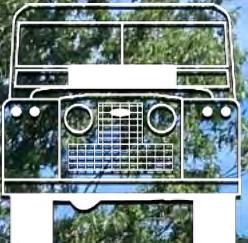


OTTAWA VALLEY LAND ROVERS



August 15th 2024

Volume XXXXI, Issue 8, No. 472



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Greetings,

Well, first things first. Things seem to be back on course despite the small hiccup in May and June. That jaunt with the other aluminium friend was highly distracting as last month's sighting article suggested. This issue hit sixty six pages before being compressed down towards something that can fit into an email inbox without being bounced. Size matters. But back to more Land-Rover themes.

Coming up soon is the annual Birthday Party. In August this year, at a new location. There looks to be plenty of opportunity to explore the trails in the region north of the Silver Lake trails. There have been a number of local British Car shows on offer. One in Merrickville, another in the south end of Ottawa. As I write, there is the annual Boot 'n Bonnet show near Kingston, which is another excellent show, now in Inverary, having also been moved from downtown Kingston.

However, in this month's issue we have:

- OVL 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;
- Some OVL housekeeping, a brief list of local events and such;
- Alastair Sinclair writes on an memorable annual event, the WinterRomp and his impressions and why he is looking forward to going back;
- Currently available event information: known events from fellow ANARC member clubs, with a page on the joint ANARC-Gulf Coast event in August;
- In General Servicing Larry Simpson arrives with part 11 of the safari roof vent saga and I update the Stamp series with the Land Rover topical "PopeMobiles";
- Dixon writes on a visit to the British Motor Museum with Ben Smith, where they got a tour of the Land Rovers and JLR products by Michael Bishop;
- James Taylor writes on another unique Land-Rover variant, yet more common, the Dormobile, an iconic camper conversion available in the 60's and 70's;
- Andrew Finlayson writes on solving an unusual rattle with Wallace, his Series One; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in North America.

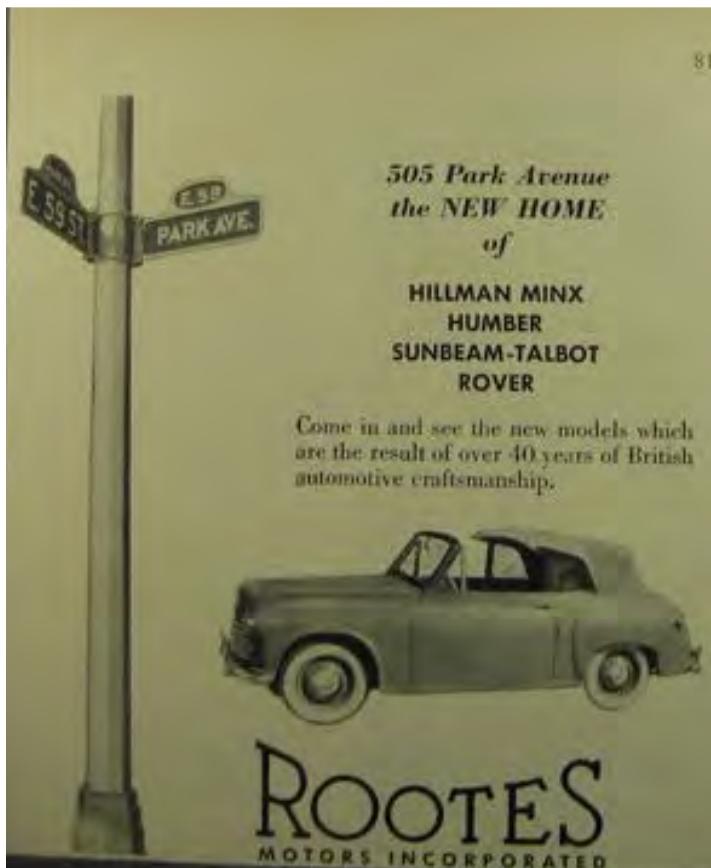
If you have anything interesting to write about, fixing this or that, some restoration work where what you have learned could be useful to someone else's efforts, please drop a line and we can fit into these pages.

Though there is one editorial observation I'd like to make. ANARC put on a successful regional event with the Pacific

Coast Rover Club. It will be doing a second in Minnesota as I write, with a third in October. Yet, with the collapse of club newsletters across the country, in a few years, it will be difficult to find much of an account of the event, especially as there would have been numerous accounts in the various existing newsletters has this been the Nineties. Some say the Internet is forever, but in reality it is quite ephemeral. Which most won't care about, but I find unfortunate.

Dixon

Below, something different. An advertisement that I came across on eBay. From 1950, this is an announcement of Rootes establishing a new presence on Park Avenue in New York City. This would have been around the New York Auto Show where the Land-Rover was announced to North America (See "Land-Rover Times - BRITISH INVASION Rover sets Rootes in the USA, part 1" by Jane & Keith Barrett in Legend 217 and OVL 433, both February 2021). What makes this interesting is the inclusion of "ROVER" in the list of "the NEW HOME of" showing the North American marketplace that Rootes held the concession to Rover products in the North American Dollar Area (NADA)



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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.

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

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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Cover, P2, Dixon Kenner

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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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<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

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



August brought a small, yet enjoyable gathering of OVLR members and hangers on down in New Jersey. Labelled "Blacker than Night" this weekend event offered a series of work parties, vehicle repairs, traditionally a RTV running the ALRC rules, with some slight modifications¹.

Three Canadians from OVLR headed south for BtN. Dave Pell, in his 110 highcap, and Dixon Kenner, though sans 80", which was languishing in the garage with a repair list ignored for several months. Rod Steele with a 1951 80 inch down to New Jersey for assessment and

¹One such rule modification is for those who wish to use an 80 inch for the RTV stages. They must use a different 80" on each stage, and they are by no means set up the same.

eventual resurrection. Also present were quite a few other vehicles and people that members would be familiar with from past Birthday Parties or British Invasions. Jeff Meyer in WashMe, his early IIA pick-up; Dave Bobeck in the SuperSofa (RR Sport), towing Red Square, a TDI'd early IIA pick-up; Bill Cooper with his new Defender Camel Trophy edition; ... The list goes on.

Unfortunately, there was no RTV this year, the afternoon being consumed by numerous projects, of which a work crew out in the woods clearing the RTV course was one of them. Russell Dushin's Nigel (SII 88) was out with them hauling away the pieces of trees.

In the barn, space was first shared with Will Skidmore's Battlewagon (SIII 109

station wagon) which seems to have had carb issues, that turned to fuel delivery issues. It was replaced by Ben Zipkin's, yet unnamed truck (SIII 109 military pick-up) for general tune up work. Howard Smith was looking over the pair of 101FCs to recommend how to proceed with their rejuvenation after long slumbers. Though a side challenge was getting one of the 101's engines onto the 1940's engine stand to ascertain why it failed.

This year's Seelie Meelie was set up by Dave Bobeck using an ingenious selection of a dozen parts. 3rd place was a tie between Eric Zipkin and Ben Smith with 7 each; 2nd a tie between Russell Dushin and George Venture with 8 each; and in 1st with 9 correct was Dixon Kenner.





Andrew Jones writes - Brilliant half day out at the Merrickville Classic Car Show today - accompanied Andrew Finlayson and his Series One LR (Wallace) .. great to catch up with Ted Rose and Rob Ferguson .. and to meet up with the Ottawa chapter of the Mercedes Benz club. Tremendous show - amazing variety of vehicles - spanned the whole classic car spectrum. And was a good reconnaissance in readiness to take the Bedford next year



Willow Riston's first day "officially" working at AB. She's been writing blogs for years but now she's moved inside.



A quick note from Keith Shukait - I removed the strip on the right and my friend cleaned it up with some paint stripper. It's time to it's time to clean it all up. Just say no to paint on the galvy bits!



Charlie Speedie asks - Some series fun this weekend in prep for birthday party. What is everyone else building?



Birthday Party minus ten days and Terry King announces that he finally has a robust recovery point on the rear of his vehicle to tow Kevin through the mire.

Alastair Sinclair starts the process of changing the swivel ball seals with a thorough cleaning of the hub area to ensure that it is all clean and ready for a swivel oil seal replacement.





Naji Mhana has been busy with some pre-Birthday Party preparations. He writes "Another project done hopefully it will reduce in cabin heat."



Sad news from Will Hauser in New Jersey. An intense summer thunder storm came through and took down a several hundred year old sugar maple. The tree hit the garage bringing it down. While superficially it didn't look bad, the insurance wrote off the Land Rover. Will writes "A lot of bloody knuckles and sweat went into this Landy. We will see what the future brings for our next Landy."



Najo Mhana writes - Brake Job done like the factory. BTW, Are those cob webs OE or aftermarket??? OE of course, always OE! Per the aggressive disc surface, they will think about it as improved grip for 200km



My regular kit for short drives. I have to remember a pillow and a blanket for my wife just in case we're at the side of the road again waiting for a tow!



ABOVE AND BYOND

Glamping

©TOM

Watch these poor rookies!
No style, no spirit and finally
wrong equipment too....



These common people have
no idea to enjoy nature...



Darling, I think this here
is a nice place for
our Dormobile!



It's so nice to be
complete outside
in nature, darling!



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...

The latest edition of the OVLR sediment bowl is now available featuring the classic OVLR logo with a pair of licence plates, one for established in 1974, the other noting since 1984 as a formal entity.

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 known OVLR logo etched on the surface.

Cost is \$20.

Available from Kevin.Newellandscott@me.com



Ottawa Valley Land Rover's Upcoming Events!



Hey, Rover Family!

Coming up next week!!!

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

[Register Here:](#)

Further details fill four pages of this newsletter! Read on for more details.

September 21st - 23rd: Rovers Out at Calabogie, Get ready for an unforgettable experience. This OVLR LRAA joint event has been an annual event for the past few years. It was envisioned to encourage our members and LRAA members to enjoy the fall weather in the Lanark Highlands.

Rovers Out At Calabogie (ROAC) was established to create a fall off road event. It is jointly organized and managed by

both clubs. It is two day event off roading in the Highlands.

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.

Socials:

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

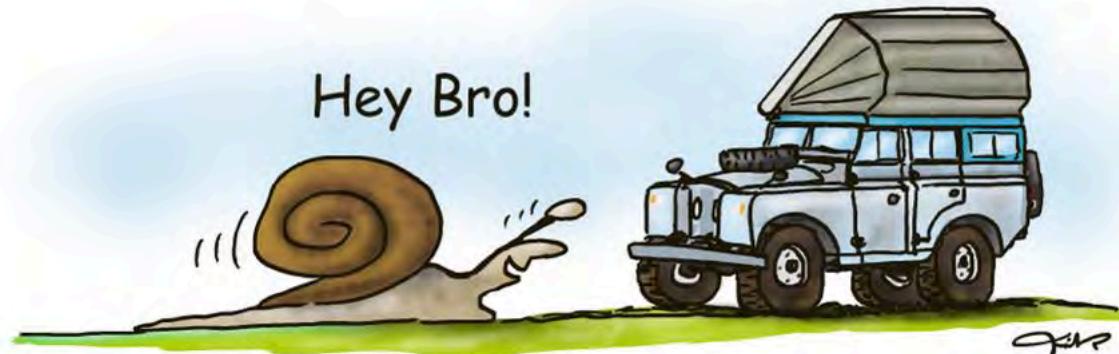
The next set of Socials at the Carleton Tavern will be on:

August 18th
September 16th
October 21st
November 18th
December 16th



ABOVE AND BEYOND
Glamping

Hey Bro!





All British Car Day

Saturday 13th July, Clark Fields Park, Barrhaven

As most of you know, this event has been supported by OVLR for literally decades. Sadly, in a post COVID environment, and having moved from its traditional venue of Britannia Park, the event is a shadow of its former self. That said, the organizers are making strenuous efforts to rebuild and re-establish it as one of the most significant local shows. This year, as usual. I met up with ABCD regulars, Andrew Finlayson, Bruce Ricker, and Peter Gaby for a balanced, calorie-controlled breakfast at the local Broadway.

Unusually, none of us were able to show up this year in a Land Rover or other British vehicle (I took my Benz 560SL "Rat Rod" .. and made full use of the quiet backroads to Barrhaven to stretch its legs. . there were BIG grins), so we had to park outside the show enclosure.. But we didn't have to go too far before seeing Ryan Carman's truck "under full sail" with all awning's unfurled, rooftop tent deployed, and camp furniture tastefully arranged: It was a very representative display of what long distance overland travel looks like (at the start at least), and a great advert for the club.

Other than Ryan's D2 there were only a

couple of Land Rovers present this year and a total of around 40-50 cars. Some old favourites such as the Lotus 7, a good turn out from MG, Triumph (including Kevin Chappell) and Jaguar clubs. A pair of Mk 2 Jags really caught my eye along with a couple of new Lotus Emiras that looked to have been brought along by the dealership. It was fun to catch up with old friends, including Roy Parsons, and Dixon. I know that car shows are not to everyone's taste, but I do believe that this event is worthy of our support to help rebuild it to its former glory. I'll be making sure I have something British on the road well in time for next year's event.

Andrew Jones



Merrickville Classic Car Show

28th July, Merrickville Fair Grounds

My first time attending this show, once again in the Benz, and accompanied by Andrew Finlayson and his Series One LR (Wallace), which was the only Land Rover: Needless to say, Wallace, the funny little Jeep got a lot of attention. There was a tremendous variety of cars and trucks at this show, ranging from early model T Fords, through every incarnation of the American muscle car, resto-mods, T-

buckets, pick-up trucks, and a ton of nice cars. There were large turnouts from the Corvette and Mustang clubs, It was great to catch up with Ted Rose and Rob Ferguson .. and to meet up with the Ottawa chapter of the Mercedes Benz club. This really was a tremendous show, and another that I believe is worthy of our support, especially if you have an open mind and can appreciate the passion and workmanship that goes into every flavour of the classic car movement. There were a couple of stand-out cars for me: A

fabulous Factory Five Type 65 Coupe (a very accurate replica of the original 1965 World Championship Shelby Daytona Coup) complete with Dan Gurney racing helmet, and a lovely Corvair Corsa soft top. It was fun to take the Mercedes, especially getting the opportunity to put in some fast miles on the backroads home, but I'm thinking that the Bedford Green Goddess might be the appropriate vehicle for 2025 .. or maybe the P6. Decisions, decisions!!

Winter Romp 2024 trip report

By Alastair Sinclair





Our last Winter Romp was 2020, when I attended with my oldest son. For my children, the highest rated Land Rover events were the Silver Lake Birthday parties of the past where they enjoyed the lake, the mud and water crossings on the old light off road (beaver dam), and all the other kids to play with and visit at their neighbouring campsites. But a particular stand out was the year one Bruce Fowler, up from Maine, made homemade ice cream and donuts at the campsite for all the kids. (Does our Editor remember which year? Bruce was in the RR Classic). The donuts grew larger and more delicious with each recounting of the story.

However, following that 2020 Romp my son returned home to regale his younger brother with tales of daring do in the

woods of Maine. The giant cinnamon buns and cookies at big Gs. A little blue Rover named Oxford that had GIN and TONIC bolted to the front and had travelled the world. The luxuries of the Waterville Grand Hotel which featured an indoor swimming pool that to his young eyes was Olympic in stature. They even put chocolate chips in your morning pancakes.

Then there are the trails. Snow, trees, water, and glorious mud. Chains! And the pit of Despair! Spectating at its finest. A multitude of Rovers and sounds to entertain. In addition to enjoying our 88" out on the trails we snagged a ride with Dave Bobeck in his very flexy Defender 90 and had all sorts of fun defying the laws of physics. We paid a visit to Bruce's house. He has a pond you can skate on and a nice heated shop when Dad breaks the

Rover...We had our new favourite. And so a plan was hatched to go the next year with his younger brother also joining us. All they would talk about was the Romp.. ."When are we going back to Maine?". The water crossings got deeper, the pancakes bigger, the hills steeper with every retelling of that adventure.

Fast forward four years and our first Romp post COVID. In 2020 we convoyed down with Dixon from Ottawa. In 2024 we set out solo, flat towing our Series 3 88" behind our LR4 the 600 plus kilometres to Waterville, Maine. Get past Montreal, head through the Eastern Townships into Maine, pass Sugarloaf, drop south and you're there. It's a pretty drive, but once past Lennoxville a fairly slow one, and the roads require attention when the visibility is poor.



With very little snow having fallen in Ottawa over the winter to that point, and a pretty meagre ski season to date, we prepped our towing gear, lights, tools, fluids, winter clothing and boots. The 88" doesn't get driven once the roads are salted, but we woke it from its hibernation in the garage and it fired up happily enough. We hooked up the tow-bar, chains, lights etc. the night before just in time for it to start snowing heavily...Pack lots of food and put some spare fuel in your vehicle.

Snowy conditions turned the trip down into a nearly nine hour run, but the boys are used to long hauls and the anticipation of the Romp kept spirits high. The Rovers now showed signs of the weather we travelled through. Friday night is the first night of the event with a welcome buffet dinner at the hotel. It's always nice to get off the road, checked in, socialize and catch up with friends old and new, and to have a good feed. At the dinner you will get a welcome and an intro from Bruce and others on aspects of the event and the planned activities over the next two days, along with what to expect and what is expected of you.

Saturday morning you can head to Big G's for their legendary portions and pick up a bag lunch or treats. This year we enjoyed breakfast at the hotel and got ourselves organized for a day on the trails. The off-road portion of the event is at the Sebasticook Millenium Green ((SMG) and a lot of work has been done on the trails themselves, as well as to open up parking and a staging area off the Dickie road. Not knowing this we flat towed the 88" to Bruce's house and thought 'it's not very busy this year?"...We made the short drive up the road and headed in to the trailhead and enjoyed seeing all the





tow vehicles, and Rovers of every shape and size. A field of dreams moment and a lot of fun for kids little and big (see photos).

What's great about the Romp format is the ability to go at your own pace, take time to catch up with friends, and head out on the loops of varying difficulty when you please, and in different groups. There were two hundred (Fact check Ed?) Land Rovers present, but it never felt crowded. Trail users were all courteous and collaborative to a fault, and we experienced more than one Canadian stand off. Everyone is in their happy place at Winter Romp, abiding by the much telegraphed no whining mantra.

We spent the morning until lunch time crawling around in low range through various trails. We did some very tight technical walking pace stuff through the trees, some more open trails with water and mud crossings but avoided anything with too much of a lean – my co-pilots not liking that and exiting the vehicle and walking for trickier sections. Conditions vary each year depending on the weather. Chains are popular and we've asked Santa to put them on the list for Christmas... Aired down on our knobbly bias ply tires we had no problems. The woods and topography will be very familiar to people who have explored the hills of the Ottawa Valley or the Gatineaus.

Temperatures were mild this year, with one little snow squall, and it was otherwise just a very pleasant day to be outside. 2020 was much colder. Mid day we headed up to the lunch spot and main gathering area that is in the middle of the trail network. There are large warming fires, porta potties, snacks being sold, a Chile cook off competition mid day, friendly dogs and all of the Rovers to explore. A special thank you to all the volunteers who do such an incredible job on the infrastructure side of the event, and to Bruce for hosting. Trails are extremely well marked and for those using more modern methods the event provides a map via an app you can download. We didn't, and were fine.

The lunch break is a chance to assess your vehicle and you will see the wrenches out, new dents and things that need addressing. It was at this point that we noticed a long and





continuous trail of motor oil in the snow leading to our 88". With travel to Ottawa being on Sunday for us, we erred on the side of caution and enjoyed the afternoon checking out the many Rovers. The kids joined the herd while the adults had a good yack enjoying the fire. The pit of despair was pretty easy this year but no less entertaining watching the different approaches, and listening to the sounds.

We took the easy route out and made it to Bruce's farm no problem to hook back up to the LR4 and head back to the hotel. We would later discover that a failed/split oil filter was the cause, nothing more serious,

happily for our newly rebuilt 2.25L. Something I've never seen before. Back at the hotel it was time for a promised swim for the kids along with a number of new friends they made out on the trails.

On Saturday evening there is a multitude of dinner options in town, our tired crew joining a few other families at the hotel. Saturday evening is a social one at the hotel bar and it was great to relive the day's adventures and catch up with everyone about what they are working on, and what events they were planning to attend during the coming summer months.

Sunday is a repeat of Saturday with another go at the trails, and there is a more formal end of event dinner. Sadly we had to make our way back to Ottawa Sunday this year, not Monday, but you will want to stay for both days. As luck would have it we hit even more snow on the way home and made the decision to pull off the road just outside of Montreal. Sometimes the Rover Gods are trying to tell you something...

The Romp is now a 'do not miss'. We will be back again next year.



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 13, 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 than 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. OVLR supports the responsible use of alcohol - Drive Safely

OVLR 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 OVLR 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 OVLR. 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. OVLR 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 OVLR 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 OVLR 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 OVLR.
- **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 your 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:

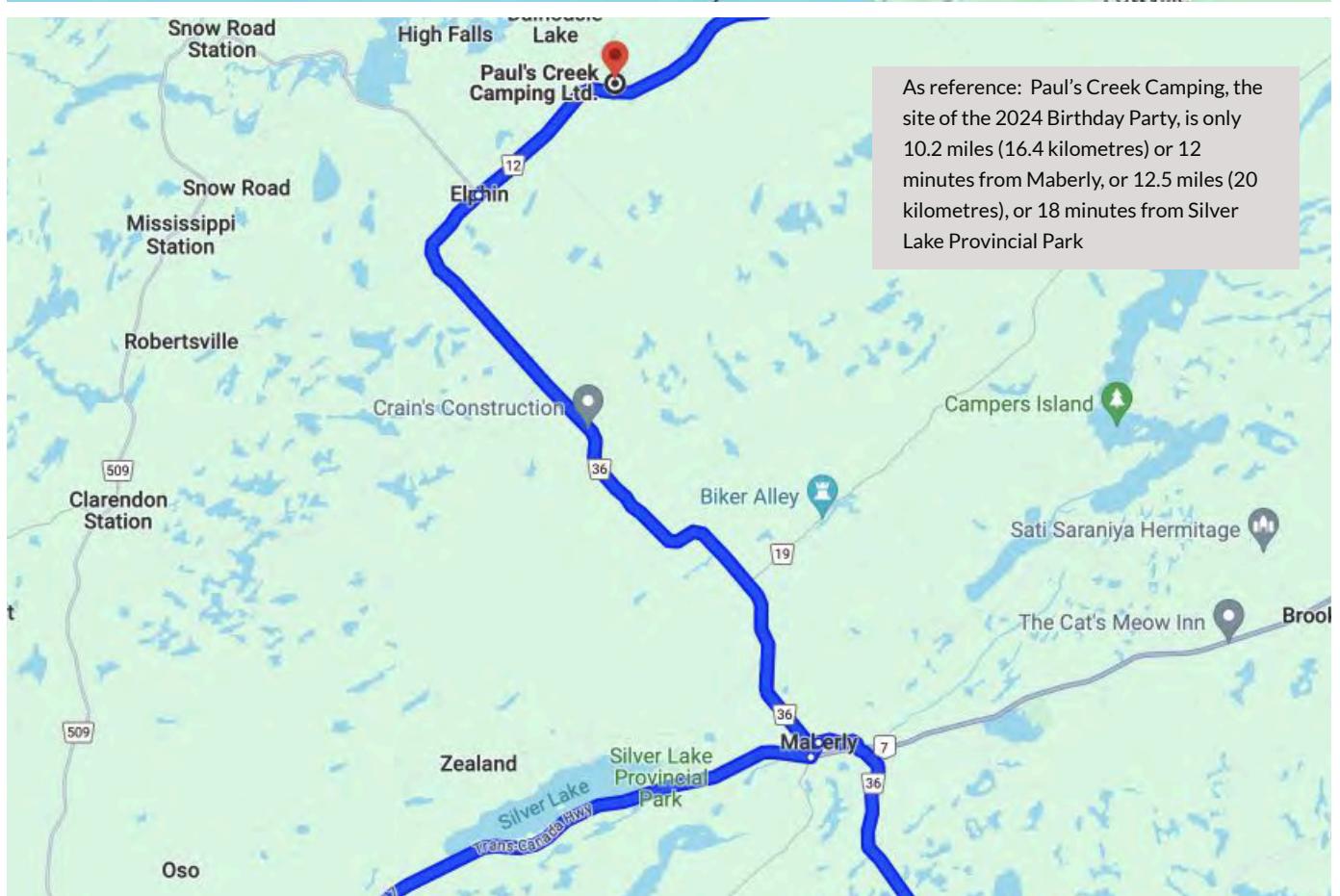
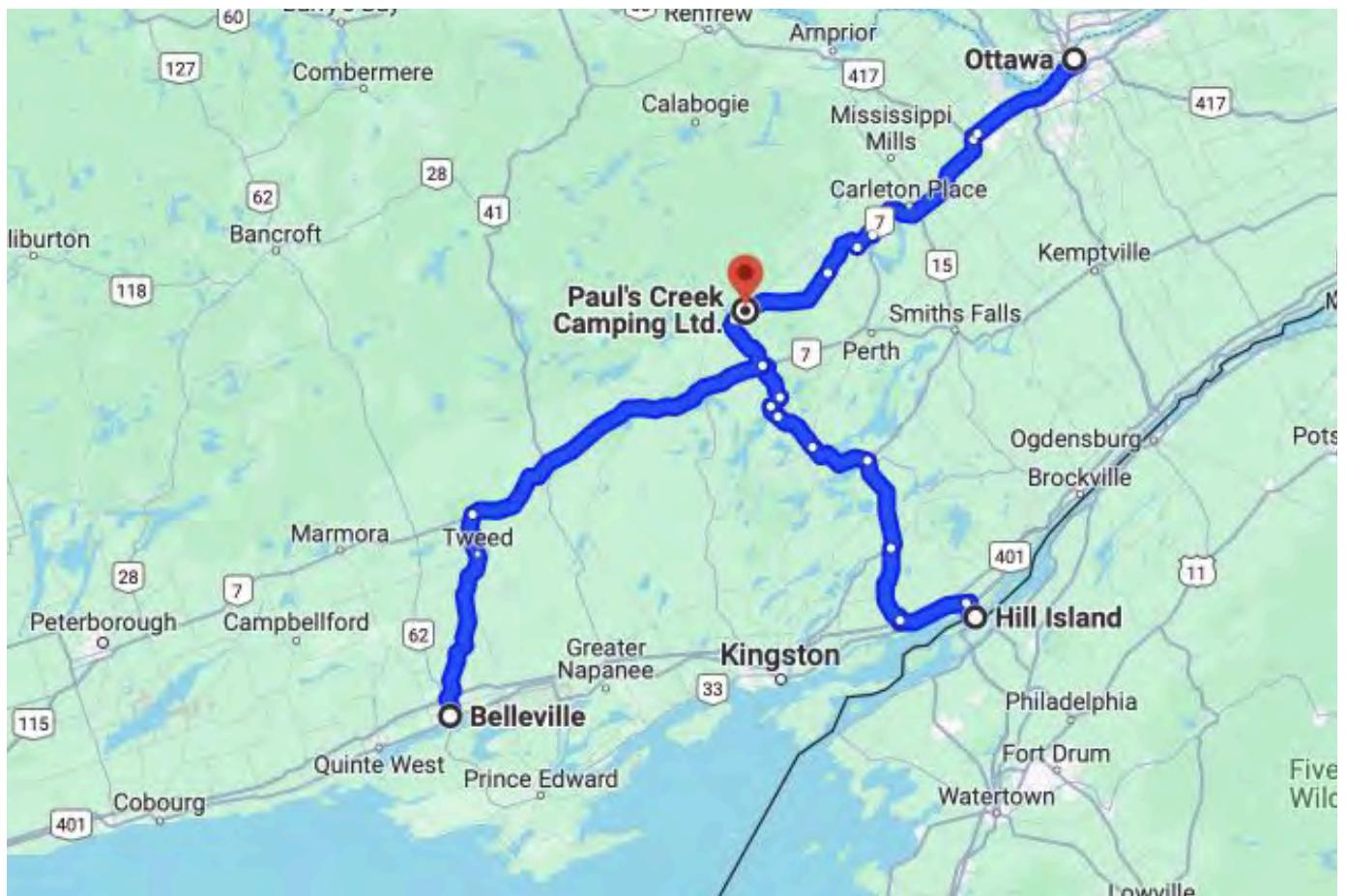
- The facilities, including flush toilets, are just steps away from the camping area.
- There is a permanent structure that will be used for supper on Saturday.
- There is a restaurant onsite with indoor seating and a lovely patio.
- The site for the RTV is just a 2-3 minute walk from the camping area.
- 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/>





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



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>



The Third Annual "MAINE MISFITS & ROVER BITS"

Date: August 16th through 18th.

Location: 86 Sullivan Road Greene ME 04236.

Please use GPS, Google Maps or Waze to get there. It's not hard to find...right off Route 202 in Greene.

Fee: \$20 per head to cover cost of the event...porta potties, running water hook up, etc plus Saturday's event dinner. Please bring side dishes to share along

with favorite snacks and beverages of choice. Good dogs welcome.

There are plenty of hotels in the area for those that want to stay in comfort.

200 acres of trails, rustic camping, camp fires (bring portable fire pit for site use), food & drink and tons of Series Rover parts and full derelict trucks for sale. Come with a list of wanted parts and search for them amongst the old Rover boneyard. Bring your tools, bring your list. Greene, Maine, AUGUST 16-18.



Hurricane Creek Trail Ride & Pisgah USNF Camping

August 17th

Initial gathering at Land Rover Asheville with group convoy to trail ride Hurricane Creek followed by optional dispersed camping within the Pisgah USNF.

9:00am ET: Meet at Land Rover Asheville and have some coffee

9:45am ET: Group convoy and trail ride briefing

10:00am ET: Depart Land Rover Asheville for Hurricane Creek

10:45am ET: Stop at the rest area just before HC to air down tires

11:00am ET: Begin trail ride on HC.

3:00pm ET: Estimated end time for trail ride

For those who would like to stay overnight, we can continue exploring nearby trails and then find an appropriate campsite.



Ice cream social

Date: August 23rd

Location: Hudson, Ohio.

Contact Don Harvey via Facebook or the Cuyahoga LRC Facebook group for more information.



Bedford Cars and Coffee Meet

Date: August 25th

Location: The parking lot of Craft Food Halls - Revolution Hall in Lexington MA

Any and all makes, models, and years are welcome!! This is a open event. Please tell any groups you are part of that everyone is invited! Revolution Hall will open early for us this time at 9am and we invite all attendees to enjoy some refreshments!

We ask for everyone to please respect the parking lot and the surrounding community. That means no littering, loud music, burnouts, revving, two stepping or reckless driving upon arrival, during or after the event!

Address is 3 Maguire Rd, Lexington MA, 02421



British Car Day

Date: September 15th

Location: Bronte Provincial Park, Oakville

British Car Day is hosted annually by the Toronto Triumph Club, on the third Sunday of September. Since its inaugural event in 1984 it has grown in leaps and bounds and now draws more than 1,000 British cars and over 9,000 spectators, with room to grow even bigger. British

Car Day is open to vintage, classic and current British-manufactured vehicles, including motorcycles. The event is the largest, one-day, all-British car event in North America. The venue for British Car Day is Bronte Creek Provincial Park in Oakville, about 25 miles west of downtown Toronto,

Info: <https://britishcarday.com/BCD/>



The 33rd British Invasion

Date: September 20-22nd

Location: Stowe Vermont

The British Invasion is a British lifestyle event that started "over a pint of ale" in Stowe, Vermont, in 1990. It is a three-day event that includes "all things British", with primary focus on classic British motorcars. Beautiful Stowe, Vermont, hosts this dazzling collection of classic

British Motorcars every year in September.

<http://www.britishinvasion.com>

Costs - Participate with a vehicle - \$85. General Admission - \$15 (2 day pass) General Admission - \$10 (Sunday)

ANARC Club Socials

A list of the known 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

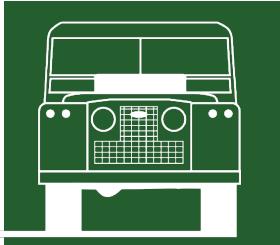
beverages. Food and social at 7pm, meeting at 7:30pm

Northern California Land Rover Club - Monthly Off Road Gatherings. Information is usually posted in the NCLR General Public, Scheduled Trips and Event Information forum.

Ottawa Valley - 3rd Monday of the Month at the Carleton Tavern, Parkdale Ave 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

If you know of others, drop a line ...



Rovers Out at Calabogie,
Date: September 21st-23rd
Location: Calabogie Highlands

Jointly hosted with the LRAA. Get ready for an unforgettable experience.

More details in the September newsletter and on Facebook.v



The Mid-Atlantic Rally
Date: September 26-29th
Location: Pearl's Pond

The MAR will return to the Little George Rod and Gun Club. Our goal is to conduct a well organized event that everyone enjoys and that the land owner is happy to invite us back next year. We are working with limitations in terms of open trails,

camping space, numbers of volunteers, and impact to the property. We hope to take what we learn from this year and try to expand the event in future years.

Cost - \$175 per vehicle

<http://www.ROAV.org/mar/>



Pleasure Island Adventure
October 4-6th

Join us for a 3-day weekend adventure to Pleasure Island, NC. Early October on Pleasure Island is typically 80°F with nice sunny days but lower humidity than in the summer. We'll spend the days at Fort Fisher State Recreation Area's 4x4 beach which has over 4 miles of beach to drive on.

Camping will be at Carolina Beach State Park, just a few miles up the road from Fort Fisher. I have reserved site #53 if you'd like to camp nearby.

There is decent kayaking in the area, both at Fort Fisher & Carolina Beach State Park. If you're interested let me know. I will be bringing 2 kayaks, feel free to bring your own



Gulf Area Rover Romp
When: Oct 24-27th
Location: Robertsdale, Alabama.

From Charles Bell, GCLRC President - It is time to save the date. While I don't have all of the information I can say that the first annual (hopefully) Gulf Area Rover Romp, or GARR, will be held at Grand River Motorsports in Robertsdale Alabama on October the 24th through

the 27th of 2024.
Registration will open in a few weeks.

As soon as I have more information I will share it here.

There will be a Saturday night dinner, a charity raffle and camping. I hope to see everyone there.



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>



ABOVE AND BEYOND

Timeline-Trophy

LipDorule

The Saga „Timeline-Trophy“ began in the early morning after a hard night's work, named „Rover-Night“. The hand-crafted restored Land-Rover got final prepared to start to a Rover-Meeting. Final touches needed to be done in a little garage. At that point Dixon had not any idea what was going to happen next....



Ok, all equipment will be need got in place. I think it is time to start, even if the weather is bad.



What an evil thunderstorm this morning! Hard to watch the way in front!



Hope we go ahead without a flash strike!



Holy shit! What a mighty lightning stroke! My whole soft roof got burnt out! But fortunately my old Land-Rover still works! Unthinkable if it happened to a Discofender.



They seem to be very economical with traffic signs here....



Does not match the map.... No traffic... Strange....



An equestrian coming along the hill. Nice!

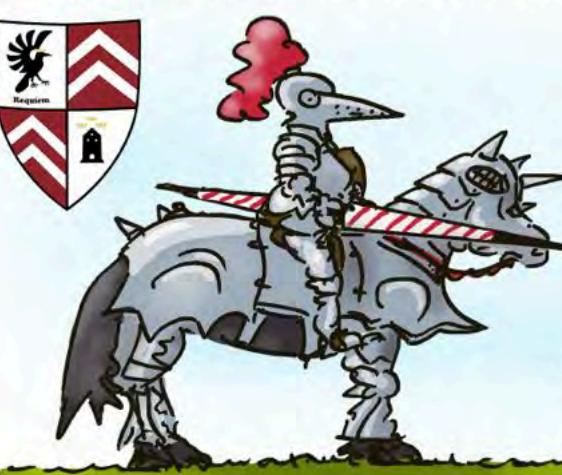


I should wait for him to ask for directions...



Merlin, you old warlock, you conjured a perfect warhorse! What's its name?

To be continued



Ähm... „Land-Rover“?!



October 24-27, 2024



Gulf Coast Land Rover Club extends a warm welcome to all Land Rover lovers; wherever you are from, to join us for the Gulf Area Rover Romp!

Join the Gulf Coast Land Rover Club in Robertsdale, Alabama half way between Mobile, Alabama and Pensacola, Florida at the Grand River Motorsports for the Gulf Area Rover Romp.

The Gulf Coast Land Rover Club is a proud member of Association of North America Rovers Clubs (ANARC) and is excited to be one of three ANARC Events for 2024.

Register Now

Driver & Truck

- Registration for a licensed driver-- Access to all Gulf Area Rover Rally (GARR) activities.
 - Meal ticket for the Saturday night dinner.
 - Event t-shirt.
 - ID badge and Rally vehicle markings.
 - Primitive camping.

Passenger

- Registration for age 16 y.o. and older--
 - Access to all Gulf Area Rover Rally (GARR) activities.
 - Meal ticket for the Saturday night dinner.
 - Event t-shirt.
 - ID badge.

All registered participants will receive:

- Access to all Gulf Area Rover Romp (GARR) activities
- Meal ticket for the Saturday night dinner
- Event t-shirt
- Event welcome bag
- ID badge and Rally vehicle markings

Grand River
Motorsports
Alabama

ACCOMMODATIONS

Accommodations are available locally. Further information will follow

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.

Rally Activities & Schedule

Thursday, October 24th

- Registration packet pickup
- Welcome reception
- All Day: Self-guided trail riding

Friday, October 25th

- Registration packet pickup
- Trail-rides: Self-guided & Guided beginner, intermediate & hard
- Expo Sessions:
- Evening BBQ and camp cook off
- Evening trail ride

Saturday, October 26th

- Drivers meeting & group picture
- Trail-rides: Self-guided & Guided trail rides by difficulty,
- Rovers North RTV challenge courses
- Evening dinner reception, Awards & Raffle

Sunday, October 27th

- Self-guided trail-rides
- Departure according to lodging requirements

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.

OTHER

All drivers must be a current member of the Gulf Coast Land Rover Club, or a member of a club participating with the Association of North American Rover Clubs (ANARC) and in good standing. To become a member of Gulf Coast Land Rover Club, please send a message to charlesgclrc@gmail.com for more information. We would welcome your involvement.

All vehicles and passengers participating in official Gulf Area Rover Romp (GARR) events are required to be registered. Any non-registered vehicles or passengers will be asked to immediately register if space is still available. Any refusal to do so, or inability due to the event being sold out, will require the individuals/group in the vehicle to leave the Gulf Area Rover Romp immediately.

All participating vehicles are required to be Land Rovers. Rebadging other vehicles does not qualify.

COSTS

Until September 3rd

- Rover & Driver -- First 80 - \$150
- Passenger -- Early Registration - \$50
- Child Registration - \$20

After September 3rd

- Rover & Driver - \$175
- Passenger - \$75
- Additional Rover - \$80

For further questions about registration please contact Gulf Coast Land Rover Club, at

charlesgclrc@gmail.com

Bruce writes - With the announcement of Big G's closing and the phone here blowing up as a result, figured time was ripe for an update....

First, wishing Gerry and his family all the best in the future... Wasn't an easy decision on their part.

Gerry was in the Deli business his whole life, first in NYC then back in his home state.... He exits with a legendary legacy... Perfect lifetime achievement.

Reality check... Romp has been winching along for decades with the same support staff holding the controller. Surprise ... Surprise everyone is getting on in years and looking towards exiting into the retirement world.... So expect more changes over the next few years regarding staff at the hotel and local businesses.

Working on this end with an endowment to make romp and the Green self sufficient so it will continue on as long as folks wish it to continue.

Now for changes already in the works for



The Sebasticook Millennium Green

- Humanity.
- Saturday evening... Romp rented Champion's fitness center across the street (walking distance) from the hotel. Hotel has applied for an off license and will be operating the bar from over there. I'm working with a caterer for Saturday night's dinner. Auction, movie and other tbd events will take place under that roof.
- Sunday evening wrap party is still on the planning table.

<http://www.winterromp.me>

the 2025 Romp ...

- Friday night will see a buffet / meet and greet at the hotel.
- Saturday & Sunday we have a Breakfast buffet already planned at the hotel using all the conference rooms.
- Lunch offerings Saturday and Sunday will be on the Green supporting Habitat for



Welcome to Big G's Deli

**Sorry, we have closed as of
7/14/2024**

Big G's Deli in Winslow, Maine, is a well-known destination in central Maine. Founded in 1986, it has evolved from a small sandwich shop to a 200-seat restaurant in the town of Winslow with 30 employees occupying a 5,400 square-foot facility on 1.5 acres. Founder and co-owner Gerald Michaud, Jr. still plays a leading role in the kitchen.

Quality and variety of food

Big G's boasts a varied and creative menu offering breakfast, lunch, and supper seven days a week. Due to our unrelenting focus on quality and service, we have built an extremely loyal customer base over the years, many of whom regularly make a



Non-OVLR News



CentreSteer #136 – Will Hedrick

This month we commemorate the day when US Customs seized classic Defenders suspected of being imported illegally. Will Hedrick tells us the full story of how he became the "Defender of Defenders." It is a long discussion covering US import guidelines, why it is called the chicken tax and how Land Rover could have sold Defenders in the US without factory-installed airbags.

In the news:

Land Rover settles entertainment unit lawsuit,
the 35th anniversary of Discovery and
Defender OCTA launches.

Finally, a brief discussion on the various Land Rover events coming up, and Dixon discusses Land Rover sightings in England and Europe

The CentreSteer podcast is a podcast by, for and about Land Rover 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



For those of you out there with 3D printers, here are a few projects

Model 3: Landy 4x4 Pick-up
Model 4: Landy 4x4 Hardtop
Model 5: Landy 4x4 Wagon
Model 16: Landy 4x4 Winch Truck

The ads read: The 3D Sets brings these features:

- realistic body details, embossed into the part surface
- detailed interior
- selected parts are ready for multicolor printing by filament change

The models measures approximately 45 cm in length at a 1:8 scale and is ready to be outfitted with your own RC equipment. It is suitable for use both indoors and outdoors.

This set includes 3D printable parts for your 3D printer, however, non-printable components such as screws and electronics must be purchased separately. Links to purchase these parts are included in the Build Guide.

What you will need:

- any 20 x 20 cm 3D printer, Prusa i3 recommended
- 2,6 kg of filament needed to all parts,

PLA. Preferably 1,6 kg of black and 1 kg of any color (body of the car).

- bring your own motor/speed controller, servo and battery
- basic soldering equipment
- screws and nuts
- set of bearings
- set of rubber tires and shocks

While there are 16 models listed, the website only had four showing

\$40 (for the D90s) and \$45 for the D110 and winch truck.

URL - <https://3dsets.com/product-category/models/landy-4x4/>



Underpowered Hour is a weekly podcast of about 45 minutes.

Episode - the illustrious Michael Bishop, known fondly as Mr. Land Rover. We delve into all things Land Rover classics, discuss events at Pebble Beach, and cover the fascinating history of these iconic vehicles.

Episode - explore the latest in Land Rover news, including the Pebble Beach Royal Rover lineup. They dive into the ten slowest depreciating SUVs, analyze unique features of Royal Land Rovers, and share personal off-roading adventures with Series Land Rovers.

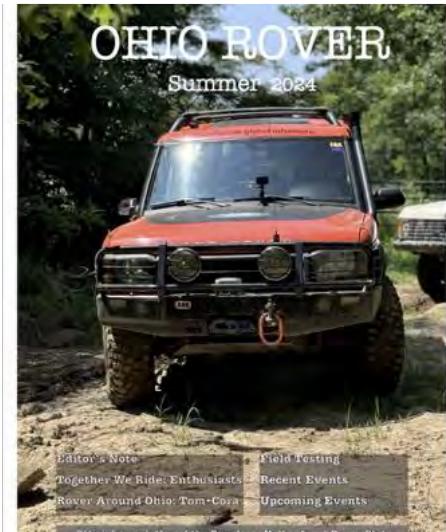
Episode - the latest cordless tools for your workshop including the all new DeWalt 20V pop riveting tool, unique methods to prevent car theft in London, a historic Land Rover journey across Newfoundland, and exciting updates from their workshops.

Episode - a detailed recap of the ANARC North Star Rover Rally in Minnesota. Dive into earth-shattering Land Rover news including an aluminum shortage and the discontinuation of steel wheels for the



Defender. Follow their journey through the rugged Iron Range OHV park, including challenging physical and navigational games they designed for participants. Enjoy stories of trail runs, remarkable vehicles, and run-ins with Land Rover royalty, plus a fascinating night with renowned astronomer Astro Bob.

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



News from the Cuyahoga LRC. The next edition of the club newsletter is nearly complete! They will let you know when it's able to be downloaded. For anyone that prefers print media and doesn't want to print the pdf themselves, they are going to do a small volume printing of it as well. If you're interested in having a hard copy mailed to you please let Ron Harvey know. The first newsletter cost 4\$ to print (all costs go to printer). This one will probably be similar but it does have a few more pages (24 total).



For all of you with perfectly maintained and running Land Rovers and too much time on your hands you might want to consider the new release in 1/35 scale from Gecko models. This will be a great kit to build one day. In the Ottawa area I would suggest the retailers Hobby House and Hobby Centre, both run by people I know and trust and

have spent money with over the years. I would urge you to spend fuel and collect a kit after ordering it and keep local businesses in operation rather than having a courier deliver you a package. Don't forget that store is a source of age advice and extra tips and tricks and glues and sanding devices and paints as well. (sent by Robin Craig)



Oxford Across America has a couple more videos out of the London to Singapore Series One that came and visited the United States. They are:

- Episode 13 of Oxford Across America - Oxford travels across the Ozarks in Arkansas and Mickey tries to slow things down.
- Episode 14: Oxford crosses the Mississippi River and samples the tastes and history of Western Tennessee.

E13 - <https://www.youtube.com/watch?v=WXoktvHvfQ&t=1s>

E14 - <https://www.youtube.com/watch?v=EWVComFz0mY>

General Servicing

Safari Roof Vents, part 11 By Larry Simpson

I have finally been able to get all four tropical top roof vents sandblasted. I kinda like the bare metal look, but ... even after sandblasting these things, I can scratch them with a fingernail and cause a shiny spot. After talking with Dixon, I think these things were probably zinc coated.

That being said... if I clear coated them in a matt finish, will it adhere well enough?

I'm thinking I'm going to have to use a self-etching primer and then paint the. Do any of y'all have any thoughts or suggestions?

Progress on this endeavour has been slower of late. While a tropical, safari top would be nice, Summer has arrived and, at least here in Kansas, the temperatures are such that no top or a canvas top makes a lot more sense than a hard top of any kind.

More progress will come, as some folks, like Alastair Sinclair, are watching this series as they are eying their somewhat uncooperative roof vents and seeing that working on them is not as mysterious as it seems.

Part 12 will probably wait until cooler weather, and a reason to head into an oven or a workshop ...



Land-Rover Stamps - Popemobiles by Dixon Kenner

Another instalment on Land Rover postage stamps, this time on the topical theme of "PopeMobiles", or more specifically, those built upon a Land Rover platform.

There are three souvenir sheets here from Stamperija, the agency representing Guinea-Bissau, Liberia and Togo. There is a fourth sheet from Turkmenistan comprising nine stamps.

The specific Turkmenistan issue shows the Pope in a 1983 Santana Series III 109.

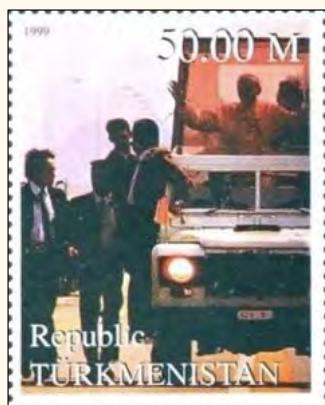
This truck is now in the Vatican museum.

Note, this stamp is regarded as an illegal issue. Turkmenistan in 1999 only issued one set of stamps, not the hundred or so issues that can be found on-line, including this particular set.

On the three Stamperija sheets, a Range Rover based conversion is shown. You will also note that either Stamperija mirrored their drawing to save on graphics skills, or the Range Rover has fuel fillers on either side of the vehicle.

There were two of these bullet proof versions were created on a pair of 1982 Range Rover chassis's after the attempted assassination of the Pope in 1981. One is now in Houston Texas at the Museum of Funeral History.

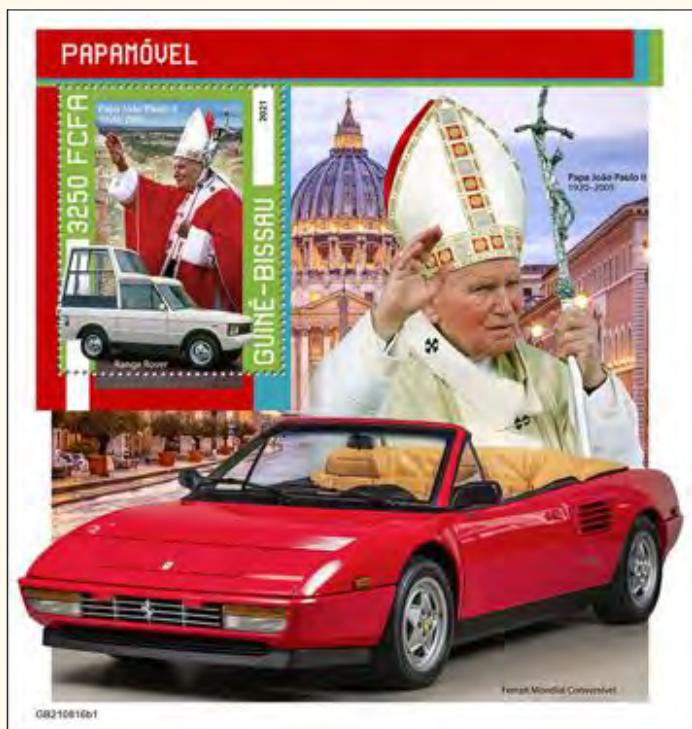
Whether or not the Stamperija issues, and illegal issue are collectable is up to the individual collector, but they are not really "postage stamps" having never seen the country in question, or used postally in the country.



Turkmanistan - 1999



Togo - 2021



Guinea-Bissau - 2021



Liberia - 2023



A Visit to the British Motor Museum

by Dixon Kenner

As some may have noticed Ben Smith and I were on a tour over to England and Europe with Placid Lassie, a D-Day, Market Garden, and Bastogne veteran C47 (DC3). Despite being best described as a marathon with little time available for any real sightseeing, Ben and I did manage to get away for one afternoon. We went for a visit up to the British Motor Museum at Gaydon.

There we met Michael Bishop, aka Mr. Land Rover as he is now becoming known.¹ We had quite an enjoyable afternoon, first discussing the North American Dollar Area (NADA) and the evolution of Land-Rover over here, then the historical evolution of Rover, through British Leyland, Rover Group, to JLR today. There was much discussion on the

¹Actually, Michael would be the third Mr. Land Rover, Roger Crathorne being the second and Alec Joyce the first. Michael is also a reader of this newsletter.

Rootes era (1950 to '60) and the small tangents that Rootes took with NADA vehicles² to the recent article on the number of Series Ones known in North America as well as some of the more interesting personalities.

The afternoon was concluded with a quick tour through the museum focusing on Land Rover. For those who have never been, there are roughly 79 different Land Rover products on display, in one place or another. Of these, some sixteen or seventeen are Series vehicles. Separately, there are about twenty-four Range Rover and related products also on display. For a museum of some four hundred plus cars, the representation of Land-Rover and its history is remarkable. It certainly suggests the huge influence that this "stop gap" product has on the industry, at

²For example the Canadian Spec, which was carried on by Rover into the Series II.

least in the popular mind.

For anyone who has never been to the British Motor Museum in Gaydon, it is well worth the visit. Hundreds and hundreds of different cars produced in the UK over the past hundred and thirty years or so. The museum hosts the foremost collection of British cars in one place.

So, what did we look at? Well, the next three pages has a small random sample of some of the vehicles on display at the museum, let alone all of the other noteworthy and famous cars that are there. From the Rover turbine car to motorsport, to sports cars to design concepts that have been proposed. Sadly we did not get into the Archives, though this was not the visit for that. There was a wealth of things to look at, and not enough time to do any sort of an adequate visit. Put aside a day if you plan to go by.



Photo, top of previous page: An iconic photo that turns up everywhere. One of the two 1971 model year Darien Gap Range Rovers that completed the drive from Anchorage to Cape Horn. 17,000 miles travelled, of which the Gap was a mere 100, and took seven months, with the assistance of a pair of Series IIIs equipped with Koenig mechanical winches.

Photo above left: Ben Smith just can't get enough of the 101 Forward Control. Here he looks over one of the Judge Dredd 101 FC Taxi's used in the making of the movie. If you are unfamiliar with the character,

check out Wikipedia. Hugely popular in the UK.

Photo below: While this photo, albeit with a bit of clever cropping, looks like it could have been taken in Ben's Barn, this obviously a working version of the 101FC and its powered trailer. Ben has this combination too, but somewhere along the way, the intermediate gear that makes the trailer wheels turn was lost. Ben needed to be distracted (Look, a squirrel!!) lest he start pulling the trailer hitch



mechanism apart to start measuring up that gear.

Photo above right: The Road Rover from the Fifties. This austere and simple body was nicknamed 'Greenhouse'. This is one of twelve vehicles built for the Road Rover project before it was abandoned in 1959. Although a few years later, the work would begin on the Range Rover, where the new design for a 4x4 car would take off in a classic, long lasting design.



Some more random vehicles photographed and Michael gave us a quick tour through the British Motor Museum. The vehicles in the Collections Centre are quite closely packed together. It must be a fascinating job getting them in and out, as they have done to send several of the Royal Review Rovers over to Pebble Beach later this Summer.

THIS PAGE:

Bottom left: An obvious favourite in the Museum proper. A 1968 Marshalls Pink Panther with heavier duty springs, sand tyres, long range fuel tanks, differential guards, equipment included a machine gun, anti-tank weapon, rifles, grenade holders, smoke canisters and navigation equipment such as a theodolite and compasses. There are several in collections in the United States.

Bottom right: Land Rover Defender Special Vehicle X – or SVX from the 1999 Frankfurt Show. The idea was what an extreme off-roader might look like. Based

on a 90 chassis, SVX has an uprated Td5 engine, five speed gearbox with transfer box and lockable differential. Traction control and hill descent control are both fitted. The vehicle was also able to inflate and deflate tyres on the move.

NEXT PAGE:

Top Left: A 1984 110 Defender. Originally a four-cylinder petrol. When Defender was launched in 1990, the chassis was updated with a new body and a V8 engine.

Top Right: Lightweight Concept Vehicle programme investigated new lightweight vehicle technologies that would enhance Land Rover's off road ability and achieve 40mpg. LCV2, was Defender based and used a bonded and riveted space frame. LCV 2/3 further developed the lightweight technologies with an upper structure designed to accommodate the change of body from station wagon to pickup.

Bottom Right: One of the 12 James Bond Skyfall Defender 110s. This is a Belgian

specification and is one of the most heavily scarred and used in the final part of the opening scenes.

Bottom left: A prototype two-door Range Rover, known as Trinity, was launched at the 2018 Geneva Motor Show. Developed by SVO to be the most exclusive and expensive Range Rover model at that time, only 999 units were planned to be built with a price starting at £240,000. Land Rover canceled the project before any of the vehicles were built.

Middle left: A Range Rover Sport on a Land Rover's T5 platform, first seen on Discovery 3, although six inches shorter to improve agility. This is a Pre-production L320 Range Rover Sport with the 4.2 V8 supercharged engine. Originally a German specification white vehicle, it was upgraded and re-painted specifically for the global launch of the L320.







Wallace in for diagnosis

An odd rattle solved By Andrew Finlayson

On a recent trip back from the gas station a terrible sound was heard under the hood of Wallace. It sounded to me like a piston skirt as it wasn't low down in the block.

Dismantling revealed the broken gudgeon pin bushing on #3 con rod. I have never seen this before) I was able to get new bushings and head gasket etc. (Thanks to 3 Brothers and Atlantic British!) Of course I have a dismantled engine in stock and as well a donated con rod from Andrew Jones but mine are the earlier smaller end ones as used on the 1600 in the S1 '80"

The tricky part of this job is the fact that on these engines the connecting rod big end is bigger than the cylinder bore. So you have to separate them in the block.

Putting it back together required a stiff foam block be made up to hold the con

rod up from the bottom while I refitted the gudgeon pin through the piston and con rod blindly. Then pop in a new circlip and pop the piston back in. Throw the lower 1/2 of the con rod on then the oil pan and cylinder head back on. Check the intake valve clearances

Then fill the oil and coolant and back in the race in 6 days! Yes, I did check the others and no play was found in any of them.

This engine has been rebuilt at some point with +.020" pistons so I am guessing that possibly that bushing was damaged on reassembly many years ago and it finally let go? I have seen them worn out before but never broken.

All is good again,

Cheers



The broken bits.



A comparison to early and late gudgeon pins. Mine had the early type.



A comparison of connecting rods.



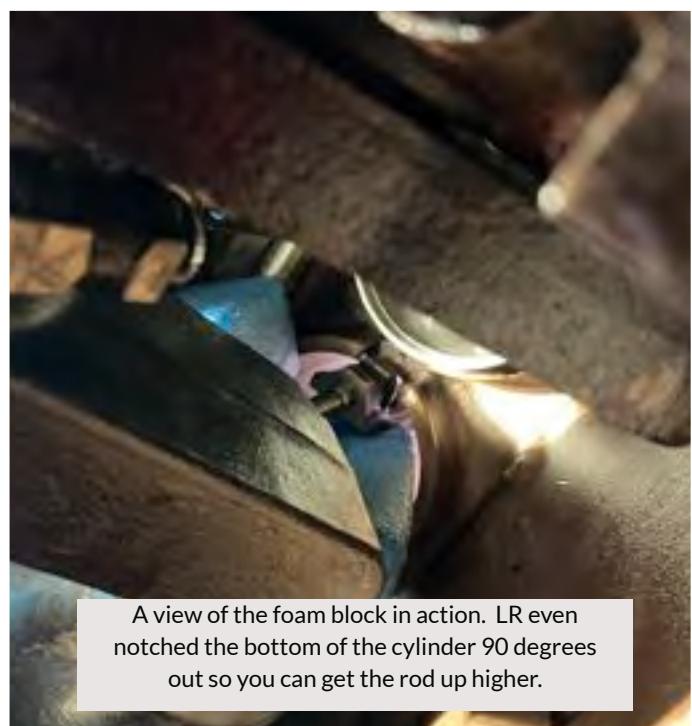
A comparison of pistons.



New bushing installed



Churchill foam block 18G7049B



A view of the foam block in action. LR even notched the bottom of the cylinder 90 degrees out so you can get the rod up higher.



The Land-Rover Dormobile



by James Taylor

Few Land Rover conversions caught the popular imagination like the Dormobile. Introduced at a time when camping and caravanning were increasingly becoming the holiday choice of British families, it offered so much more than mobile caravans on other chassis because it could go where others could not. Today, an original Land Rover Dormobile is a precious thing and invariably a source of interest at enthusiast gatherings.

THE LAND ROVER DORMOBILE

The basic Dormobile format was already well established by the time the Land Rover version reached the market in 1961. The first Dormobiles were built in

the 1950s, and probably the most popular version was on the forward-control Bedford CA van chassis. Coach builder Martin Walter Ltd of Folkestone had worked out a way of squeezing cooking, eating and sleeping space into an affordable van – the Transit of its day – and as a crucial part of the conversion had developed a GRP roof that was hinged on one side and could be raised to give standing room inside the body. Invariably accompanied by a bellows arrangement of fabric with deckchair stripes, it was both attractive and practical.

The first fully-fitted Dormobile Caravan appeared in 1957, and the earliest sales leaflet I have found for the Land Rover

Dormobile is dated March 1961. By then, the conversion had been granted Land Rover Approval. Motor caravan historian Martin Watts suggests that this was only the official launch date; he suspects that there may have been some custom conversions before then, as Martin Walter did build “specials” to order. He also points out that the Land Rover was by far the most expensive of the Dormobile conversions.

The most popular and best-known Land Rover Dormobile was based on the 109 Station Wagon and was known to Martin Walter as the LR626 type. There was also an LR625 conversion based on a 109 hardtop, although this was much less



This front view dates from 1962 and shows a Series IIA shipped to the USA, where the Dormobile gained its own following.
Note the roof rack over the cab area.

popular. My suspicion is that it was offered to keep the price down, particularly for British buyers whose 109 Station Wagons were formidably expensive because they were subject to Purchase Tax.

From early 1962, however, that position changed. Land Rover found room for two more seats and got the Station Wagon reclassified as a minibus under new British regulations. That meant it was a commercial vehicle and no longer subject to Purchase Tax, which brought the price down to more viable levels. Not surprisingly, the Station Wagon then became the base model of choice in Britain as well.

The raised roof provided not only standing room but also enough clearance for a pair of optional roll-out bunks attached to the cantrails. These made the Dormobile into a four-berth caravan. The Dormobile also had special Dormatic seats that folded flat to make a bed, and its rear load area was fitted out with cooking and washing equipment, plus a small wardrobe. There was a wide variety of options, and it is therefore likely that no two Land Rover Dormobiles were exactly the same.

It was possible in theory (says Martin Watts) to order your Land Rover Dormobile purely as a roof conversion so that you could fit the interior out yourself.

Equally, you could order all the ingenious interior bits, with Dormatic seats, collapsible tables, wardrobes and cooking facilities, on their own without the roof. No doubt it all depended on your budget as well as your needs.

There was very little direct competition for the Dormobile, the nearest coming from the slightly cheaper Carawagon conversion by RJ Searle. The Land Rover conversions sold quite strongly throughout the 1960s, when they were also quite popular with Land Rover buyers in the USA. The Old Rover Company of North America seems to have started bringing them in during 1962 and promoted them as an approved



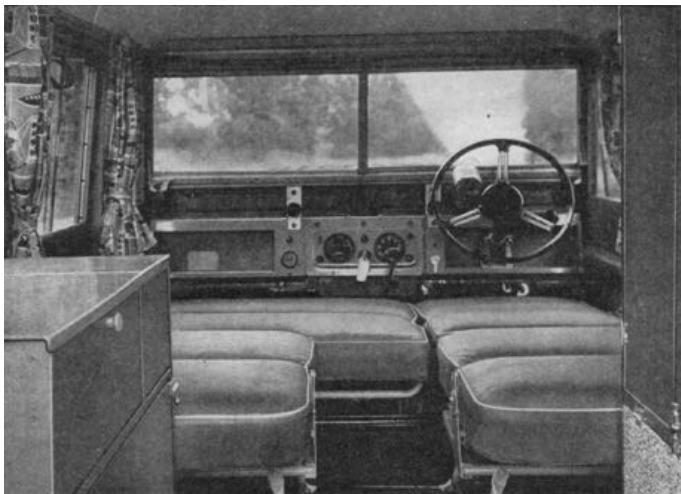
Roof down and roof rack in use, this is also a 1962 model
(Photo: Neil Castle.)



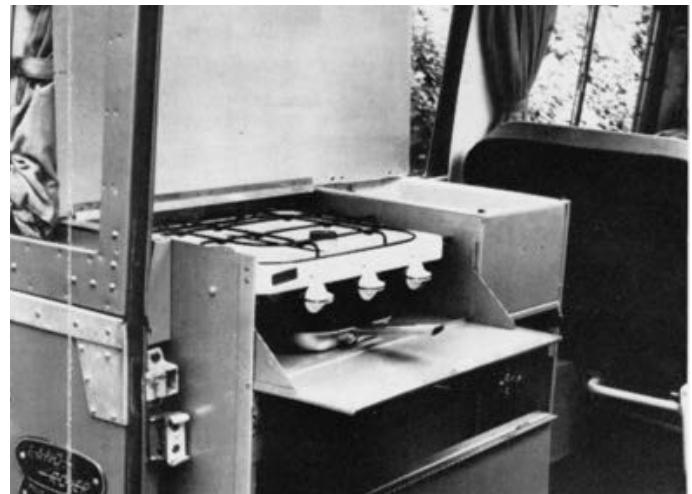
Dating from 1963, this is a conversion based on the 109 window hardtop.



This is the interior of an early Dormobile, showing the Dormatic seats. Later ones did away with the gap between the rear pair.



The seats are here folded down to make a bed. Curtains were provided.



The cooking area was enclosed in a metal box at the rear.

conversion. Again, there wasn't much direct competition, and the Land Rover Dormobile became the thing to have if you fancied some wild camping with the family at weekends.

Dormobile conversions of all types sold strongly during the 1960s, and in due course Martin Walter created Dormobile Ltd as a sub-division of the company. They even re-named their factory at Folkestone as Dormobile Works; its earlier name had been Utilicon Works, a name that came from an earlier Bedford conversion called the Utilicon, which was a rather less glamorous conversion of the CA van into a more versatile estate-type vehicle with windows in the sides.

However, the British camper van industry generally entered a period of decline in the 1970s. Families stopped going camping and hopped on cheap jet flights to Ibiza instead. Dormobile sales slowed right down, and the company sold out to the Charrington Group in 1973, who brought production to an end two years later. There certainly were plenty of Dormobile conversions on the Series III 109 chassis, and by this time the six-cylinder engine introduced in 1967 had become a favourite. I very nearly bought a six-cylinder Dormobile in 1978, but didn't in the end because its braking performance was close to frightening; I settled for a Range Rover with a double

mattress in the back instead.

It's pleasing to record that Land Rover Dormobiles did not die out; they simply entered a period of hibernation. The name and the Land Rover conversions were resurrected in the early 2000s, and the original designs were used to create Dormobile conversions for the One Ten models. The owning company struggled a little and was subsequently bought out by SHB Hire Ltd, who continued the programme of offering Land Rover Dormobile conversions in the original configuration. Most satisfying is that they can also refurbish older vehicles; there are more details on www.dormobile.co.uk



Bunks rolled out at cantrail height to provide sleeping accommodation for two more. This cutaway view was created for sales literature.



This wing badge was fitted to the 1963 conversion shown earlier.



The maker's plate was fitted to the tail panel.



Large over-centre catches, like this one on a late Series IIA model, held the roof shut.

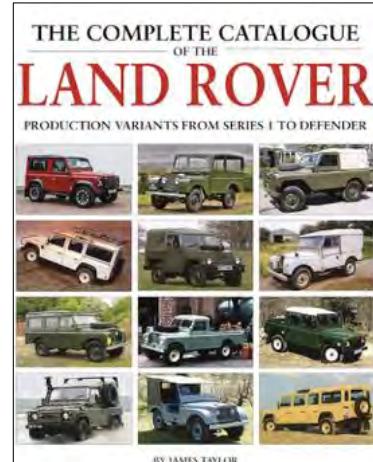
The first picture shows a Series III Dormobile with the roof raised to show the striped fabric "bellows".

References:

The Land-Rover FAQ, Dormobiles <https://www.lrfaq.org/Series/Dormobile/FAQ.Dormobile.html>
 Dormobile Owners Club <https://www.dormobile.org.uk>
 TerriAnn Wakeman's Dormobile site <http://expeditionlandrover.info/Dormobile/index.html>
 Dormobile, the company, not Martin Walker - <https://dormobile.co.uk>

This article, along with some interesting questions, answers, commentary, as well as some additional photos, can be found in James Taylor's Facebook feed. (108)

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"



Last picture for now, showing a Dormobile in action at a camp site. In this case, the fabric is striped in green to tone in with the bodywork.(Photo: Richard Small.)

For travelling on any land

the Land-Rover DORMOBILE CARAVAN

For travelling in all a complete land car which will fit the heavy roads, up steep hills, over the fells and moors, across old steep ledges and rugged landings (the Cumbrian) or even better still, this dormobile conversion of the Land-Rover, will go where few dare to go.

With the usual "Dormobile" seats for sleeping, 2 or 4 berths for sleeping, wash-tubs, wash, toilet and cooking facilities, makes for travelling arranged and with T.D. fits perfectly. The 4-wheel dormobile conversion of the long Land-Rover station wagon seats 4 or 5 in the front, 4 in the back and

"in use all over the world"



LAND-ROVER TOUGHNESS plus DORMOBILE COMFORT



Good news for 'go-anywhere' types. Here's the vehicle you've been waiting for. It's the tough, rugged Land-Rover with the Dormobile touch of care-free comfort. It's got 'Domatic' seating for five adventurers and sleeping accommodation for four. It's got a cooker, sink, table, water containers, a wardrobe, locker and ventilated cupboards. It's also got space-a-plenty under its patented elevating canopy. This is the vehicle for those out-of-the-way places—the long wheelbase Land-Rover Dormobile. Price: £1,198. 2-berth £1,186. No P.T.

Dormobile Campers also available on the Bedford CA5 and CA6, BMC Austin 10/12 cwt. & Morris 14, Ford Thames 16/12 cwt. & 15 cwt. Vauxhall 16/12 cwt. 2-berth ton, 3- and 4-berth models. 3-berth models from £495. 4-berth models from £795.

LAND-ROVER DORMOBILE CARAVAN



Write for illustrated catalogue and name of your nearest dealers to the designer and builders:

Dept. I.M.W. UTILECON WORKS, FOLKESTONE
Telephone: Folkestone 51844
Established 1773

DORMOBILE CARAVAN



APPROVED BY THE ROVER COMPANY LIMITED



The world's most
versatile vehicle



NEW LAND-ROVER 'DORMOBILE' SLEEPS FOUR
CAMPER OFFERS COMFORTS OF HOME ON WHEELS

CAMPER -- The new Land-Rover 'Dormobile' with 4-wheel drive provides a full fledged camping unit with light fibreglass roof easily elevated in seconds to give interior headroom of almost eight feet. Now offered by USA dealers, it sleeps four, has two upper and two lower berths six feet long, two burner stove, sink, storage cabinets for bedding, clothes, sports equipment and utensils, collapsible dining table and plastic water tanks. Vehicle offers fast highway speeds up to 75 m.p.h. and operates easily through knee deep mud, water, over roadless terrain and on steep slopes. Options available include front mounted winch, fresh air heater, radio, sleeping bags, and other camping equipment. Car has four full length side doors and a rear door with spare wheel carrier. It carries three in front seat and two in individual rear seats.

The Land-Rover 'Dormobile' is the joint product of The Rover Company Ltd. and Martin Walter Ltd. (England). Suggested retail price is \$5,280 p.o.e. New York and \$5,450 p.o.e. on the west coast. Standard is a four cylinder gasoline engine.

FURTHER INFORMATION: The Rover Motor Company of North America Limited
405 Lexington Avenue
New York 17, New York

The MARTIN WALTER DORMOBILE CARAVAN

As approved by the Rover Co., Ltd.



The DORMOBILE Caravan Conversion of the long Land-Rover Station Wagon is designed in complete accord with the rugged, go anywhere, character of this famous vehicle.

All interior fittings are constructed in stove enamelled steel.

The parent DORMOBILE roof panel is formed in strong but light fibreglass, resistant to corrosion of all kinds, with the canopy portion in special double coated P.V.C. material, proved storm and weatherproof, and non-rotting, in actual use under all conditions.



The compact units of the Caravan fittings are located in the rear of the vehicle, rendering access to the seats or beds easy and convenient.

When two persons only are carried, the two rear seats may be folded close to the body sides, leaving additional clear unobstructed floor space available for extra baggage or equipment.

With the roof in the raised position, full headroom is provided in the interior of the vehicle, giving maximum air space and ventilation.

The Land-Rover DORMOBILE Caravan will have special appeal to game rangers, explorers, surveyors, contractors, game wardens, civil engineers, archaeologists, geologists, Government and military services, and a host of other users at home and overseas.

Conversion by



UTILECON WORKS •
FOLKESTONE • ENGLAND
TELEPHONE 51844

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 turner PTO winch, Llandovery, Wales, £500

Land Rover series 1 turner winch, will fit other land rovers... cash on collection preferred, delivery may be a possibility please enquire...

£500

Contact Owen Wathan via Facebook



Land Rover series 2 gearbox, Tiny Ontario, CA\$250

Unsure of actual year (s1, 2, or 3) just a spare I have taking up space in the shop. Everything moves freely but unsure of history.

Contact Dylan Warskett via Facebook



Capstan winch, Cahir, Ireland, €200

Capstan winch for landrover

Contact Darren Walsh via Facebook



Land Rover Series IIA/III Parts, Cutchogue, NY, \$800

Series III bulkhead -\$600

Series III complete LHD Dash - \$800

Radiator support panel - \$180

Front apron - \$75

Front gearbox/bulkhead cover - \$125

Front/rear axles complete - \$400

Series III hinges - \$50 per pair

Steel wheels -\$25

Set of 5 steel wheels with old but useable BFG tires. - \$200

Other parts available include, wiper motor, heater, floors, a pair of wings, and tub all in poor condition.

More to come. Message me

Contact Lucas Decker via Facebook



Land Rover Series 3 Swivel ball pin rebuild kit, Denver, \$30

I have a couple of these kits that I got with parts I bought , these kits are for Land Rover Series 3 truck to rebuild the front swivel housing. Looks like these kits come with upper & lower pins , seals , shims , lock tabs . Asking \$30 each kit plus shipping . I have 6 kits any questions pm me thanks

Contact Matt Gaum via Facebook



1964 Land Rover series 2a iia 2, Massillon, Ohio, \$45,000

Rare and beautiful example of the quintessential Land Rover. According to the British Motor Industry Heritage Trust it was built on 5 December 1962 and delivered to Rover North America, San Francisco on 7 January 1963. It is titled as a 1964.

Frame off restoration completed in 2019. The steel on this Rover is impeccable and unmolested! It spent its first 54 years out west and was in Yuma Arizona when purchased for restoration. The bulkhead, breakfast (radiator mount), door frames and chassis frame are absolutely SOLID. Frame was pressure washed, etched and coated with POR-15, it has no patches or weld repairs. Bulkhead and breakfast were sandblasted and painted, also NO patches or weld repairs! Exceptionally rare to find a Series 2a in this condition! Dates on the engine block, radiator and windshield wiper motors all indicate 1962 builds. Almost all body fasteners are stainless steel, where bolts are touching galvanized steel-galvanized steel fasteners were used. Structural bolts were either reused or replaced with grade 8 where necessary. This Rover runs like a sewing machine and drives....like a Series Rover.

Restoration included: Replaced single line brake system with dual line vacuum assisted brake system (safety upgrade) Independent clutch master cylinder (safety upgrade). Shoulder harness retractable seatbelts (safety upgrade). Dual sliding door windows from Rocky Mountain Products. New rear window tracks with aluminum tracks and rubber seals from Rocky Mountain Products . Wheels are powder coated and lug nuts are stainless steel from Wrington Engineering in UK Spin on oil filter. Later metric head. RoverDrive Overdrive - now called Global Roamer. Parabolic springs from Rocky Mountain Products. Aluminum fuel tank. Electric fuel pump as back up or for priming engine (more) No title issues, clean Ohio title in my name. Cell phone: Three 3 Zero 3 Two 7 Seven 0 Six 9

Contact Bob Kopicki via Facebook



1952 Landrover series 1 80", Bois des Filon, PQ, \$18,000

1952 Landrover series 1 80"

hard to find, very desirable model nice patina

Good shape for 72 years old.

unmolested near complete,(no master cylinder) motor runs!
have side window glass, 3 spare wheels, spent the last 15 or so
years in garage ,now outside again,have more photos just ask
who the lucky one to get a great project

\$18,000 CDN OBO

will not respond to lowballers

Contact Lawrence Fast via Facebook



1972 Land Rover shorland mk3, Evertgreen 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. Drive
train 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

Contact Frank Herbst via Facebook



for sale - Series 1 80 inch, Delson, PQ, 1,100

Land Rover series 1 80" project. Everything you see is included.
No registration.. Original 1.6L 4cyl engine with 4 speed
transmission.. Front and rear differentials . Bulkhead is in good
condition not much rust. Steering box, pedals and fuel tank
Chassis is in fair condition. Needs welding and some fabrication.

Contact Samuel LR via Facebook

**Wiper motors
Parts for your
Land Rover.**



www.Restotime.co.uk

3 Brothers Classic Rovers

Canada's Premier Source for Land Rover Parts and Restorations

3bcr.ca



2004 rare landrover freelander se3 for pair, Delta, PA \$3,500

This is a pair of freelanders se3 both run and have around 120000 miles . Silver runs and drives needs brake work and cats and cleaned. Orange runs on 5 cylinders blew spark plug out and striped threads still runs all parts for Silver one are on orange truck or pull head from Silver to put on orange one. Selling to clear out projects do to cancer. Will consider trades for conversion van, ASTRO van, pickup 80's dodge pickup, or international pickup also consider motorcycle with side car or other European models no junk please will consider any trade is worth it have titles for both

Contact John Zak via Facebook



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

NO RUST. I have owned this since 2002.....Nevada Title, Diesel. The wings (fenders) are off a later model Rover; 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



NOS- 86/88/107/109 door bottoms. Bronze green and RAF blue. £300

each several available, collection In7 area, or will be at Newbury sort out in October. Note PASSENGER SIDE ONLY (near side uk)

Contact Susanne Stringer via Facebook



Land Rover Series3 parts, Wenham, Mass, \$123

Many Land Rover series parts. Engines, bulkheads, small parts ect.

Contact Hunter Finn via Facebook



1972 Land Rover pickup, beech island, SC, \$15,000

1972 Land Rover Series Pickup

2.25 Petrol engine. 10 year old full frame-off restoration. Will consider reasonable trades for boats, RV's, or other vintage vehicles. Right hand drive from Africa. Registered in Georgia

Contact Jan Van der Merwe via Facebook



1973 Land Rover series iii, Paonia, Colorado, \$15,000

Super rad collector's 1973 Series III Land Rover. Same owner for 20+ years. Interior refinished with Rhino guard.

Mechanically rebuilt in 2022 including heavy duty stabilizer bars and rear differential, starter, distributor and all new engine parts. Runs great. May need work on first gear cog sometime soon. Needs cosmetic work but comes with a variety of accessories. Call for details. Make me an offer.

Contact Emily Washburne St Ruth via Facebook



Land Rover Series / Defender pickup rear cab panel, Denver Colorado, \$600

I have a good used Land Rover Series / Defender rear pickup cab panel. Everything works as should, glass in nice condition. Seals are good but are starting to show age but still very usable no need to change at this time. Asking \$600 plus shipping or local pickup would be the best any questions pm me

Contact Matt Gaum via Facebook



Misc Lot of Series III Land Rover Parts, Lake Stevens, Washington

Free to whoever wants them. I'm taking them to the recycler in a week if no takers.

Seattle Craigslist advert no 7766467921



Series III, Connecticut, \$59,000

Hey everyone selling this unbelievable Series 3. Truck is located in Connecticut. Nut and bolt restoration by famed UK restorer Linden Jackson. If you know anything about Linden, his restorations are immaculate. Every-thing is correct down to the clips, grommets and stickers. Robert Owen Engineering bulk-head. New chassis. The truck is painted in a really nice blue, color matched wheels. Contrasting brown/tan front bench and rear jump seats. Brand new black soft top, no rips, tear or wear. The motor was refreshed with new bearings, timing chain etc. Factory 2.25L gas engine and 4-speed. Drives exceptionally well, hard pressed to find a cleaner one. Asking \$59,000 OBO

Contact Alex Gerard via Facebook



1974 Land Rover 109 series 3, East Tawas, Michigan, \$35,000

Selling my 50 year old Land Rover. Model is 109 series III 4x4. Manual 4-speed with Roverdrive Overdrive. Brought over from England in the 90's. Extreme makeover on the east coast. Photo book and receipts for proof. New bulk head defender, galvanized frame, daihatsu diesel 2.8l tdi engine, ROAM disc brakes front, dual circuit master cylinder, power steering, paint, tilt, tires, battery(this spring), and more. Have about \$70k in receipts. These are not expressway worthy. Top speed is around 50/55. Geared for the outback/two-tracking/small town cruiser. It starts right up and idles/runs like a clock. Stored indoors. No winters. \$35k takes it.

Contact Steve Naylor via Facebook



Land Rover Series 1,2 or 3 hand throttle kit, Bellingham, Washington, \$130

Never used hand throttle with instructions and all bits and bobs to install on your vintage LR.

Bellingham Craigslist advert no 7768502876



1980 Land Rover Santana, Mississauga, Ont, CA\$36,000

Car exported from Colombia!
Car has Canadian papers, drivable!
For more information please contact [hidden information]

Contact Esther Naime via Facebook



1973 Land Rover Santana IIA, Evanston, III, \$35,000

For Sale: Classic 1973 Land Rover Series IIA in Excellent condition. Up for sale is a true classic: a 1973 Land Rover Series IIA, badge soft top. This iconic car runs excellent and maintains all of its original features. Imported and ready for a new adventure, Details: Model: Land Rover Series IIA Year: 1973 Type: Soft Top. Condition: Runs excellent

Interested? Send me a message for more details - Only serious buyers

Contact Andres Lombana via Facebook



1962 Land Rover series, Nanaimo, BC, CA\$2,995 (price drop)

This is our 1962 Land Rover Series 2. It's registered here in BC as a 1962, but the VIN decodes to a 1959. Either way, when you have spent thousands of dollars and hundreds of hours you can get Collector Plates for the old girl. We don't know much about this old Landy, she was bought on a whim in the twilight with a view to restoring, and then day dawned and Adam realised that his lack of skills, dedication and time means that it would become an ornament, so here she is for the next custodian. Parts are readily available and at long last, a restoration might pay off financially as they get scarcer and value increases. This old bean needs a full restoration. ...

Contact Paul M White via Facebook



5 land rover series 3 wheels and tires - \$100 (walnut creek)

5 15" wheels and tires that were removed from a land rover series 3

SFBay Craigslist advert no 7768454865



109 Tonneau Cover, Calgary, Alberta, CA\$200

New tonneau cover, front goes under the cab sides and back hooked with bungee cord.
Fits a Land Rover series 2a 109.
Calgary Alberta

Contact Murray Lynn via Facebook



1962 Land Rover series 2a, Toronto, Ont, CA\$23,000
(Price drop)

Beautiful 1962 Land Rover Series 2a. Your summer adventure truck. - Orginal paint colour. Nice patina. - 88" wheel base.

- Drives and runs perfectly. - 4 speed - re-done engine head - desireable gas engine, not diesel. - lots of extras (Manuel, handbook, extra parts, etc) - spare wheel included.

- all papers and documentation of the vehicle history Perfect car for a real Land Rover lover. So many smiles and waves while driving this. Doesn't need anything. Good to go. I drive this around my neighborhood daily.

Contact Nikki Ross via Facebook



1967 Land Rover p5 series 3, Nanaimo, BC, CA\$13,995

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.

Contact Paul M White via Facebook



Vintage Early Series Land Rover Driver's Side Front Fender, Gardnerville, Nevada, \$375

New old stock driver's side front fender for vintage early Series Land Rover. Never mounted. 46" L

Contact Mark Rauber via Facebook



Land rover defender series 3 grill and headlamp surround, Surry, BC, CA\$80

From my 2001 defender. Td5 These were installed about 5 years ago. Subsequently install restomod parts and now have these in very good condition. Also have an owner's manual for the td5. Also rear fender black steel plates

Contact Christian Dubois via Facebook



1979 Land Rover series iii, Elkin, West Virginia, \$25,000

Offered here is a rare 1979 left hand drive British Land Rover Series III, 6 cylinder (gasoline). The vehicle is rust free and in good working order. Starts right up every time. Equipped with a Fairey overdrive. Licensed in WV with clear WV title in my name. The 109" wheelbase Land Rover is an iconic vehicle across the globe. This stunning example is a real head-turner. It was imported from Hungary and was registered with the Federation Internationale Des Véhicules Anciens in Europe. If this post is up, it is available, no need to ask. Not interested in trade. Thanks for looking.

Contact Robert West via Facebook



1973 Land Rover Irl3, Pontiac, Illinois, \$7,500

American Pickers Dream Come True.

The Classic Series III Land Rover has been owned since 1991 and is ready for restoration. It has always been stored inside. It ran last year but seems to currently lack normal power. The main fuel tank leaks, but the auxiliary fuel tank is good. The frame has the usual corrosion. Odometer shows 83,742 miles. Comes with parts and complete original service manual as shown in the photo. Here is your chance to start your four-wheeling adventure.

Contact Barbara Allison via Facebook



1958 Land Rover series iia positive earth, New Market, Tennessee, \$6,000 (price drop)

Driven 100,000 miles

Restoration started. Lots of extra parts and new parts. We also have parts for 1970 series IIA.

Contact Janice Lee via Facebook



1970 Land Rover discovery First Edition Sport Utility 4D, Wichita, Kansas, \$650

Homemade land Rover/jeep kids love it makes great seating during a BBQ or great yard art

Contact Larry Hayes Jr. via Facebook



1965 Land Rover 88 series 2a, Sioux Falle, South Dakota, \$34,500

Highlights include: 1965 LAND ROVER SERIES 2A FULLY RESTORED IN 2017 INCLUDING 4 CYLINDER 2286 CC ENGINE, STEAMED & REPAINTED, MANUAL TRANSMISSION, NEW RICHARDS GALVANIZED STEEL CHASSIS, FOUR-WHEEL FORBYM BROS. DISC BRAKE CONVERSION, ALL BODY PARTS SODA OR SANDBLASTED & ETCH PRIMED, NEW GLASURIT PAINT IN FACTORY MAINE BLUE W/ WHITE TOP, ALL NEW RIVETS INSTALLED AFTER PAINTING, NEW ELECTRICAL HARDNESS, (more...)

Contact James Krueger via Facebook



1971 Land Rover 1r3, Olympia, Washington, \$118,000

971 Land-Rover Long Deluxe Safari Station Wagon. 12-passenger model. Showing 14,000 documented miles since new. Quite possibly the most exceptional Series IIA 109 available anywhere today. Extensively accessorized with recently-fitted equipment, all professionally installed by the winner of 60 international restoration prizes. ** These items were either factory fitted or are characteristic of vehicles similarly specified. 1. Dual anti-sway bars, front and rear ** 2. 3/4 -ton/1-ton chassis with raised military spring shackles, fitted to 1-ton positions, giving a taller stance ** 3. SALISBURY extreme-duty military rear axle with approximately 5,000 miles since new (more ...)

Contact Charles Kellogg via Facebook



Land Rover Series 1, 2, 3 PTO, colorado Springs, \$1,900

Complete PTO setup for Land Rover Series 88" SWB. Center, Selector, Rear PTO and Driveshaft. Great condition.

Contact Erik Leu via Facebook.



Vintage Koenig PTO Winch for Series Land Rover, Portland, Org, \$750

Vintage Koenig PTO winch. Includes PTO drive for Land Rover Series Gearbox. The Fair-lead is non original. The unit was gone through 15 years ago. The worm and gears looked good (no use since then) and the Spicer U-joints, carrier bearing driveshaft and slip joint were new at the time. I would consider shipping at buyers expense.

Contact Robert Haserot via Facebook



Landrover series rear PTO unit, Worthing England, £1,450

Landrover PTO unit for series 1.2.3 swb complete never fitted £1450 Worthing West Sussex

Contact Paul Austen via Facebook



1969 Land Rover iia, Everett, Washington, \$19,999

For Sale by dealer! Ask for Trevor

This 1969 Land Rover Series IIA is a true classic, perfect for vintage car enthusiasts and off-road adventurers alike. With its timeless design and impressive durability, this vehicle stands out on the road and off the beaten path. Whether you're a collector or someone who appreciates the charm of a bygone era, this Land Rover offers a unique driving experience that modern vehicles simply can't match.

Contact Trevor Leonard via Facebook



Heater core and 2 blowers for Series Land Rover, Biddeford, Maine, \$15

These came with a Land Rover that I no longer own. The core was tested by a radiator shop a couple of years ago. It is good. I don't know if the blowers operate.

Contact Charles Melton via Facebook



1961 Land Rover 88 parts truck, Oro-Medonte, Ont CA\$1,200

1961 Land Rover 88 parts truck. Rotten frame, has locking hubs, complete except tailgate. Motor is no good but complete. No vin or ownership. Parts only. Not parting out yet.

\$1200.00 cash and pickup only. Will not do e-transfer nor ship and deliver it to you.

Contact Saritta Young via Facebook



1961 Land Rover defender Hard Top Sport Utility 2D, Coeur d'Alene, Idaho, \$18,000

1961 Land Rover Santana edition from Costa Rica. Good running 80s Buick V-6, turbo 350 trans., jeep front and rear axels. VW Jetta leather bucket seats w/ harness, plus brand new from England , whole set of front and rear seats (3 piece front and two fold down for rears.) Comes with a lot of survival stuff. Fun

Contact Gary Kender via Facebook



1986 Land Rover Santana, Fairfield, Illinois - \$15,500

Imported from Spain about 3 years ago. 4x4, I purchased a few months ago and should have title from State of Illinois in a week or so. In-line 4 cylinder (2.25 lt), runs great. Has a little decay around bottom of windshield and driver's floorboard. Has a small dent on bottom of back driver side wheel well. Top end about 50 mph. Selling due to too many other projects, but really cool ride in running condition. I would compare it to a Scout as opposed to a Jeep. \$15.5k obo, make an offer, all I can say is no, or SOLD!

Carbondale Craigslist advert no 7766805034



Land Rover Manuals, Prince Edward County, Ontario, \$20

As described

Kijiji advert no 1698058258



1965 Land Rover series ii, Birmingham, Alabama, \$6,000

1965 Land Rover Series II with Chrysler Slant 6 engine and automatic conversion. Hard and Soft top/ frame from Rovers North. Hard top has custom roof rack. New door windows and rear tailgate also from Rovers North. 5 new wheels and tires. Clean Title

Contact Simms Berdy via Facebook

The MARTIN WALTER DORMOBILE CARAVAN

As approved by the Rover Co., Ltd.

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The cleverly designed and fully patented features of the DORMOBILE Caravan have already been fully tested and proved in the hands of many thousands of users, at home and overseas. Their application to the long Land Rover Station Wagon result in a vehicle of unparalleled versatility and toughness, specially adapted for comfortable touring for four adults in any part of the world.

The added advantage of provision for sleeping, cooking, washing, meals, water supply, and storage accommodation for clothing and bedding, render it completely independent of fixed routes or locations.



The DORMOBILE Caravan Conversion of the long Land Rover Station Wagon is designed in complete accord with the rugged, go anywhere, character of this famous vehicle.

All interior fittings are constructed in stove enamelled steel.

The patent DORMOBILE roof panel is formed in strong but light fibreglass, resistant to corrosion of all kinds, with the canopy portion in special double coated P.V.C. material, proved storm and weatherproof, and non-rotting, in actual use under all conditions.



The compact units of the Caravan fittings are located in the rear of the vehicle, rendering access to the seats or beds easy and convenient.

When two persons only are carried, the two rear seats may be folded close to the body sides, leaving additional clear, unobstructed floor space available for extra baggage or equipment.

With the roof in the raised position, full headroom is provided in the interior of the vehicle, giving maximum air space and ventilation.

The Land Rover DORMOBILE Caravan will have special appeal to long distance travellers, expeditions, surveyors, contractors, game wardens, civil engineers, archaeologists, geologists, Government and military services, and a host of other users at home and overseas.

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The world's most versatile vehicle