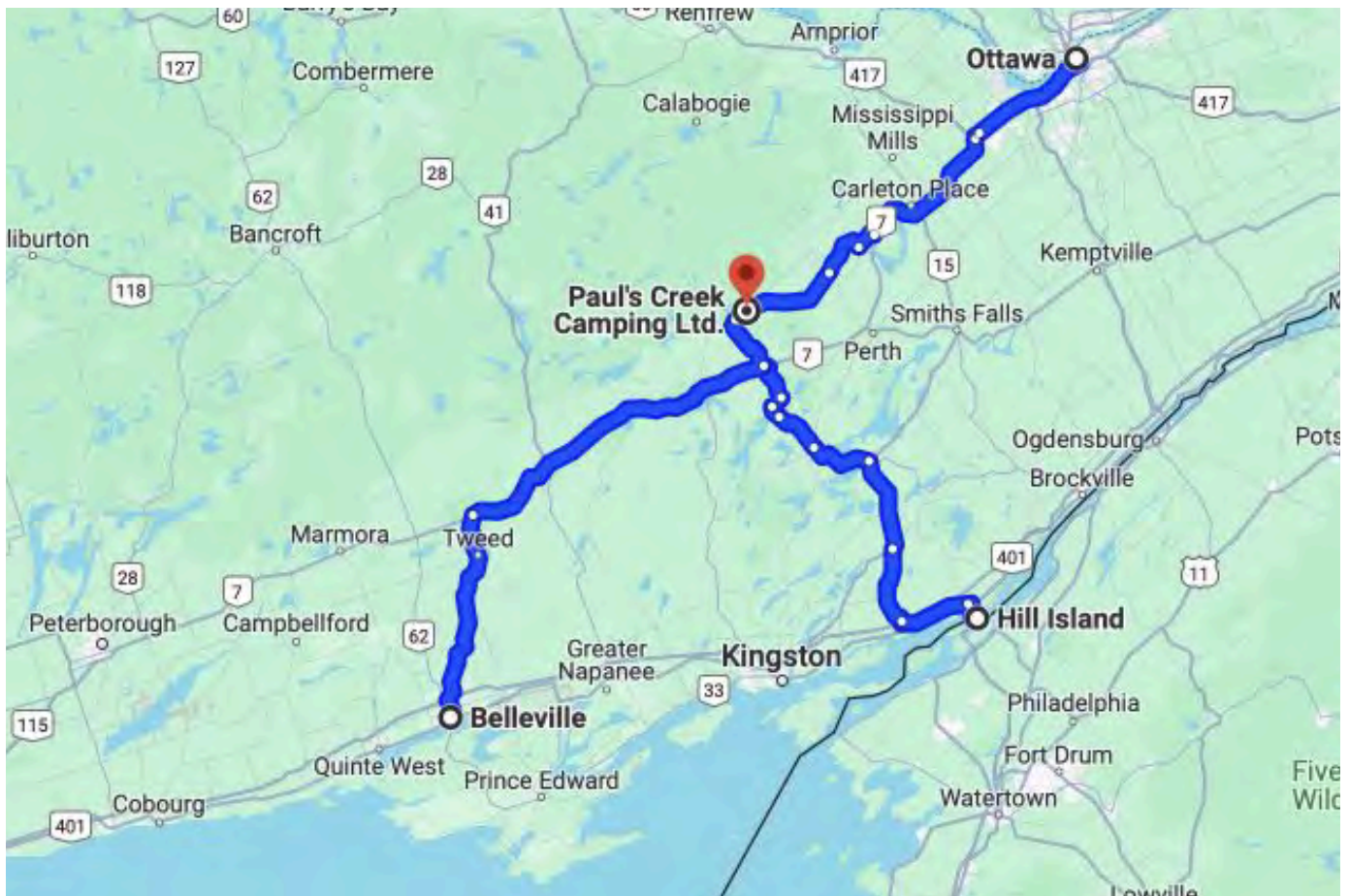
We are very excited for the event and can't wait to see you all there!

RC



Register now! <https://www.eventbrite.ca/e/913937420427/>





As reference: Paul's Creek Camping, the site of the 2024 Birthday Party, is only 10.2 miles (16.4 kilometres) or 12 minutes from Maberly, or 12.5 miles (20 kilometres), or 18 minutes from Silver Lake Provincial Park

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



Rover Summer Campout

Where - @ Southington Offroad

When - Saturday July 27

CVLRC is hosting a Rovers event for any and all rover enthusiasts. All are invited! (The usual Jeep crowd won't be present) Offroading

Camping included for Friday July 26

Cost is 65\$/truck

Tent and RV sites available (with hookups!) There are bathrooms and showers.

Please reach out with any questions!

Registration online at:

<https://tinyurl.com/2feu54jp>



Coffee & Rover's

Where - Land Rover Raleigh

When - Saturday July 27th

Join us for Coffee & Rover's hosted by Land Rover Raleigh!

More information at -

<https://tinyurl.com/2v2k9rs4>



Class 4 & Cocktails at Gail Hill

When - July 19-21st

Where - Gale Hill, 524 Trout Club Rd, Weston, VT 05161

Duration: 3 days

Ken and I are excited to invite our ROVER friends and families to come up for a weekend running the VT Class 4s and camping at our home. There is plenty of

space to camp at the house. We will host a cocktail party on Friday night. We have a swimming pond down the road for kids and adults alike. Please RSVP to let us know you will be joining us. We hope to see you.

Info - <https://tinyurl.com/yck5d9b7>



Santiago Stargaze

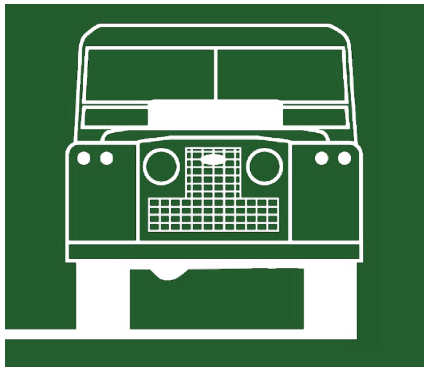
August 10th

Santiago Peak

This is a night run to the top of Santiago Peak to view the Perseid Meteor Shower which should be peaking on the night of this run. Meetup location subject to change. Bring warm clothes, a comfy chair to watch the sky, and some food and beverage for the trail. We will probably depart the summit just after midnight. It

is about 1.5 hours each way from the rendezvous point and the summit. IT IS IMPORTANT TO BE PROMPT AT 6:00PM OR EARLIER AND HAVE A FULL TANK OF FUEL.

Santiago Peak is open from the Orange County side through Silverado Canyon and Maple Springs. Rendezvous Location is off Silverado Canyon Road @ 33.745856,-117.646370, *Check website for more details.*



OVLR Birthday Party

Date: August 23-25th

Location: Paul's Creek Camping Ltd.
McDonalds Corners, Ontario

We are excited to announce that tickets are now on sale for the Ottawa Valley Land Rover Club's 41st Annual Birthday Party! Join us for a weekend of fun, camaraderie, and Land Rover adventures from August 23-25, 2024. Don't miss out

on this fantastic event! Secure your spot today by registering at the link below: [\[Register Here\]](#) We look forward to celebrating with you! Best regards, Ottawa Valley Land Rover Club

Ref: <https://www.eventbrite.ca/e/ottawa-valley-land-rovers-birthday-party-tickets-913937420427?aff=ebdsshios>



Rover Rendezvous '24

Where: Stagecoach Trails, 7878 Great Southern Overland Stage Route, Julian, CA

When: Friday, Nov 8 - Sunday, Nov 10

Come join us at Stagecoach Trails in Julian, CA for a weekend of friends, trails, campfire stories, and fun!

It is very important to note that

registration for this event is a two-part process. In order to reserve your campsite, you must go to Stagecoach Trails and book your campsite. For your reference, Base Camp for the event will be at Coyote Pack group site (SW end of the campground). There are a lot of campsites, but the campground is open to the public (and other groups).

Info - <https://tinyurl.com/4ykw9f23>

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



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.

ACCOMMODATIONS

- **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://northstarroverrally.com/nsrr-2024-details/>

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

Winter Romp prep is under way ...

Been awhile... Figured best if I stick my head in here with an update of sorts... Been a whirlwind of a few months between work, life events and ANARC assisted rallies etc....

There is still a small box of auction stuff here in the office to sort out, will have that cleaned up by the end of next week.... Think everyone has their shirts, if not give a shout...

Big thanks to Chris Browne, Paul Vigue and Ryan Sweet for last weekends work on the Green. Rest of Romp stuff was sorted and put away, Habitat's ridge was mowed, lights and speaker wires hung and blowdowns removed from some of the trails. Woodshed site is also ready for post holes to be dug.

Graded the road a couple of months back and will fill in potholes and regrade hopefully this weekend, over all it's in good shape.... Another 400 yards of gravel has been ordered for August which should complete the rebuild.



The Sebasticook Millennium Green

The Green's Ar-Teta will make it's first appearance at John Vallerand's Rover Bits & Misfits event. 16-18 August in Greene, head on over and give it a try....

Speaking of upcoming events... Minnesota Land Rover Club's "North Star Rover Rally is scheduled for 1-4 August in Gilbert, Minnesota, this will make a most excellent family vacation... Stagger over to ANARC.club for more details. Hope to see some

of you there.

A report from Chris Browne - Weekend report from mid-June. The goal make headway in building the WoodShed. Unfortunately, the foundation for the post barn couldn't be dug this weekend, but we made significant progress removing the damaged tent abused by a recent storm. Clearing the site where the shed will go. Drove a number of trails clearing downed trees (think future firewood) and knocking down vegetation that builds up quickly each spring. Then a LR3 decided to go on strike and shut down, obstinately refusing to move. Snatch block pulls were meaningless...

Curious about the Green in the Summer when it is green? Here is a video with a bit of a comparison -

<https://www.youtube.com/watch?v=WW0NQ68dawU&t=3s>



Non-OVLR News



CentreSteer #135 - Doug Mays

This month we have more Land Rover royalty — Doug Mays. Doug Mays participated in the 1997 Camel Trophy. Doug was on the American team with Chris Vanesst. Doug takes us through his Camel Trophy experience from Washington state to Mongolia. Doug is a Land Rover owner, who just hasn't bought his first Land Rover ... yet.

In The News:

- The Freelander is back.
- The special edition Land Rovers won't stop.
- Defender OCTA debuts July 3.
- Pebble Beach Concours d'Elegance

displays 10 Land Rovers built for British royalty.

- The Land Rover Range Rover Velar SVAutobiography Dynamic Edition isn't the only ridiculously long vehicle name.

The CentreSteer podcast is a podcast by, for and about Land Rovers owners. Now in our tenth year, it is the first Land Rover community podcast. We post monthly episodes that are 1-2+ hours, covering an overview of Land Rover news, rally & events and interviews with guests. Guests are from the Land Rover, off-road and adventuring communities. 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

A Rover Sunday in Newfoundland

Kevin Burton



1951, Strawberry Fields Farm Shop, Lifton, Devon



Underpowered Hour is a weekly podcast of about 45 minutes.

Episode -
Episode -

Episode -
Episode -

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



as requested drain cleaning hose. Note how it self feeds. No idea how well it works on drains but it was the only thing that could get all the 2006 MAR mud out of the 109 chassis. I'll find a link and post in the comments. I did have to very slightly enlarge the existing holes in the rear x-member.

<https://a.co/d/0aPr0qAR>



Land Rover Series Axle Drain Plug Tool Set.

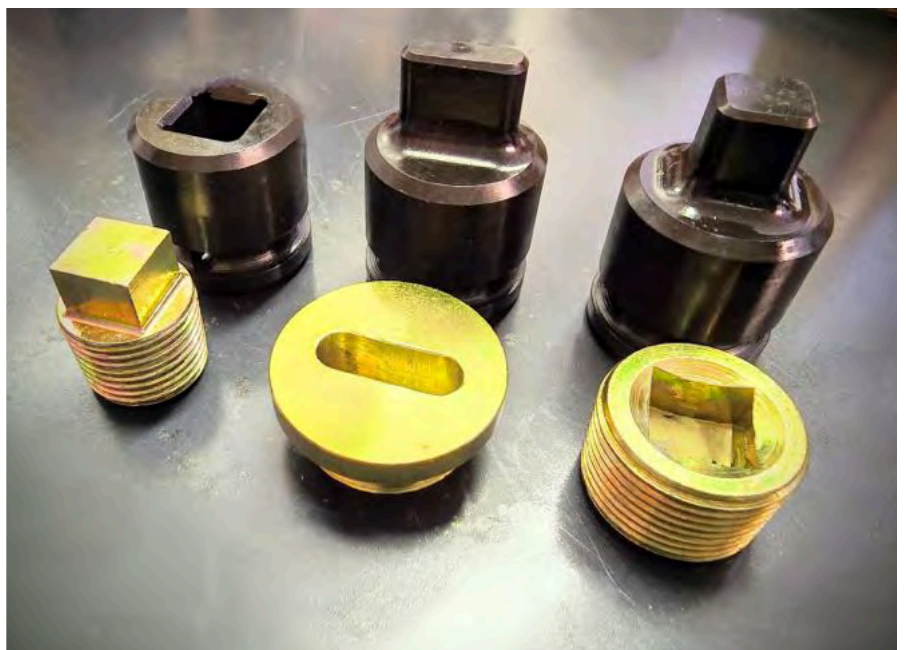
This is a must for all Series owners!

A three piece tool set, designed and manufactured by us to fit the Differential Drain and Filler Plugs, and Swivel Housing Filler Plugs found on all Series Land Rovers from Series 1 right upto the last of the Series 3s including Stage One V8.



CNC machined to give a really good fit and with a 1/2" drive offer more then enough purch with a suitable ratched to shift the most stubborn plug.

Example plugs are for referance only and not supplied with the kit. fff



General Servicing

Safari Roof Vents, part 10 By Larry Simpson

As mentioned in March, the cold galvanizing paint used on Grover's trop top vents didn't adhere very well; I could easily scrape it off with my fingernails. So, today, I started the process of sand blasting them. I don't have one of those nifty box sandblasters, but I do have an ancient cup type. Unfortunately, only one vent got blasted today. Halfway through the process, the blaster started acting up. It took a hell of a lot longer to finish it.

I was able to blast for about 10 or 15 seconds, and it would peter out. On top of this, as soon as I finished this one, our little town had a rather bizarre series of power outages that were haphazard and sporadic. Eventually, the shop lost power, so that was it for the day. Full power finally came back sometime after 17:00.

I kind of like the finish created by blasting, I'm now thinking about just clear coating

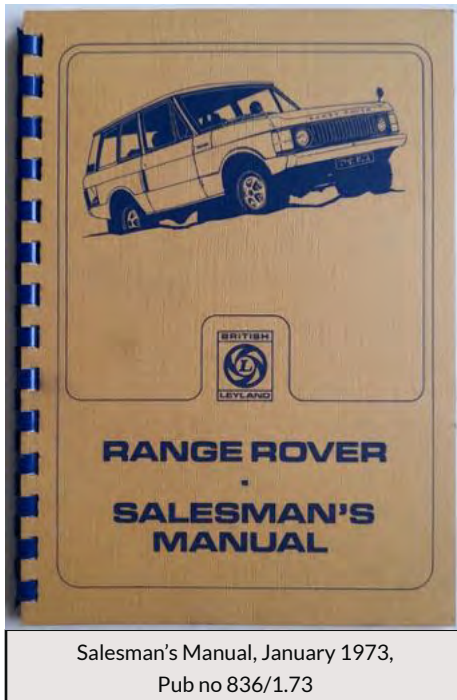
them, just not sure how well it would keep rust at bay.

Thoughts? In the last pic of the vent, you see a little bit of the piano hing pin sticking out. Not sure how this happened. It wasn't like this before. I guess I'll need to tap it back in.



Range Rover Salesman's Manuals

by Dixon Kenner

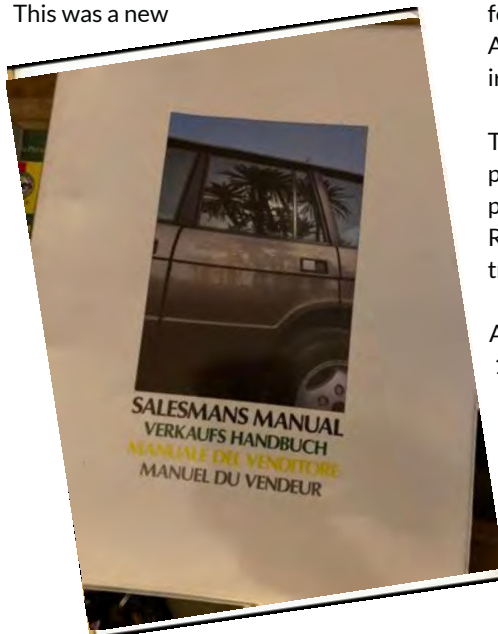


Salesman's Manual, January 1973,
Pub no 836/1.73

After writing on the various Land-Rover Salesman's Manuals, obviously there would need to be mention of the Range Rover. Did British Leyland and its successors produce some manuals to help sell the Range Rover? Of course they did., Though with some large gaps. [1]

The first know is a yellowish manual produced in 1973. This is an interesting one as it is very unlike the Land-Rover manuals. This one is not divided up into chapters for engines and such, this one is divided up into "Positions".

This was a new



way to sell the vehicle. Rather than regale the potential buyer with a bunch of meaningless specifications and details, the idea was to "position" the decision maker in various spots around the vehicle and then speak to what was apparent from that angle. Each "position" highlights a subset of the things that the salesman would discuss about the vehicle.

- Position 1 is the front end of the vehicle, the approach angles, coil suspension and such.
- Position 2, the front left corner, is the engine and its capabilities.
- Position 3 the drivers door is all about the body construction and ladder frame.
- Position 4 is the rear of the vehicle, the cargo space, the rear suspension and departure angle.
- Position 5, the right rear corner, is a variant, with the spare tire, and the rear seats folding flat for more cargo capacity..
- Position 6 is about the gearbox, towing and brakes. All aimed at how to present the vehicle to prospective customers.

A different and interesting way to present. This presentation style would be continued with the second edition of the manual, though this year with a blue cover.

In 1986 the manual took the form of a four ring binder with annual supplements. Anecdotally, these were produced, irregularly, at least until 1999.

These manuals are an interesting period piece showing how British Leyland was positioning itself to sell the new Range Rover in a different manner than they traditionally sold vehicles.

Availability: The first two manuals for 1973 and 1974 are seen fairly regularly on eBay. They do not seem to be that rare. The four ring binder appears irregularly. As well, complete scans of the first two are easily found on the

Internet

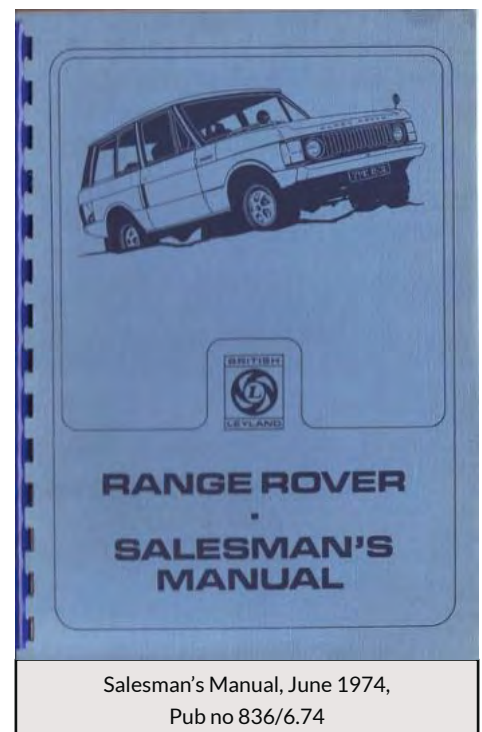
If anyone knows of any other such manuals for the Range Rover, or has any other PDFs of Salesman's Manuals, I would appreciate a copy to update this article in the future.

Notes:

1. Currently, only three different editions are known.

Publication Discussed:

- Salesman's manual, British Leyland, publication no. 836/1.73 Published 1972, <50 pages, xerox binding. Yellowish cover
- Salesman's manual, British Leyland, publication no. 836/6.74. Published 1974, <50 pages, xerox binding. Blue cover.
- Salesman's manual, Land Rover Ltd. published 1986, with annual supplements. Publication no. 2125. Four ring binder. White cover, in four languages (English, German, Spanish & French



Salesman's Manual, June 1974,
Pub no 836/6.74



An Australian, an Englishman, and a Canadian...

Part One

Words by Jane and Keith Barrett
Photos by W. H. Melbourne (unless otherwise noted)

An Australian, an Englishman and a Canadian, climbed into a Series One Land-Rover in London, England, on March 16, 1960, and set out on an expedition "travelling overland through Africa and the Americas, making a survey of civil light aircraft and their activities." (AA intro).

INTRODUCTION

In January 1959, Bill Melbourne (from Australia), David Hyde (UK), and Ian Gartshore (Canada), all post graduate aeronautical engineering classmates at the Imperial College of Science and Technology (London, England), formulated

a plan to go for a drive through Africa, South America and North America. "We didn't think much of it back then." (WM).

PREPARATIONS

Upon the approval of their plan by The Imperial College Exploration Board the trio secured their visas, passports and travelling documents; contacted British Foreign Offices, Boards of Trade, Commercial Secretaries, and Embassies throughout Africa and the Americas.

Hyde began investigating the airfield locations; and applied for, and won, the

John de Havilland award (given to a young man with a potential power of leadership and the emphasis is on the spirit of adventure, initiative, and resource).

Melbourne purchased a used 1952 **Land-Rover** (26104030, RPG559, fitted with an Aluminium Bulkhead) with 90,000 miles on the clock. He had it completely reconditioned "including fitting a rebuilt engine; the total cost of this was approximately £440." (AA pg. 112).

Sponsorship included: Dunlop Rubber Co. Ltd., (6 new tyres), Shell-Mex, B.P. Ltd. (£50), Lodge Plugs Ltd., Rover Motor

Company of North America Ltd., Thermos Ltd., and Remington Rand Ltd., who supplied an electric razor that would be powered by the battery of the Land-Rover!

ON THE ROAD

The trio “set out from London in a Land-Rover to drive through Africa, then, after crossing the Atlantic to Brazil, to continue through South America. Our object was to find out some of the problems facing the operators of aircraft, particularly of light aircraft, in these two continents.” Bill Melbourne (GEO pg. 103).

The first leg of the expedition, London to Gibraltar, had been an easy jaunt; one week, 1,700 miles of good roads.

But Africa was next.

“The scream of aircraft jet-engines over the ship ferrying us across to Tangier diverted our attention from the fast receding shape of the Gibraltar Rock, and reminded us of our journey and work ahead.” (GEO pg. 103).

AFRICA

1960 has been called “The Year of Africa”. The continent was in turmoil; countries struggling for independence, breaking away from the chains of colonialism. Conflicts, upheavals, skirmishes and wars lay ahead.

“When we arrived in **Morocco**, we were told there would be difficulties crossing into **Algeria** as there was fighting along the border.” (WM).

But other than a series of 14 roadblocks, Morocco was navigated with little problem, and the roads were still good. At the Algerian border there was indeed a delay: a “lengthy strip search of everything in the Land-Rover spread out on the ground” (WM).

Algeria proved to be challenging; rebels were active, and in the Sahara the roads became “appalling”; large trucks had reduced the road to “corrugations up to two feet in wavelength” causing them to reduce speed to “less than 15 m.p.h. ... sometimes for hours”. (AA pg. 83).



David Hyde won the John de Havilland Award, the £ 400 prize was put towards funding an expedition to AFRICA and NORTH and SOUTH AMERICA. (Coventry Evening Telegraph 25 Jan 1960)



After crossing Algeria they were greeted by the barren landscape of Saoura. “Our convoy of 4 vehicles had a compulsory escort of two military armoured cars for the part of the journey near Reggan...” (AA page 6).



200 miles of the roads approaching Salisbury were comprised of “two 18-inch wide strips of pavement on which great concentration is required to maintain speed.” (AA pg. 88).



RPG's first crossing of the Equator. They were climbing into higher elevations, reaching almost 10,000 ft just before Nakuru (Kenya). RPG performed well; The Rover Company had advised the use of lean carburettor jets to handle the heights anticipated in some parts of Africa and South America.

Melbourne, Hyde and Gartshore, three abreast in the cabin of RPG, became well acquainted with the comfort features of an 80 inch Series One.

The path, delineated by barrel drums, had to be followed to avoid minefields. The nuclear testing sight at Reganne was to be avoided: although there were no actual problems, a delay of several days was encountered on the north side of the Sahara until a military escort could be arranged. “Our convoy of 4 vehicles had a compulsory escort of two military armoured cars for the part of the journey near Reggane...” (AA page 6). The wide detour took them through very soft sand; one of the trucks did get bogged down, and abandoned, but the Land-Rover proved its worth and 4WD was occasionally engaged.

“We were again warned of internal fighting in **Nigeria and Central East Africa** but we saw none of it nor had any attempt to impede our progress.” (WM).

The **Belgian Congo** was a very different situation. Elections were being held; foreigners were made to feel unwelcome, and there were riots in Stanleyville. The Land-Rover was blocked by a fallen tree manned by Congolese bearing machetes, but tensions eased when the vehicle was noted to be Right Hand Drive and it was determined that the travellers were English, not Belgian. The machetes were employed to clear the road, and the Land-Rover continued on its way.

That night at Stanleyville they were informed that they could indeed be in danger; they left immediately the next morning, driving steadily for the next 24 hours, and barely left the vehicle until they crossed the Ruwenzori Mountains and reached Uganda another 2 days later.

The Mau Mau were in control of parts of **Uganda and Kenya**, but Melbourne and his companions stayed on the main roads and avoided any serious problems.

Bridges were rare, most water crossings were by barge or ferry. While crossing on a barge “at Bondo (**Kenya**), we were suddenly lashed by the wind driven rain of a violent tropical storm with its brilliant sheets of lightning and loud thunder. To our

amazement and consternation, all of the (crew) manning the ferry left their posts and crowded excitedly into the small engine room out of the rain. The barge meanwhile drifted rapidly downstream and finally ran aground on a mud bank.” (AA Pg. 8). When the storm subsided the ferry crew went about with their business of refloating the ferry, Land-Rover still in place, and continuing to navigate to their destination.

The Land-Rover had been plagued by a series of 10 broken rear springs on the journey thus far. At Lake Naivasha they installed a complete new set of rear springs, in an effort to avoid further rear suspension problems.

Shell officials in Salisbury gave the Land-Rover a complementary complete oil change and took the crew out to lunch.

The route from **S. Rhodesia to South Africa** was straightforward; “Apart from being careful where we went, we did not have any more problems in our travels.” (WM).

“Since the ship on which we were to sail to South America was five days late in arriving at Cape Town” (AA pg. 10) they did some sightseeing along the “garden route” (Durban to Cape Town) and caught up on some of their paperwork; writing letters and documenting their “Aviation” reports.

The **Africa** segment of their expedition was complete: London to Cape Town; 14,860 miles total (6,400 paved), average fuel consumption 20.9 miles per Imperial gallon (average price 4s. 7d. per Imperial gallon).

South America was just an ocean away.

We wish to express our thanks to William Melbourne for supplying, and permitting us to use:

Notes:

1. (AA): The Imperial College Africa and Americas 1960 by D. Hyde, I. S. Gartshore, and W. H. Melbourne.
2. (GEO): Aviation in Africa and South America, The Geographical Magazine June 1961, by W. H. Melbourne.
3. (WM): Email interviews with W. H. Melbourne.



“Between Lake Chad and the Congo there are dozens of smaller rivers that can only be crossed by ferries.” (GEO pg. 104)

Ferry bridges, sometimes crudely constructed, often act as substitutes for expensive bridges in the Congo (AA pg. 7, 8)



Melbourne documented the travelling conditions throughout the expedition and assigned the roads 5 different classifications, ranging from: “Good Paved Road” to “Very Bad Unpaved Road”. Here RPG stops for a visit on a “Bad Unpaved Road” “although the surface may be reasonable, allows only a maximum speed of 35 to 40 m.p.h. ... narrow ... sharp corners ... hilly ... threat of collision always present.” (AA pg. 79-80). The Land-Rover was prepared for all described road conditions; and also equipped with 4WD, sand ladders, and shovels, to handle off road conditions.



Door maps. The upper image is the map painted on RPG599 when it undertook its expedition through Africa and onwards to South America and up to the United States before returning to England.

The lower image is the door map on Yukon Gold (see OVL 428, November 2020, pp 14-17, Legend 195) which actually ended up in the Yukon, where it rested until moving to southeastern Ontario.

All to say, that this was not as uncommon an expedition as one might think. At least in terms of it being unique. Either way, either of these trips would have been quite something.



ABOVE AND BEYOND

Mulling the future

Yul

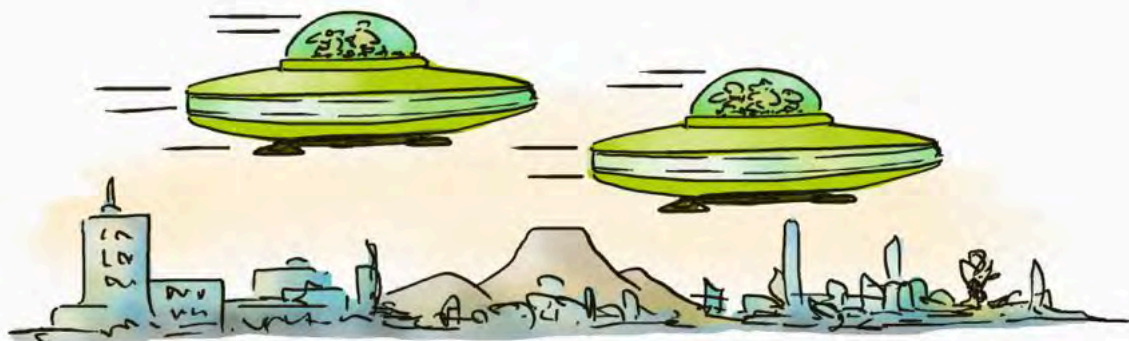
Going through Africa in the Fifties



Going through Africa today



Going through Africa?





A Different Kind of Air Suspension

by James Taylor

In the late 1950s and early 1960s, hovercraft looked like being the next big thing. Sir Christopher Cockerell's invention appeared to be the solution to a wide variety of problems, and it was only a matter of time before somebody thought of turning a Land Rover into a hovercraft. It was a short-lived idea, but an interesting one.

A DIFFERENT KIND OF AIR SUSPENSION

It's quite likely that the possibilities for military use prompted the first serious examination of a Land Rover-based hovercraft. At the start of the 1960s, the British Army was investigating high-mobility vehicles that could cross boggy terrain and even rivers. This was the time of the APGP (Air Portable General Purpose), remember, which was designed

among other things to cross rivers while floating on huge rubber air bags. A hovercraft version of the Land Rover looked like a promising alternative avenue of enquiry.

Two separate development programmes started at more or less the same time. One was carried out by the heavy engineering firm Vickers Armstrong, at their South Marston factory near Swindon in Wiltshire. The other was carried out by the military itself, at the Royal Ordnance Factory in Woolwich.

A lot more information is available about the Vickers Armstrong work, for the good reason that they chose to look at commercial applications as well as the military one. As far as I can tell, they announced the Hover Rover (and I'm not sure if they ever called it that themselves)

in May 1962. They certainly demonstrated it to the British Army, most likely before the public announcement.

A conversion of this kind would typically have been carried out with some input from Land Rover, in the hope of being able to market it as a Land Rover Approved type. However, I have found no evidence that Vickers worked with Land Rover, perhaps because they wanted to get the basic principles right before they put the conversion through the necessary approval procedure.

The conversion was a pretty complicated affair. A 109-inch model was fitted with huge bodywork extensions covering the two fans needed to create an air cushion under the vehicle, plus a rubber "skirt" to contain the air cushion. The two fans were driven from a second Land Rover petrol



I don't know the provenance of this picture, but it certainly shows one of the Vickers conversions in a military setting. There are some differences from the Soil Fertility demonstrator in the first picture, and of course there is no advertising board for that company on the cab roof.

engine, mounted transversely behind the cab and equipped with an Iso-Speedic governor. The skirt could be raised so that the vehicle could travel on its own wheels along a road. In hovering mode, the Land Rover's wheels still touched the ground to provide the necessary forward propulsion, but were very lightly loaded so that they would not bog down in soft ground.

Vickers Armstrong built at least three Hover-Rovers, and all three of them can be seen in a short Pathé news film that can be found on You Tube. Dated 1963, it's called "Hover Rover goes Farming", and is in black and white. There is also a second film, which I suspect was made at the same demonstration, and is in colour.

By the time of the demonstration, Vickers Armstrong were clearly looking at commercial applications. They had joined forces with Soil Fertility Ltd, agricultural specialists based at Corsham in Wiltshire, who had equipped the three known vehicles as crop sprayers in the hope of attracting custom from the agricultural market. Whether the Army had already



This screen grab from the demonstration film shows all three Vickers vehicles, and it is clear that there are differences between the two that are side-on to the camera.



684 AMW, pictured at the Soil Fertility demonstration, has some obvious differences from 2921 MW.



The second Land Rover petrol engine was mounted transversely behind the cab to drive the two fans for the air cushion.



UXM 154, the military conversion, shows how the second engine installation takes up the whole of the rear body space. (6)

said “no, thanks” or not is something I don’t know. The Pathé colour film makes clear that at least one of the prototypes (registered 2921 MW) was in standard Land Rover grey. The black-and-white film shows that one of the other two Land Rovers was registered as 684 AMW. That one is not listed by DVLA, and the number 2921 MW is now on a Mercedes-Benz. I have no registration details for the third one.

At the time of the Soil Fertility demonstration, Vickers promised that conversion kits would soon be available for fitting to any vehicle. No doubt that was the intention, but fitting the kit would have been an enormous undertaking – and I suspect it would have been enormously expensive, too. Few farmers would have wanted to spend that much on a vehicle that had limited uses (it could not easily have been returned to standard Land

Rover form), and the lack of carrying space in hovercraft guise would have made it useless to the military.

None of that, of course, prevented the military from having a go at making their own Land Rover hovercraft. The basic principles were pretty much the same as those of the Vickers design, with a rubber skirt around the perimeter of the vehicle and a second engine in the back to drive the fans. The Army, strangely, didn’t use a second Land Rover engine but rather a twin-carburettor four-cylinder car engine! Perhaps it was just lying around and available at the time the vehicle was being built.

The military prototype appeared less complicated than the Vickers one, with its two fans apparently located below the load bed rather than alongside it. Unfortunately, the second engine once

again took up all the available room in the rear, and the vehicle would have been useless as a load carrier. The military prototype was registered as UXM 154, apparently one of the civilian numbers allocated to the Ministry of Supply for experimental military vehicles.

UXM 154 appeared at the SMMT-FVRDE exhibition held at Chertsey in summer 1962, but appears to have been in the demonstrations area and was not listed in the published catalogue of static exhibits. Pictures exist showing it being demonstrated and carrying a placard describing it as a Hover Rover. William Suttie notes (in *The Tank Story*, 2015) that military film still exists showing that the Land Rover hovercraft was trialled against a conventional Land Rover and that it demonstrated problems when crossing rolling terrain and in steering on a side slope. I have not seen this film.



In this picture – UXM 154 is being demonstrated to a group of onlookers.
Note the placard describing it as a Hover Rover.

One way or the other, the Army decided not to take its Land Rover hovercraft experiments any further. Vickers Armstrong appear to have sold at least one of their Hover Rover prototypes to Soil Fertility, and to have focused their work elsewhere. In 1966, their hovercraft division merged with that of Westland to form the British Hovercraft Corporation and the Vickers investigations came to an end. The site of the South Marston factory became the Honda UK Manufacturing plant in 1985, and remained so until its closure in 2021. As for Soil Fertility, they continued to experiment with Land Rovers but of a different sort, and bought all five 305-series (home-market diesel) Forward Control models in 1963-1964.

The hovercraft experiments were ultimately abortive, but were a fascinating sideshow in the Land Rover story. Despite the above, I have been unable to find much

hard information about them, so if you know something I don't, please tell me!

The first picture is one of the most familiar ones showing the Vickers conversion, taken during a crop-spraying demonstration by Soil Fertility. This is almost certainly 2921 MW.

This article, along with some interesting questions, answers, commentary, as well as some additional photos, can be found in James Taylor's Facebook feed. (100)

Additional References -

- *Hover Rover (1962)* <https://www.youtube.com/watch?v=kD3oUZkEnQQ&t=10s>
- *Hover Rover Goes Farming (1963)* - https://www.youtube.com/watch?v=tD_IZh5S5Y
- *Military Vehicle Demonstration Video* - <https://www.youtube.com/watch?v=Ype7U4xfu-g>

If you are interested in Land Rover conversions, some 300 plus can be found in James Taylor's book - "*The Complete Catalogue of the Land Rover: Production Variants from Series 1 to Defender*"

THE COMPLETE CATALOGUE OF THE LAND ROVER PRODUCTION VARIANTS FROM SERIES 1 TO DEFENDER





A LOW-FLYING LAND-ROVER

THE air-cushion principle has been applied for the first time to a vehicle designed to be used on the road. The development is by Vickers-Armstrongs (South Marston), Ltd., England, and the vehicle—based on a Land-Rover—was shown on demonstrations recently to be able to traverse ground conditions which would have bogged down any conventional vehicle.

Although the development is complementary to Vickers-Armstrongs' Hovercraft programme, the converted Land-Rover differs from the Hovercraft in that the Land-Rover's wheels

maintain contact with the ground to provide traction and braking whilst the air-cushion acts as an additional form of suspension for the sprung and unsprung weight—in other words to take a proportion of the weight off the wheels and so prevent them sinking into soft ground. Study by the makers has shown that in certain ground conditions, such as wet clay, peak traction is obtained by comparatively light wheel loadings.

Two centrifugal fans mounted on either side of the Land-Rover body provide the air-cushion, the air pressure being about 40 lb/sq. ft.

These fans are belt-driven from a second Land-Rover engine carried transversely behind the cab—on production models the fans will be driven from a gearbox power take-off.

A light-alloy superstructure fitted all round the body serves as an envelope and ducting for the air-cushion which is maintained by a flexible synthetic-rubber skirt attached to the bottom of the envelope. The height of the rubber skirt relative to the ground is adjustable to allow the vehicle to be driven on normal roads.

For the demonstrations an area had been prepared to give difficult ground conditions. On one particular strip a large quantity of water had been used to get the ground as soggy as possible. The vehicle was equipped for crop spraying and was driven over all parts of the ploughed-up ground, as though it were doing this type of work, without once getting into any difficulties. A normal Land-Rover driven over the most difficult part of the area very quickly bogged down and had to be winched out.

Although shown as a vehicle intended to be used on crop spraying, the air-cushion vehicle in its present form did not appear, even to a layman, to be really suitable for this work. The air leakage from beneath the bottom skirt caused earth to be thrown up and the skirt itself had a scraping action over the ground which would not have done much good to the plants being sprayed.

However, the importance of the development is not necessarily solely as an agricultural vehicle and there are many obvious needs for a vehicle able to traverse ground conditions impossible for normal wheeled vehicles. There are many aspects of the equipment which will need improving before it can be marketed, but Vickers-Armstrongs say they have been working on the project only since the beginning of this year and the vehicle shown was obviously experimental. The company has done extremely well to get the vehicle to its present stage in such a short time.

Vickers-Armstrongs claim that the principles used on the Land-Rover can be applied to vehicles weighing up to 40 tons. It is also possible that machines of the same type could be made suitable for crossing water. Production of conversion kits is expected to be possible within a reasonable time and the price of "around £3,500 Sterling depending on quantity" was given for a complete vehicle.

A.J.P.W., "Commercial Motor", England.

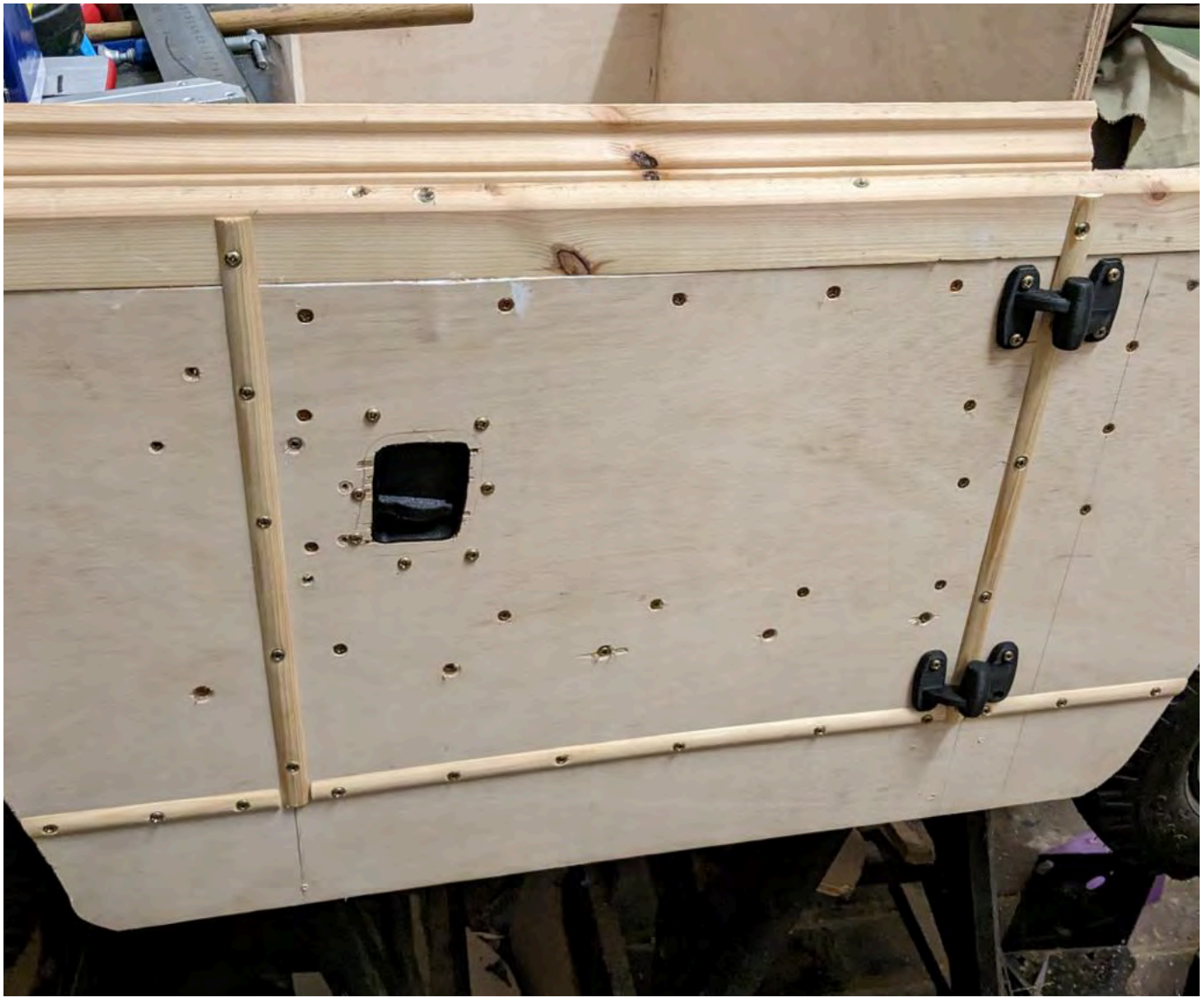


The novel engineering firm of Vickers-Armstrongs (South Marston), Ltd., have shown a Land-Rover adapted to the air-cushion principle. The vehicle is designed to be used on the road. The development is by Vickers-Armstrongs (South Marston), Ltd., England, and the vehicle—based on a Land-Rover—was shown on demonstrations recently to be able to traverse ground conditions which would have bogged down any conventional vehicle.

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NUMBERED PARTS

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Henry Junior, part 3

By Phillip Weiss

After the successful detailing of the back of the tailgate. I moved my attention to the tub detailing. Here I had to think well ahead for channelling of cables, fuel pipes and also blocking areas off to prevent water ingress.

So like before I started from the tub floor, upwards, for example the wheel arches were all boxed in and sealed with sealant, and then painted with waterproof paint. This made them super waterproof. These wheel arches then turned into the rear seats. With these built on both sides, I progressed to add additional details, this includes covers for the rear lights, so the cables are hidden.

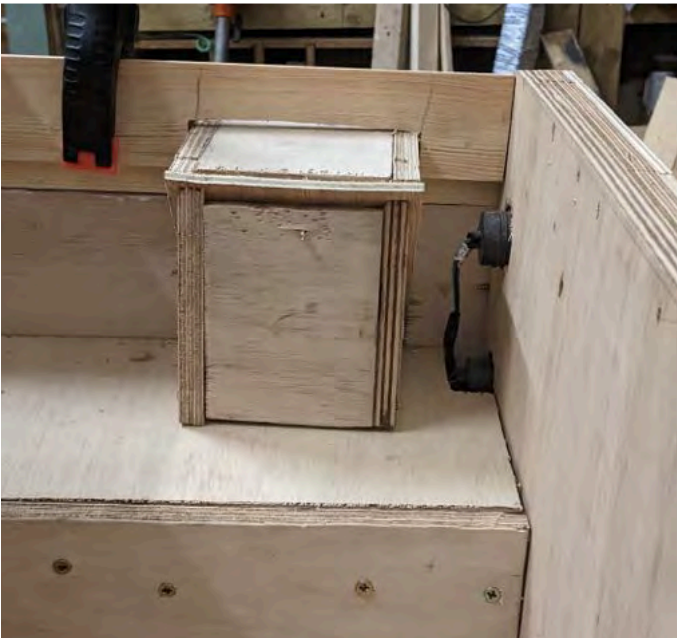
One major leap of faith was the addition of the fuel cap. This was a Toylander part bought from eBay. For the purists, the location of the fuel cap wasn't the correct position for a Series Land-Rover, but was the position for a Defender. This change in location was due to the position of the seat back and tub bulkhead. The most difficult part of this build was cutting a section out of the side panel, whilst in position.

The Toylander company have loads of additional 3d printed Land-Rover parts for your build. I used their door handles and door hinges. Even though my build didn't have opening doors. I wanted the illusion

to show external features. This again would turn a 3rd model into a 4th dimensional model. Again door detailing was achieved with moulding, wooden strips, metal rivet heads were achieved with round headed screws.

To finish off the tub moulding, I went to my local timber merchants and I purchased pre made mouldings which almost matches the detail of the actual Land-Rover series tub. This was carefully joined together and attached with screws and dowels.

With the tub almost finished, the next logical step forward was to sort out the



Detailed photos showing the rear box getting attention. The top four photos show the fuel cap noted in the text being assembled and installed.

The bottom two photos are boxing up the fuel area and rear lights on the right, and the rear lights on the left.



Detailed photos showing the seating area being roughed in. A space was created under the seat for a water proof box to house anything related to electrics.

Then a bench seat can be added to hide the electrics and provide a seat to eventually drive this wee thing about.v



The top three photos (top row, and middle left) show the development of the instrument panel described in the text.

The next three (middle row right and bottom row) show the placement of the small engine that will power Baby Henry about



cab space/ seats and dashboard. Because of the scale I was working on, a Land-Rover series rear seat fitted perfectly as the driver and passenger seats, so I worked around this size and made the seat box. Again I utilized the space inside and this where all the electrics, switch gear was situated in a water tight box. The only thing which wasn't to scale was the space between the seat box and the footwells and the bulkhead, being quite a big man, I needed more space. The floor panels were all watertight and had spaces underneath for channelling of cables and fuel pipes.

In my mind from the onset. I had already decided to utilise a real Land Rover Series dashboard and gauges. The Toylander dashboard, looked too plastic and 2 dimensional. So I trawled eBay and found a seller who was selling an old dashboard and gauges, these wouldn't work but visually looked amazing, so using my series 2a as a guide and fabricated a dashboard with gaps for storage, window screen wipers motor box. There was also a space to put the hand throttle for the petrol engine. I changed the lights on the dashboard for new led lights, for the indicator lights, dipped / undipped lights.

With regards the ignition switch, I had every intention of using a series one, but after blowing 10 fuses, it wasn't going to happen, so I used the original mower key start. I had already bought a quad bike steering wheel and through two universal joints this was channelled through the bulkhead and joined the steering rack. Job done.

Next installments, will be wiring Land-Rover, lights electrics and front-end construction, Tub detailing/ dashboard / window screen construction

Land Rover Spotting in Europe

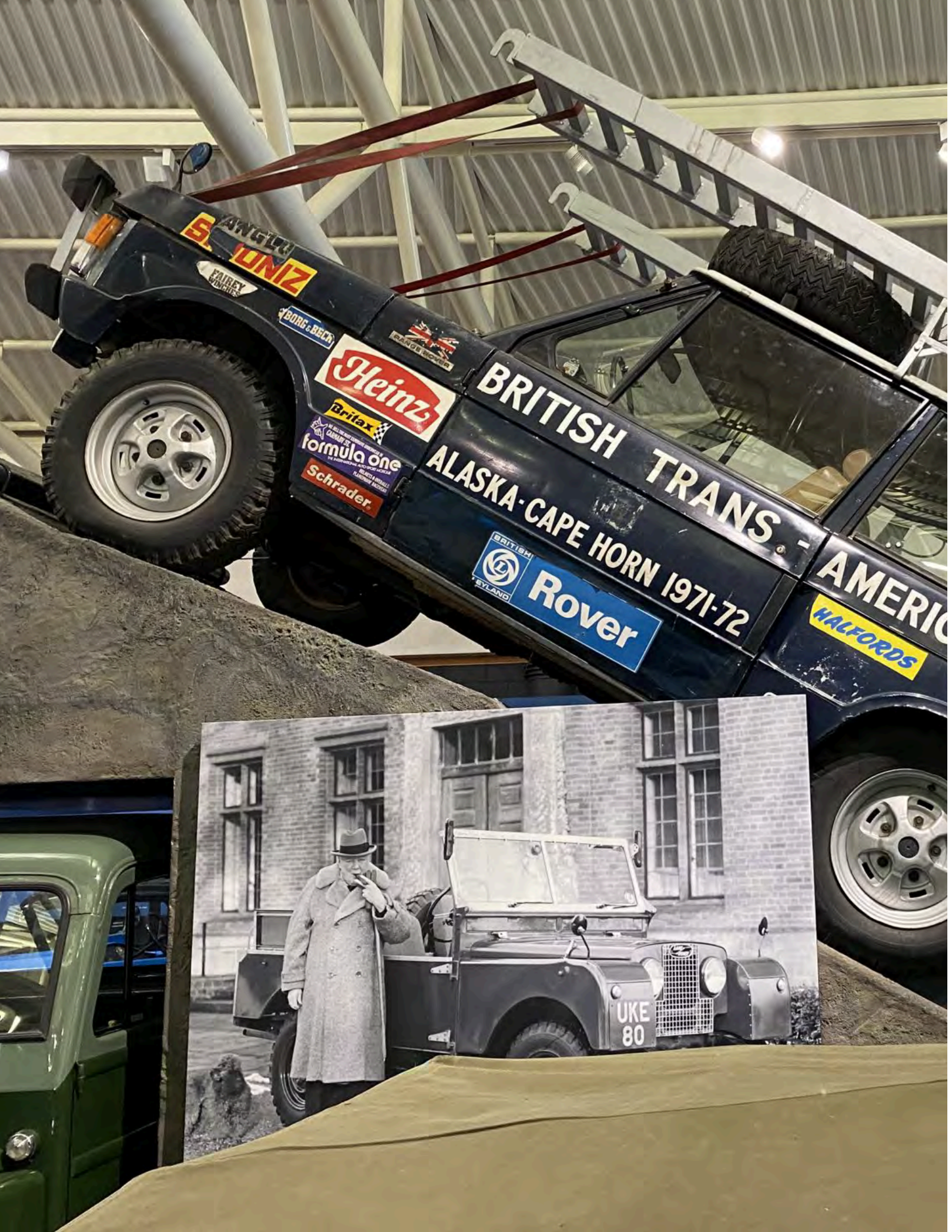


Forty eight days with Placid Lassie and what was the Land Rover count? In theory, it should have been pretty high, given that a quarter of the trip would be in England. But, it wasn't. On the other hand, given this trip was associated with the 80th anniversary of the D-Day landings, there were more Jeep MBs and GPWs than you could shake a stick at. And, all in beautiful condition. So, in chronological order:

- Iceland: One 110 and one D90
- Scotland (Troon) was two D110s
- England (first visit, North Weald, Duxford) was one Series III (on the motorway no less), two D90s and one 110
- France (Normandy) was one Series III
- Northern Germany (Wiesbaden) no Rovers, a bunch of MB/GPWs
- Southern Germany (Tannheim) a 110 camper in Bavaria
- England (North Weald) a lightweight, 110 pickup and 110 hard top.
- Yes, in Sywell (*photo, top left*) there were no Land-Rovers to tow Placid Lassie on the ramp, so an Ineos was used. For a Foundation, who's Board has three Series Land-Rover owners on it...

Lassie needs to be reacquainted with Rovers again!





Way out ➤



For Sale

For Sale

No Image Supplied

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 post Series III Rovers, be prepared to find a lot of them on-line. There are dedicated groups on Facebook for them. Unless you are an OVLR member selling one, they won't be found here. There are just far too many to list. The one exception is the rarest and mightiest of all Land-Rovers, the NAS Freelander.
- 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 description and expectations.



Land Rover Series 3 88", Swift Current, Sask. \$24,999

1973 Land Rover Series 3 88", new frame 10 years ago, new radiator last year, top painted 2 winters ago, Fourney overdrive, 2.25l diesel, front end rebuilt last year, upgraded to painless harness 5 years ago (removed Lucas). Has media player installed under dash. Also have current appraisal and original service/parts manuals that will go with if sold. Comes with winch that is not installed. Will consider partial trade for two door Jeep Wrangler/TJ/YJ/CJ. Call for more details. Kijiji advert no 1696484755



For sale - Military style tires, Fort Ann, NY, 500

Set of four like new 900-16" 10 ply military tires

Contact Russell Smith via Facebook



Land Rover Series 2A clutch adapter V6, Toronto, Ont. \$1,500

Land Rover Series 2A V6 conversion kit. Vendor plate allows you to bolt your series 2a gearbox up to any GM X 60deg V6 engine. Remove the 2.25petrol and add a fuel injected V6 for more power. Very rare setup but very good power.

Kijiji advert no 1696508696



Rooftop Tent, Ottawa, \$800

Hey!!! I am selling my rooftop tent. I thought it would be a great decision, but in practice, the logistics of me, 71 years old, getting up and down with a 20 pound dachshund is not realistic. The tent has a water/dust proof cover. Very easy to put on and take off

So, at a bargain basement price - \$800.00, I will have to let it go. You can send me a PM if interested. Tent is in Ottawa. Ripstop fabric, 1 1/2 inch mattress and formica base.

Contact Brian Scott via Facebook



Land Rover Series I 1957 - \$25,000 (Rancho Cucamonga)

I am reluctantly selling my 1957 Land Rover Series I, the quintessential, original body style. It has an Isuzu 'P'Up engine that runs great. It was featured in an episode of Jay Leno's garage that aired a few years back. - new battery - decent tread on BFG All-Terrain tires - hard top - body completely straight - has flat-tow bar, ready to tow to an immediate adventure, or drive if you prefer - has freewheeling hubs up front

InlandEmpire Craigslist advert no 7759406667



1957 Land Rover 109" pickup series 1, Veron, BC, CA\$30,000

Series 1 (1957) pickup 109". Runs and Drives well, 2wd/4wd fully functional. Registered in BC, Canada. Mileage unknown. Original brakes with complete brake system overhaul 2020. 5 new tires on original LR rims painted to match body. Bed completely torn down and rebuilt 2020. Bed Paint color match was taken off original paint at door interior. High-grade industrial catalyzed paint used for bed rebuild. Interior mostly original, including some original upholstery. Tires new summer 2020. Less than 200 miles on them. Frame and bulkhead are essentially rust free, as this truck has spent the entirety of its known life in the interior of British Columbia. Mostly original [i]except[i] fuel pump, wiring/electrical, electronic ignition, front leaf springs are rocky mountain parabolics, aftermarket lap seatbelts, warn locking hubs, turn signal switch, rear tail lights. Original LR badges and light trims, front grill, interior and engine bay emblems, doors, and all hardware. Dash original with aftermarket lockout key and wiring. Ignition/headlight switch and pushbutton start are original. Some bed components are newly fabricated (both aluminum and steel parts), while many are original. ALL steel components on / in bed and tailgate were re-galvanized (professionally hot dip galvanized). Includes many spare parts, including, but not limited to: Parking brake assembly, spare front axle assembly (I believe from a series 2), spare front fender for one side, unrestored ORIGINAL CAPSTAN WINCH (with drive shaft but without other attachment linkage/parts), spare hood, trailer hitch attachment, many original spare body parts, latches, seals, filter, etc. Many spare parts that come with this truck are largely unavailable and very rare (eg galvanized latch assemblies for cargo storage areas) Has all the predictable/ usual fluid leaks (eg oil, etc). Oil pressure guage is functional, speedometer is not hooked up. I have many other pictures, and can provide images of any parts of the truck that you may need. I also have extensive photo / video documentation of the bed reconstruction process. Please feel free to reach out with any questions.

Contact Gary Wessels via Facebook



1954 Land Rover Series 1, Yucca Valley, California, \$35,000

1954 Land Rover series 1. 86 inch wheel base with removable hardtop and folding windshield or windscreen. Has shark teeth on the windscreen for a soft top if you decide to get one. I also have the clamps for soft top hoops. Rebuilt original engine with machine shop and parts receipts . Great chassis and flat body panels. Painted with single stage limestone Land Rover paint code paint.

Original wheels and 5 new 7.00 16 tires. Dip switch on horn assembly, semaphores (the lights that drop down for turn signals). Rebuilt brakes and nos wiring harness . Smiths heater included .

760-220-3994 I am happy to discuss this vehicle 35000.



Land Rover Series, Berthoud, Colorado, \$4,900

This truck was imported from Sri Lanka and registered as a 1956 Land Rover Series (if you're a fanatic you know the year might be debatable). ex Sri Lankan army truck that then went on to civilian life before being imported. Has a clean Colorado title. Mitsubishi 4dr5 naturally aspirated diesel, 80 hp, 4 speed manual with Mitsubishi version of Dana 20 transfer case, Land Rover series one axles, power steering, power brakes with discs on front drums on rear. Runs, steers, stops. Only selling to fund our baby's adoption :) Great truck if you're looking for a project and want to off-road! 4x4 ** everything that is green has about an 1/8 of an inch of Bondo under it. That is reflected in the price **

Contact Thayer S Gray via Facebook



Land Rover Kodiak Heater Series, Jeannette Penn, \$150

Kodiak heater. The heater core box needs repaired from rust. Fan spins by hand. Comes with controls and air director.

Contact Cory Anderson via Facebook

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Parts for your
Land Rover.**



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Time**

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3 Brothers Classic Rovers



Canada's Premier Source for Land Rover Parts and Restorations

3bcr.ca



1962 Land Rover series 2a, Rhineland, Wisconsin, \$5,300

Up for sale is by 1962 Land Rover series 2A. This is a project vehicle. However, very complete. The frame is soft in some spots and will need attention. I have owned it for a year and the previous owner said he had it running. I had plans to restore it. I just won't have the time for it. Message me for any details.

Contact Taylor Fawley via Facebook



1972 Armored Land Rover Series 3 (Shorland mk3), Conifer, Colorado, \$23,000

Very original example with original machine gun mount, periscope, smoke cannisters, ammo racks, insulation. Recently replaced points, coil, plugs, and plug wires. This is a Shorland Mk3 built on the long wheel base Land Rover Series 3. Drivetrain is all Land Rover with Salisbury axles. Needs front axle swivel ball seal replacement (have the complete kit already just need to install) Has Clean Colorado Title Please do research before asking questions. Happy to answer questions but answers for things like weight, height, horsepower, etc are all available online see e.g. shorlandsite.com.

Denver Craigslist advert no 7760965333



1960 est Land Rover parts, Calgary, CA \$700

I have parts 1960 something Land Rover an in-line six cylinder not running but complete tranny and tcase are good front fenders left and right may still have some diffs and rims and tires located in Aldersyde

Contact Matt Matt via Facebook



99 LAND ROVER Discovery Series II, TREK edition, Calgary, \$14,700

4.6L, V8, complete TREK package, rubber floors, winch, skid plates, Runs well, active status, Great rig, we just don't use it much anymore.

Kijiji advert no 1697361952

Apparently one of 15 made, or sold.



1962 Land Rover 88 series 2a project, Reno, Nevada, \$7,000

1962 Land Rover 88 series 2a project. NO RUST. I have owned this since 2002.....Nevada Title, Diesel , Soft top bows and Safari hard top , Needs a fuel tank and master cylinders to drive, New brakes and LEAF springs, Hand throttle , PTO for winch , Series 3 heater , Original air cleaner, Hand brake, Tail Gate . I planned to use the top bows and get a convertible canvas top. Parts Catalogue and Haynes restoration Manual. I also have the following extra parts: Gas engine, Transmission, Radiator, Header panel with grill, Doors, Windshield, Get everything for only \$ 7000 or will sell the extra parts separately

Reno Craigslist advert no 7762935479



1957 Land Rover Series 1 88" Station Wagon, San Diego, \$22,000

Due to life changes and a new child, I need to part ways with my series one. This car has never left California and has a rust free frame. This used to be my daily car but my drive became longer and it became impractical. This is a station wagon with a full hard top. The original style SU fuel pump stopped working, but it runs well with a different one. There is an issue with 1st gear being loud, but the other three are fine. This would be a good rust free daily or project for someone who doesn't want to deal with rust.

Contact Seung Hee Shin via Facebook



Landrover Series 1 Starter Motor, Banbury, England, Auction

Turns over by hand, sold as seen.

eBay auction no 296539792072



1962 Land Rover series 2a, Marion, Arkansas, \$24,000

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

Contact Ricky Harris via Facebook

Price drop from April



1979 land rover santana 109 series 3, Cathedral City, California, \$19,500

This Land Rover Santana was imported from Spain. It is a joy to drive, and I get stares and smiles every time I take it out, but it would be best suited for someone who does not need to drive it in city traffic too much. I put new tires on it and had the brakes redone. It has a 2.25L diesel engine, gets relatively good mileage (22 mpg or so) but is quite slow. Also just had the diesel injection pump completely rebuilt and replaced the lift pump- its running super strong now. It has current CA plates and registration.

PalmSprings Craigslist advert no 7758243714



1990 Land Rover Series 3 109. Ex MOD. 2.5 NA Diesel, St. Albert Alberta, \$19,500

1990 Land Rover Series 3, 109. Ex Military 3/4 Ton, L/H drive. 82082 Km. Diesel conversion to 2.5 Na done 5 years ago. 1500 Km on rebuilt engine. Straightest panels you will ever see on a xmod rover. Only 1 layer of paint and it's British Racing Green, not OD (on the outside anyway) 4 spd manual transmission, no power steering, scary AF over 100 km/hr (which it can reach on a flat stretch with a tail wind or down a long hill). Canvas hood with all the sticks and hoops including a Defender hoop behind the tub. Runs, drives, electrical by Lucas, diesel, extra canvas & bikini hoods and squaddie seats for 8 of your bravest friends.

Kijiji advert no 1692588775



1970 Land Rover iia, Norfolk Virginia, \$3,800

Land Rover 109"Late Series IIA Station Wagon Truck, Right Drivers Seat as on European models. Good restoration project.. The truck was abandoned with no key or title. Chassis Number: [hidden information]G. It's a rebuilt engine someone with the know how could get it running. Tires hold air. The past owner put many new parts into this vehicle.

Contact Rolls Hagen via Facebook



1992 four-door Range Rover convertible, Costa Mesa California, \$79,000

1992 four-door Range Rover, custom convertible, soft top and hardtop that fits over everything.
40,000 original miles
Call or text for information
714-348-249zero

Orange County Craigslist advert no 7758195453



LAND ROVER 100 3.5 V8i SoftTop Automatic, Eglisau, Switzerland, CHF 98,500

Einzigtartiger LR 100 Prototyp der Schweizer Armee, 3.5 V8i mit Automatikgetriebe und zusätzlicher Hinterachsdiffsperre

Unique LR 100 prototype of the Swiss Army, 3.5 V8i with automatic transmission and additional rear axle differential lock

<https://www.autoscout24.ch/de/d/land-rover-100-35-v8i-softtop-automatic-10096783>



1974 Land Rover series 3 88", Hamilton, Ontario, \$10,500

Very original and complete 1974 Land Rover Series 3 . 88" wheelbase. This truck only shows 42,000 miles. Vehicle has recently come out of dry storage. Running and driving very well. Stops and steers as it should. This is a very "honest" vehicle with a solid chassis and bulkhead and the majority of the bodywork is believed to be original paint. Currently in canvas but door tops, rear door and hardtop available if wanted. Unfortunately for me, too many projects and a shortage of storage space. This one needs to go. Please message for a viewing, test ride or more information. Compare to what else is on the market, this is a great vehicle at this price. Serious inquiries only please

Contact Brian Geekie via Facebook



1967 Land Rover Discovery Series II, Kewlona BC, \$7,000

1967 Land Rover Project. Rover was a driver before the restoration started. All the original parts are there to complete as well as extra parts from another rover. Would make a fun project. Original paint. Solid frame. \$7k obo

Contact Richard Wolter via Facebook



1957 ROVER 105r, Powell River, BC, CA\$1,500

Needs resorting very rare, semi automatic been neglected seized mtr have hub caps , manuals lotsa memorabilia was second in show many many yrs ago I live in Richmond

Contact Christopher Phillips via Facebook
(Price drop)



1967 Land Rover p5 series 3, Nanaimo, BC, 14,995

1967 Rover P5 Series 3 with the 3 Liter Rover six pushing 134 BHP through an automatic transmission. Delightful to drive, it looks rather splendid and keeps up with modern traffic. This Rover lived in Victoria and then Pender Island and we've just finished reconditioning her. She's a little piece of history, being a 1967 Series 3 which was the final year of production and only 3919 Saloons were produced. We have done lots of tinkering, including: 4 x New Westlake RP18; Tires, Fresh Tune Up; Carburettor Rebuild and Clean; Replace Float Arm Needle and Seat; Fit Float Drop Limit Screw; Check Timing; Replace Points; New Brake Booster with Fabricated Bracket; others

Contact Paul M White via Facebook



LAND-ROVER Diesel engine, Olympia, Washington, (PRICE REDUCED) \$9,995

New DIESEL engine from Land-Rover. Never fitted, never run since purchase. Includes all peripherals shown. This engine will bolt right in to any conventional leaf-sprung Land-Rover from about 1959 through 1984. This is a 2.5litre 5-main bearing engine, hence it runs both more quietly and more smoothly than the earlier versions. . These engines are very robust and return excellent fuel economy. Well cared for they can last as much as 200,000 miles. An engine in this condition are extremely rare so we count ourselves most fortunate to be able to offer it. If shipping is required there will be a charge for palletizing and pre-shipment prep. Please call with any questions. Seattle Craigslist advert no 7763743905



1960 Land Rover Series 2, Clinton, Washington, \$28,000

Very original and low mileage Land Rover Series II, excellent driving, daily driver, new tires, roamerdrive overdrive, head rebuilt for unleaded gas, all rubber seals replaced throughout the truck. No rust on bulkhead or frame. Originally sold in Seattle

Seattle Craigslist advert no 7765068199



1986 Land Rover, Thornbury, Ontario, \$39,500

Series body on defender frame. Uk build. Diesel. Lots of extras.

Kijiji advert no 1697726336



1967 Land Rover nada 109 6 cylinder, Grand Junction Colorado, \$10,000

1967 Land Rover 109 NADA 6 cylinder. Has a new Chevy 250 straight 6 conversion, good drivetrain and original interior that shows its age. Tis Rover runs and drives but is a project that will need plenty of work before it can be used as a daily driver

Contact Gary Hurd via Facebook



Land Rover Series II/IIA odds & sods, Kewlona, BC, CA\$20

Parking brakes shoes \$20, parking brake adjuster rebuild parts \$20, 10" brake shoes \$20, early backing plates \$20 (both), thro out bearing \$20, operation manual \$20, frame bushings \$10 USD, plus shipping from British Columbia

Contact Terry Imm via Facebook



1951 Land Rover serie 1 y santana, Buenos Aires, Argentina, ARS100

Varios repuestos de land rover serie 1 de 1951 a 1980. Preguntar por lo que se necesite. Tambien tengo una unidad a la venta titular listo para transferir. Consultas Al celu [hidden information] Manu

Contact Jose Manuel Longas Rodriguez via Facebook



Land Rover Series 3 Hand Brake Parts, Wenham, Mass, \$25

Deep pitting but still functional series parking brake linkage rod. Probably good in a pinch.

Contact Hunter Finn via Facebook



Land Rover Series 2a 109", Flemington, NJ, \$22,500

We have this nice Land Rover series 2a 109" for sale at the shop. \$22,500. Call me for details if interested 908-268-8108

Contact George Hughes via Facebook



Truck cabs, Jesup Georgia, various prices

Just had a batch of series truckcabs come in choice of 18 available all conditions from \$650 for a dented up one to \$900 for good sound ones

Have several 88inch hardtop with or without windows. \$400

109 2A safari Vented roof and sides. \$500

109 4 door rear tub in perfect original never repainted and no dents condition \$1000

Contact RJ Turn via Facebook



Series 109 pickup. Oregon, \$25,000

Oregon Land Rover legend has put his 109" pickup for sale. I used it at the PCRC event in May, and it drove wonderfully. 2 25 diesel, dry weather workhorse. Asking 25 ,000. DM Jeff Aronson for contact information on the owner.



Land Rover PTO, Alton, UK, £170

Landrover series pto in good used condition everything moves freely I believe it's quite a early one looking at the serial numbers. Price is £170 Collection only from just outside Alton Hampshire cheers Terry

Contact Terry Norris via Facebook

SPECIFICATIONS FOR DOWTY PUMP, CONTROL VALVE and MOTOR

PUMP

Type	Delivery at 1500 r.p.m.	Max. Inter. pressure at 1500 r.p.m.	Max. Cont. pressure at 1500 r.p.m.	Approx. Nett Weight
GP2/25	2.5	2500	2000	11 1/2
GP2/45	4.5	2500	2000	11 1/2
GP2/65	6.5	2500	2000	11 1/2
GP2/85	8.5	2000	1750	11 1/2

MOTOR

Type	Nominal Rating
GM2/45	6 b.h.p. at 1500 r.p.m.
GM2/65	7 b.h.p. at 1500 r.p.m.
GM2/85	8 b.h.p. at 1500 r.p.m.

CONTROL VALVE

Type	Pressure	Flow	Connection Size
Size 1	Up to 2500	Up to 8 g.p.m.	1/2" B.S.P.

LAND-ROVER EXTRAS REQUIRED :-

Hydraulic centre p.t.o.

Hand throttle

Engine speed governor

*optional for
petrol-engined vehicles*

**LAND-
-ROVER**

