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Greetings,

Well, first things first. Sixty pages last month, and that was culling a few pages out of the for sale section, least the issue hit sixty four pages. This month is looking like a repeat ... As much as McD would be shocked to hear this, I am trying to keep these issues down to 56 pages, noting the first seven years of this journal never totalled over 48 pages in a calendar year.

The event of the month was the annual Birthday Party, this year in August, which took place about a dozen or so miles to the northeast of the old sites(s) near Silver Lake. The camping was far more civilised than the previous two plus decades, with showers, porcelain, and even a pool to distract. If random weather events can make for a hot Birthday Party, Silver Lake or a pool can certainly take away from a recently mown field with few facilities.

The event went of very well, a credit to the efforts of Kevin, Terry, Ryan, Lewis and Dave,, our fearless executive team. Unfortunately, timing was such that several other events up in the Calabogie area to the north precluded the use of those trails as there were hundreds of trucks, motor bikes and bicycles off on those trails.

Looking to the events pages within, September brings a few events. Two large static British car shows do not conflict this year for those in Ottawa wondering whether to head east (Stowe) or west (Oakville). One can take on both of them if on so wishes.

However, in this month's issue we have:

- OVLR News - As well, a selection of news items submitted by various people, some progress on local projects, or culled from various sources, as well as some upcoming local events; Terry King writes on the Birthday Party, an eight page spread of commentary and photos.
- Some OVLR housekeeping, a brief list of local events and such.
- Steve Owen writes on the Yellowstone Trail, a proposed drive from Oshkosh to the Pacific next year;
- Currently available event information: known events from fellow ANARC member clubs, with a page on the joint ANARC-Gulf Coast event in October;
- In General Servicing Naji Mhanna writes on adding breather tubes to his Discovery and Greg Fitzgerald on Joey Smallwood's Series II travelling about Newfoundland;
- Dixon writes on Sean the Land-Rover, an interesting Land-Rover at the British Motor Museum;
- James Taylor writes on the introduction of the Stage One, V8 powered Land Rover;
- David Place writes a brief summery of the Land Rover Association of Manitoba; and
- A few pages comprising the latest collection of Series Land-Rovers known to be for sale in North America.

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

Dixon

*Below, something different. An advertisement that I came across. From 1954, this Rootes advert shows the various Rootes marques that they were carrying, as well as the Rover and Land-Rover marques. Of particular interest is the drawing is of the Rootes plant in Scarborough, Ontario, now part of Toronto. At the time of construction, it had a rail spur line and was actually designed and built as a CKD facility, as Canadian content rules of the day were going to require foreign cars to be assembled in Canada (another known plant was Austin's CKD plant, which was closer to Hamilton). For some undocumented, or at least none that has been found as of yet, reason Canada decided to drop the Canadian content rules just before they were to come into play. It would have been interesting to see what CKD production of Land-Rovers would have generated with local production and more than just headlamps being sourced locally.*



Rootes plant in Scarboro, with depots in Montreal and Vancouver, makes genuine factory-approved parts easily and quickly obtainable anywhere in Canada. Give your customer the satisfaction of knowing you can supply him with the right parts—made and designed specially for his vehicle.

Order genuine parts from the Rootes Distributor nearest you.

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

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## General Information

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

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

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

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

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

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

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

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

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

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



A recap of the Misfits& Rover bits weekend for all in Winter Romp land who couldn't attend...

Excitement of the upcoming event took a drastic turn with the sudden passing of everyone's friend Dave Sweetapple... Not sure any one person can aptly describe Dave, he was a friend of all within the Skateboard, Alt. Music, Land Rover world

and beyond.

How one person could touch and effect millions of people around the globe is perplexing... Dave, "proud to have known you ... my life has been enriched by your positivity".

Kudos to the Vallerand family, Sharmane, Vince and John for the quick turn around,

transforming the event into a fitting send off for Dave. Shout out to Bill Nickson for providing the pirogue and everyone who contributed and attended this past weekend. Robin, positive I can speak for all of us that we will have you in our thoughts for a long time to come... Dave, Godspeed. Bruce Fowler  
Photos - Vermont Rovers, Greg Brown,, Terry Jackson, Ryan Swett







An update from Will Hauser about a new project arising. Readers from last month would have noticed the demise of Blue, Will Hauser's Series II 88" station wagon that succumbed to a rather large chestnut tree than came down onto the garage, compressing said garage until the 88 took up the compressive load, bending the chassis in the process.

Well, all is not lost as well prior to this, Will's desire for a Series One had him hunting the for sale section in this newsletter, eventually finding a Series One 109 pick up in Canada and arranging for its purchase and transportation to New Jersey.

This was a rather long process, actually in progress for upwards of a year. But, patience has its virtues. The vehicle has now arrived and is in the barn awaiting a deconstructive assessment and rejuvenation programme.

As the photos begin to show, the doors, rear box and pick-up cab were the first items to leave. Quickly accomplished, things got slightly more ambitious. Next up were the wings and a lesson on why the captive nuts inside the door posts seems like a good idea until someone does not use anti-seize and you now have more significant challenges. This is why they

changed to the clips early on in the Series II.

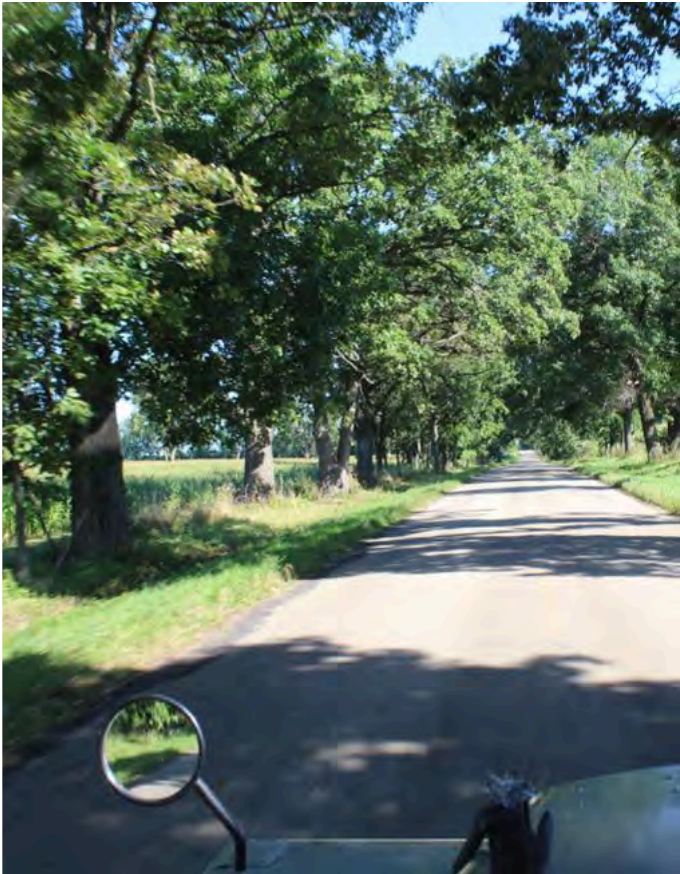
Will is making a list, assessing which parts are naughty or nice. Like many a Series One in North America, they started to deviate from original fairly quickly given their someone orphan nature. Not a product of Rootes, and in 1958, when the concession ended. Rootes was not longer interested and Rover really didn't know what they were, now supplying the II

As trivia, the chassis number is on the left, rear spring mount where it wraps on the chassis rail.





What happened? Bill Fishel & Debbie once carried a humble tent in the back of the Series III as he motored hither and thither, but now? After taking a ride in Kevin Newell's 110 last year? Glamping... His own 110... He is transitioning ...



A fine day of Motoring, even if TCM was not feeling well. In conjunction with P & B Motorsports and the Fox Cities British Car Club, the Rover was entered into a Road Rallye and mini private Car show. Beautiful setting and great people. Thanks to Kim Green for navigating TCM and its wayward driver around. Steve Owen



Getting somewhere with electrics, have two lights on. Surprisingly considering the key isn't even in (Chris Scott)





Nick and John Green's Series Ones at rest after the Birthday Party



A view from the inside (Bill Cooper)



Brett Storey writes - When I was about 11 years old a friend of the family took me fishing near Sand Lake, north of Huntsville on a lake down this old logging road where he had his canoe stashed. Then a couple years later, while staying a

a cottage near by, my buddy Geoff Wright and I went backpacking for a couple days along this same logging road. I think we were about 14 and even then we were both a little Land Rover crazy. While hiking along as the trail got



rougher and rougher, we thought this would be the perfect road to drive our some day Rovers down. Well, it only took 50 years but I finally did it.





# ABOVE AND BEYOND

Lifhack

*Phil*

Congratulation! A lot of tools and spare parts on board, but we simply run out of petrol....

Sorry, there was still enough petrol on the display of the new digital fuel sensor.



I told you: All this electronic stuff is total shit! Also no phone network for a call! How perfect!

Stay calm! The next petrol station is just 5 miles ahead and I have my second spare wheel.



A second spare wheel?! Nice!  
How usefull now..... OHHHH!!!!  
A MONO-WHEEL!!!

You see, a sensible use of electronic equipment makes sense. I'll be back!





## Birthday Party Volunteers and Sponsors:

Something like the Birthday Party doesn't happen on its own, and the aim is to try and keep costs under control. So, the Club relies heavily on volunteers to make it happen. With apologies for names missed, here is a list of the BP 2024 Volunteers

For the setting up of the trailer and the awnings, we had help from Jerry D. and McD to go along with Dave P., Dave W., KN and me. Dave W had hauled the trailer from Carp. I think Clive S. and Lewis P. arrived in time to help around 5:00pm. Jerry and I started my pegging an area for the trailer under the big tree and we also put protective tape around the canes that the campsite had placed around their septic.

KN made dinner for us all including pretty much everyone that was there.

Friday after lunch, DP, Lewis, DW and I drove to the RTV site and spent two hours planning the route, setting up canes and running it with each of the 3 categories represented. Dave set up the coffee maker on the trailer

Friday night so that it be ready for the next morning. Breakfast on Saturday was cooked and served by Jerry, McD, Andrew F., Andrew J. and Michael Curtis. Ian, Peter A. and I managed to get the coffee turned on by 6:00 am as it takes an hour to perc.

KN and DP handled the registration and gift bags.

After breakfast the cleanup was handled by Bill F. and me as we enjoyed the peace and quiet 😊

The rest of Saturday was pretty much off roading and the catered dinner, followed by a huge campfire which had a ton of firewood supplied by Nick and John Green.

Sunday, we had the same crew making breakfast with AJ absent but Roy P. was pressed into service in his place. I am not certain who did the cleanup, but it was likely the usual suspects.

For the auction, I know several of the names of people who graciously donated items; Shore Automotive, Atlantic British, Scott Wickham made the knife from LT Wright

Handcrafted Knives, John and Nick Green, Toze da Silva, Dave Pell, Kevin Newell, Robin Craig, Andrew Jones., Lewis, Clive, Tim and Myriam, myself and others.

For the RTV we had the same 4 who set it up as marshals, and Roy added another pair of eyes to help out.

Sunday teardown was an amazing effort by just about everyone who was still there. It went very well, and I know Toze helped, and Mark G. and Clive S. lifted the centre poles which takes a tall person to manage. Bill F. Annie, Myriam and Francois all lent a hand, as did Patrick and Kim. The Ratcliffe crew all pitched in as well. I know I am missing some names, sorry about that.

Dave W. also towed the trailer back to Carp.

Thanks everyone for their efforts.  
TK



## ABOVE AND BEYOND

The new offroad generation





## 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.

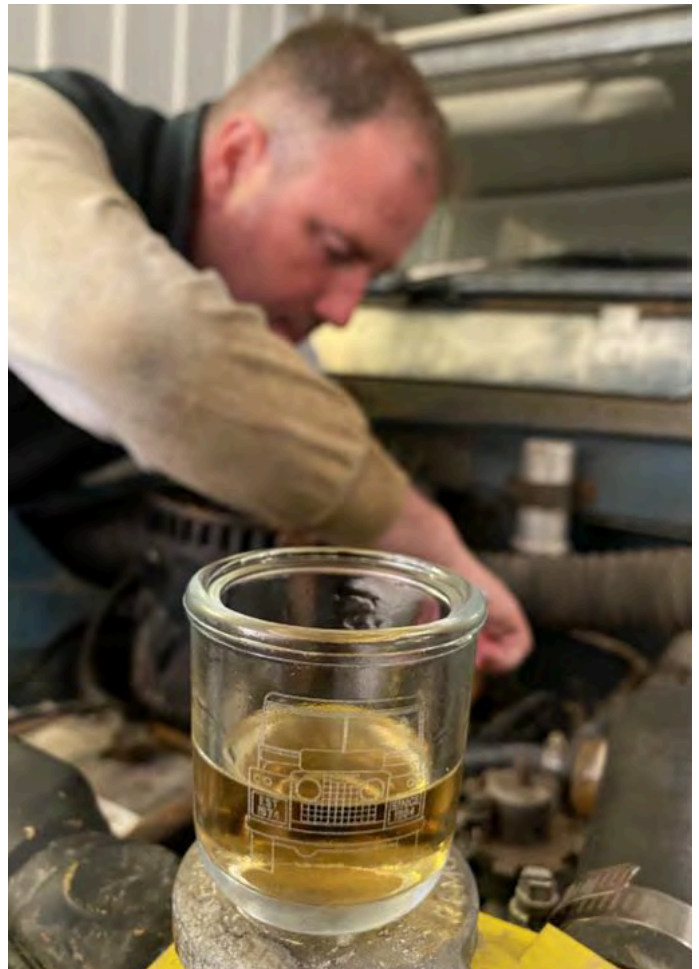
There is a better way...

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 know OVLR logo etched on the surface.

Cost is \$20.

Available from [Kevin.Newellandscott@me.com](mailto:Kevin.Newellandscott@me.com)







## OVLR 2024 Birthday Party – Aug (22) and 23-25

Author: T. King

Photos: Ian Aldous, Andrew Jones, Naji Mhanna, Roy Parsons

After a year of planning and listening to the members, the Exec decided on a new venue and date for the 2024 Birthday Party. Paul's Creek Camping in McDonald's Corners was chosen for its spacious campground, its restaurant and catering ability, its facilities, and its proximity to several of the trails we have come to know and love. In addition, the date was moved to late August which avoids the oppressive heat (on paper), the brutal bugs, and the school season.

The intrepid leaders took the day off on the Thursday to head up, scout the site and plant the Albatross, aka the club trailer. Dave Westhaver kindly offered to bring the trailer up from Carp.

The weather was clear and warm with a breeze just after 1pm. We settled in, set up the registration table, planted the trailer and took the rest of the day off. Chef Kevin served dinner to those in attendance.

The first offroad was the Dowell's and Charlie Speedie Jr. who offered to check out the Bolton Creek trail from the north as we had not yet driven it this year. Ryan C. had checked out the south entrance a few weeks back. It turned out that there were no trees down and the water was under two feet deep, so all was well.

People arrived throughout the day and picked out their camping spot. The crowd had a mix of tents, trailers, roof top tents and people sleeping in their vehicles.

About 8 of us set up the trailer and the awnings before it got too hot and humid, which it did.

I for one went for a swim in the early afternoon and the pool was refreshing. Naji was in there a few times over the weekend as well. Along with several others off and on we made the most of it.

In the afternoon, Dave P., Dave W., Lewis P. and I went out to devise and setup the RTV site. What we lacked in experience we made up for in enthusiasm and ideas. (I think so anyway 12). We took 2 hours of testing the route and planting the cones. It was time for a libation after that.









After another dinner served by Kevin to a group that had doubled, we had a campfire and a sit-down evening. The exception to this was Charlie S. and Chris D. who headed out to run Bolton in the dark. It was great to see them do that. Apparently, they returned sometime after bedtime 12

People had come in from several places and distances, but most noteworthy was Bill Fishel and his wife Debbie M. all the way from Ohio in their new to them Defender 110, which they had bought in Canada the week before and had already driven back to Ohio before returning this weekend for the BP.

Saturday morning saw an early breakfast, coffee was ready by 7 thanks to a few early birds who set up the new coffee maker at 6am. The now usual egg and ham and choice of cheese on English muffins started coming off the grill at 8am to the delight of the growing crowd.

After breakfast there was an impromptu

sharing of info on how to load the top maps and the trail overlays in gpx format onto the members' phones or other devices. Several applications, e.g. Avenza, GAIA, or OSM handle these very well. The campsite has WIFI which works quite well near the office and where we set up the trailer and club structures. Francois J. had suggested this idea, which was well received.

At 9'ish Kevin lead the drivers meeting, first going over the Club's rules and guidelines for off roading, all of which has now been documented by Dave W. Once the guidelines will be sent out (again) to club members. Dave P. then described the trails that we had planned, Dodd's Lake, Bolton Creek, Lavant Mountain with a few options, and the K&P alternate to Hwy 509 to reach many of these trails.. There had been discussion on some of the Calabogie trails, but this weekend there were at least three events going on, involving several hundred trucks.

Dave took a poll of who wanted to tackle

which trail, bearing in mind the difficulty and distance, and assigned trail leaders to each group.

By 10:15 or so, the groups headed out, whether for 2 hours or so, or perhaps until dinner.

Dave P. lead the group to Bolton consisting of Nick and John Green in their 2 Series Ones, Michael Curtis, Steve Webster, Ian Aldos, Clive Sheperd and KN.

There are several photos of each of the trail runs with this article.

The first group to tackle Lavant encountered some grief when Karsten S's Disco struck a rock and bent the trailing arm quite badly. (See photos). Off came the wheel and it was decided that a spare from another member was the best fit, because with the bend, the original tire would rub. In the group were Jerry D., Chris D., McD, Andrew F., Patrick F., Denis J., Tim S. and Myriam, as well as Karsten.,









In the interim, about 8 of us had lunch at the diner and it was great.

The Lavant repair took enough time that the second group who was preparing to go to Lavant after lunch did an about face on 509 and went south to Dodds Lake. On that ride were, Dave P. Clive, Steve, Ian, Michael, Nick and John Green. (See photos).

The Lavant group arrived back at camp in late afternoon with the damaged Disco running under its own steam. The Dodds Lake group however were enjoying the trip so much that they got back just in time for the catered dinner. Dinner was excellent, prepared by the camp's chefs and served promptly at 6pm: chicken, sliced beef, baked potatoes, vegetables, salad and a variety of home baked cakes and pies and coffee for dessert.

Most people gathered around a big campfire after dinner, but again, there was a

late night run off road into the darkness to tackle Bolton Creek again. I am told they returned sometime between the crickets and the coyotes and the rooster across the road.

Sometime later the fire died out as did the circle of friends.

Sunday morning (5:30am for me) then breakfast was a repeat of Saturday with lots of coffee and plenty of breakfast sandwiches. Everyone had finished up by 8:30 so we announced the RTV would start at 9:15. Breakfast crew was Jerry D. Andrew J. and Andrew F. on Saturday and Roy P. pressed into service Sunday. McD may have slung a few eggs as well.

With the RTV course in mind, we divided the action into three groups, SWB, LWB and auto box. Everyone had to run the same trail, but leeway was given to the LWB and

large trucks on the "shunts", but they had to call them when they needed one. We just kept track of how many each driver took and used it as the tie breaker.

The course was set up with a twist, each truck was given a coffee cup 90% full of water with graduating lines showing the level, and they had to run the whole course with it and show the remaining amount at the end. Each level meant another point.

The course itself had a neat start devised by the two Daves. Halfway up a steep incline the driver had to come to a full stop, then restart up the hill. Their rollback was measured, again for 0-3 demerits to be included in their total.

Up the hill the course was a series of mostly left turns, off camber and in a treed area, with canes marking the route. Hit a cone, add a demerit. Shunt and add 1 to your









score. At the end, the water level was checked and the score adjusted accordingly. 10 intrepid drivers and 8 co-drivers tackled the RTV.

The results were: Chris D. first in the SWB, Derek Shulze in second, Mark Gilchrist first in the LWB, Nick Green in second, Ian Aldus in third and Naji M. first in the auto box, with Charlie Sr. in second.

Some of the drivers did zero rollback on the hill, several hit no canes, and several teams spilled little to no water! We considered putting a pin hole in some of the cups but decided against it 12

At 10:30 we all went back to the trailer for the auction which started at 10:50 precisely. Lewis did the auctioneering, even though he had a cracked ankle bone which was diagnosed the next day. He did a great job, and everything was sold.

Immediately after the auction, Dave set up his payment table and the rest of us tackled the awnings. I credit Annie with starting it off by asking "do we start here? And she was right, then Wendy R. was right there saying what is next? It took almost no time for the gang of a dozen or so to dismantle the awnings, one at a time, and prepare the loading of the trailer.

With Dave back from the accounting it went quickly and in half an hour we were packed up and ready to roll once our own campsite was put away.

With that and with a nod to Stephen Leacock, "we rode madly off in all directions"  
TK

Separately, here is a brief summary of the Birthday Party Financials from Dave Pell:

I'm pleased to report that in addition to being a social success (based on the feedback we've received so far) that the event was also a financial success. We had 45 members and guests attend for a revenue of \$4,475.00, our total expense consisting primarily Lodging of 99 person nights over the three days (at 15 \$+hst per) and food totalling \$3,934.29 giving us a small profit of \$540.71.

The auction was very successful with 21 members reaching into their pockets to bid \$2,447 when we subtract the Fed ex fees (\$240.13) etc. from the generous donation from Rovers North the auction netted the club \$2,206.87.







## Ottawa Valley Land Rover's Upcoming Events!



Hey, Rover Family!

**September 20st - 22nd : 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.

You are invited to a fall off-road event hosted by OVLR and with LRAA as co-host. We will be at the former BP site in Calabogie, Black Donald Lake, likely late on Sep 20 but certainly in the morning of Sep 21.

- Bring your tents and chairs and food and drinks for the weekend as nothing will be catered.
- There is a shower and a bathroom onsite.
- We have several trails mapped out of varying toughness, but WE ARE NOT

DOING the QUINN.

- Registration will be done at the site but think just camping fees for the nights you plan to stay, please plan for \$30 for two nights camping.
- RSVP ASAP to this email to help us reserve the sites. Terrycking@gmail.com
- 

There will be a campfire, and an evening get together around the campfire in a can. You can pay once on site. Please let us know if you plan attend. Cheers, see you there

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:

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



## ABOVE AND BEYOND

My Premium Metallic color!

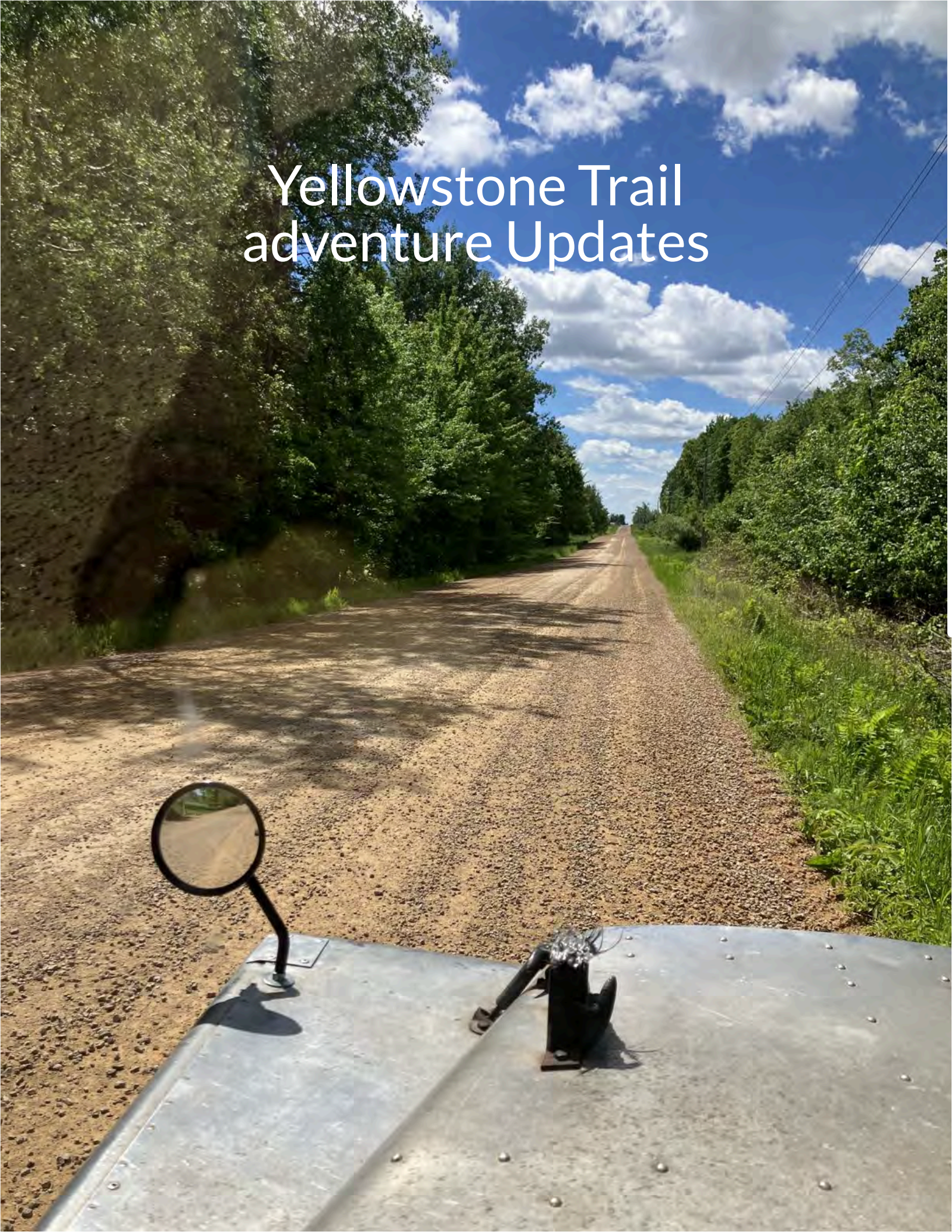








# Yellowstone Trail adventure Updates







*So this past June I managed 425 miles of driving, most of which was on the Yellowstone Trail.*

So here goes the story.

The United States is blessed with a great network of interstate highways (aka motorways) which you can motor along at 70-80mph covering vast distances in no time at all. But in the early days of the horseless carriage, roads hardly existed, most being dirt tracks, which turn into muddy impassable tracks in rain and snow. They were also not numbered as they are today (fact the State of Wisconsin was the 1st state to number its main routes) and maps were rarely available.

In 1912 a group of South Dakota businessmen got together and formed the Yellowstone Trail Association, their aim to link towns and cities together with "A good road". By 1914 they had linked Seattle Washington eastward to Plymouth Massachusetts. They had maps printed<sup>1</sup>.

This is the story of my trip on some of the sections of the Yellowstone Trail (YT) through Wisconsin from Oshkosh to Altoona and the meeting with the authors of the book on the trail. It was a slow back road trip.

The YT runs one city block from my house through Oshkosh and this was my starting point. Travelling north on what is now WI Hwy 76, the route is marked by, you guessed it, yellow stones and historical Yellow Road signs. It then turns west following WI Hwy

<sup>1</sup>More info can be found at - <http://www.yellowstonetrail.org/>







96. These are modern roads, but little travelled and no issue of my 80" cruising along at 40mph. The route goes through all the small towns along the way, now bypassed with the modern high speed highways. These downtown areas have been lovingly restored with many fine old buildings, hotels and small Opera Houses. I stopped at each town to savour

the views and atmosphere of a time when travel was measured days not hours between points.

Another feature that soon became apparent along the YT is that it for the most part it follows the railroad. This being the most level route between places. I did get stopped at a few railroad crossings along

the way as the trains rumbled by.

After a few hours of travel it was time for lunch, I happened upon a small family run Cafe called the Bunny Hops, only five tables. A very tasty cooked to order bacon cheese burger and chips ( french fries) were the order of the day. This is one of my favourite parts of these long distance



Defining success. The Steven's Point Brewery along with a very pleased looking Penguin navigator





The Bunny Hop Cafe in Junction City Wisconsin

motorings, finding these small local places, be they cafes or pubs. The further west I drove and away from the bigger cities the route turned to less travelled gravel roads, and it being dry, I generated a lot of dust, which I can confirm got everywhere in the Rover and my body. I was covered in a fine layer by the end of the day. Finally after 200 miles of motoring I arrived at my campsite for the next 2 nights.

Ridge, who have authored a great tome of a book on the YT. After a well earned shower and a good night's sleep under the stars (and rain), I went to meet Alice & John. They were most cordial hosts, taking time away from visiting family to answer my many questions about the trail, especially out west and the mountain passes. They looked over the Land-Rover and it met their approval as a great vehicle to tackle the YT.

of the YT as possible. It did change directions over the years and so a slightly different route was taken on the way back. A good tail wind on the way back pushed my MPG to 19US (23UK mpg) Total distance driven 425 miles (or 684 kilometres)

A great weekend of motoring and more roads to be explored await.  
Steve

The plan was to visit with Alice & John

One more night under canvas and the return trip began, again following as much



A former mode of trans-continental travel



A plain yellow marker in Owen Wisconsin



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



## 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 33<sup>rd</sup> British Invasion

Date: September 20-22nd

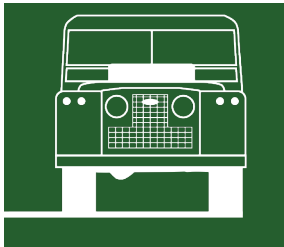
Location: Stowe Vermont

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)



## 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.



## 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





### Land Rovers and Covered Bridges Tour of Northeastern Ohio

October 4th

Bring your Land Rover and tour the picturesque countryside of Ashtabula County, Ohio, home to 19 covered bridges including the shortest and longest in the US. We'll take time to enjoy the autumn air and colors with stops at some of the bridges to sightsee. Plan to stop at Brant's

Apple Orchard for cider. Wineries can also be found along the way. Stay tuned for more details. As the date approaches, an itinerary will be provided to those attending!

This is the perfect outing for your stock rover, your classic rover, or your beautiful modern rover that you don't want to take offroad!

*Info - Contact Don Harvey via Facebook*



### Uwharrie Rover Expedition

October 18-20th

Dear friends,

It is almost that time again... time to go back to Uwharrie for our 20th annual URE! (Uwharrie Rover Expedition!). In the coming weeks you will get another note with more details about the event and a link to register. The URE! will be held at the

Badin Lake Group Camp Ground in the Uwharrie National Forest located in Central North Carolina October 18-20, 2024. We certainly hope that you find the time to join us. We will also be updating our facebook page as well as more information becomes available.

Best regards,

-The Old North State



### 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.

## 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 Next is August 27th at 6pm

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



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 <https://www.anarc.club/gar-romp>

#### Driver & Truck

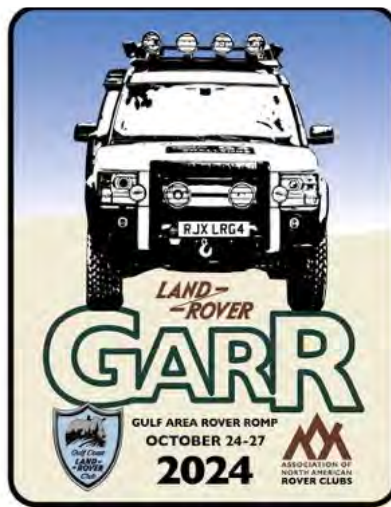
- Registration for a licensed driver.-- Access to all Gulf Area Rover Rally (GARR) activities.  
Weekend pass to Grand River Motorsports
  - Meal ticket for the Saturday night dinner.
  - Event t-shirt.
  - ID badge and Rally vehicle markings.
  - Primitive camping.

#### 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



#### ACCOMMODATIONS

Accommodations are available locally. Further information on the Web Site

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 24<sup>th</sup>

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

##### Friday, October 25<sup>th</sup>

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

##### Saturday, October 26<sup>th</sup>

- 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 27<sup>th</sup>

- 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

The Retreat RV & Campground  
24500 Linholm Rd,  
& the  
Grand River Motorsports  
Park  
25726 Co Rd 87,  
Robertsdale, Alabama

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](mailto: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 3<sup>rd</sup>

- Rover & Driver -- First 80 - \$175
- Passenger -- Early Registration - \$50
- Child Registration - \$25

##### After September 3<sup>rd</sup>

- Rover & Driver - \$200
- Passenger - \$75
- Additional Rover - \$100

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

[charlesgclrc@gmail.com](mailto:charlesgclrc@gmail.com)



A note from the Maine WinterRomp Facebook group from August. - "Very sad to advise Dave Sweetapple of Brattleboro VT passed away very unexpectedly a few days ago. He was an incredibly generous, welcoming, warm and enthusiastic "Rover guy." He was the person behind Vermont Rovers and Roversmag on Instagram, and was a regular contributor to the Rovers North magazine/catalog.

More importantly was his enthusiasm. As we started spending more time in Vermont, he connected me to the Rover community here and in fact told me about the Carbey Motors '59 SII I bought that had been languishing in a barn for several years (the same Rover Jeff Briggs rescued from Clayton Kirkwood's, went thru Ike's hands and ended up here in VT).

Dave was the energy and organization behind a few Mendo-style events here-- Metal Dash Weekend, Grafton Weenie Roast and the Maine Misfits and Rover Bits among others. Incredibly welcoming to all."

Dave was a regular at the WinterRomp



Time is ripe to revisit work weekends...

Priority list at the moment consists of:  
Firewood (2+ cords) clear for more parking on the ridge and cutting back trails.  
..

If a group wants to come for a whole weekend, camping up on the ridge or grab a room at the Waterville Grand at the romp rate.

Overnight weekends will include Saturday evening meal on the ridge and streamed concert.

Weekend's when Bruce Fowler available:

- 21-22 September,
- 5-6 and the 19-20 October, and
- 2-3 November.

Chris Browne will putting up a work weekend poll shortly...

Photo below, The 2025 Romp Disco acclimating to the





# Non-OVLR News



## CentreSteer #137 – Bob Steele

Bob Steele is our guest this month. Bob has a unique story for how he joined the Land Rover community. He's owned nearly every model there is, and is the driving force behind ANARC and the Diamond Jubilee celebration last year. Bob shares his origin story and how ANARC brings the Land Rover community together in North America.

Charles Bell joins us to preview the Gulf Area Rover Romp (GARR). Registration is now open. Visit the GARR event page on [ANARC.club](http://ANARC.club) for details.

In The News: JLR has the best Q1 ever, fresh insight to the House of Brands strategy, no more steelies and Scotland has a Defender hearse. The CentreSteer podcast is a podcast by, for and about Land Rovers owners. Now in our tenth year, it is the first Land Rover community podcast. We post monthly episodes that are 1-2+ hours, covering an overview of Land Rover news, rally & events and interviews with guests. Guests are from the Land Rover, off-road and adventuring communities. The podcast is available on better podcasts apps as well as on the Centre Steer website.

The URL, if you are not subscribed, is [centresteer.com](http://centresteer.com)



COMING SOON TO SMETWORKS! Pre-Order Now! Gas Strut Conversion Kit for Series Land Rover Catflaps!

This kit is designed to replace the traditional metal rods with gas pressure dampers, eliminating the hassle of managing hanging rods when opening and closing the tailgate. The conversion allows the catflap to open effortlessly on its own, thanks to the gas pressure dampers. Additionally, the catflap can remain open while driving, providing convenience when

hauling long items!

The kit includes:

- 2 x Laser-cut and bevelled upper holders (galvanized)
- 2 x Laser-cut lower holders (galvanized)
- 2 x Gas pressure dampers
- 4 x Ball heads for the gas pressure dampers
- 4 x M6 bolts with nuts and washers for fastening the lower brackets

-



All brackets are hot-dip galvanized to ensure maximum corrosion resistance and durability. The kit fits Series 2/2a/3 Land Rovers that feature the Catflap rear upper tailgate.

For Land Rovers that previously had the metal stay brackets in place, no additional holes need to be drilled in the roof

Designed and Fabricated in Germany  
Price - €150 on the Smet Works website  
URL - <http://www.snetworks.com>

Something for the badge collector. An original Santana badge, still in its wrapping, available from Series Forever in Belgium. Fifty euros.

<http://www.SeriesForever.com>







Underpowered Hour is a weekly podcast of about 45 minutes.

Episode - they dive into their latest Land Rover adventures and projects. Jenna participates in the Nomad Rally, Stephen picks up Defenders in Vancouver, and they discuss Eastwood's restoration of the 'It's Always Sunny in Philadelphia' Range Rover.

Episode - welcome special guest Jeff Aronson to recount their experiences at the renowned Pebble Beach Concours d'Elegance. Join them as they delve into the standout moments, including the unexpected turnout of classic Land Rovers, adventures with the Queen's cars, and a deep dive into automotive history at Monterey Car Week.

Episode - featuring the best 15 off-roaders of all time, a joyous ride in the Queen's Land Rovers by Jenna and Liza, and some thrilling Rebelle Rally news. Steve Beres and Ike Goss banter about their love for all things Land Rover, while exploring Quartz Magazine's ultimate off-roader list.

Episode - Stephen Beres and Ike Goss dive into the latest Land Rover news, including the all-new Beach Break Defender and the reissued V8 Defenders from Land Rover Classics. They also discuss prepping for a White Rim trail trip in Moab, Utah, and highlight Jeff Bridges driving a Defender in the new FX series, 'The Old Man'.

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



A surprise on the podium at Pebble Beach today, 3rd place in post-war preservation. The Lee Expedition 109 is a custom factory built 1962 Land Rover Series IIA 109" from the Lee Collection, Sparks, Nevada.

In 1962 Robert Lee met with Sir William Lyons at the Rover Company in Solihull, England, with a special mission in mind: to build the ultimate safari wagon. Lee specified a diesel engine with three fuel tanks for an 800-mile range and reinforcement of the chassis, suspension, and shocks for rough terrain. At the

distributor in Angola, more modifications were made-special roof-hatches, additional luggage racks, storage for a table, jerry cans for fuel and water, a gas stove, a special winch system, and interior gun racks. From 1962 through 1965 Lee explored Angola, Mozambique, South Africa, and Namibia in his one-off safari wagon.

JLR North America and UK, Land Rover Classic did quite a job getting the Royal Land Rovers there. This was quite an impressive investment on their part.



An interesting replacement speedometer for the average, geriatric Series Land Rover. One that doesn't waste half the dial with speeds that could only be attained by driving off a cliff.

This speedo, from Speedhut.Com is actually GPS controlled, so you can also toss the speedometer cable and those three very annoying screws behind the parking brake drum that hold the far end of the cable into the transfer box. And accurate regardless of what tires you use.

2 3/8" in diameter, one would set you back US\$276.31



# General Servicing

## Fitting Axle Breather Lines By Naji Mhanna

Well if your diff is wet it does not mean it's the yolk seal. A long time ago Joseph Sfeir was installing my diff-lock and he mentioned that my diff breather was clogged and cleaned it for me.

So, after a hard life it clogged again. I removed both the front and the rear. The front was open but the rear not. Not only was the rear blocked, but the hose was also

closed and the banjo bolt and the banjo were one part.

So I ordered from Amazon some tubing : (ref: <https://a.co/d/6Pb2TzM>)

I then took a 1/8" drill bit and enlarged all the little hole. I even drilled an extra hole on the banjo bolt. I took a 3/16" drill bit and enlarged cleaned the bolt also . Reassembly

was quick and easy and I have one less problem and now I have higher diff breathers

Something that you too can do quickly one afternoon in the driveway, whether it is a pre-production 80 inch or a late model JLR product with a beam axle.







## Shaun the Sheep Land-Rover by Dixon Kenner

Every so often you comes across a vehicle that needs to be written about. And one where someone, like Michael Bishop, innocently asks you "So, can you tell me what Land Rover this is?" and you quickly take a look from afar, think this is really easy, despite the question itself being a warning, and get it all very very wrong...

So, to repeat that experience, Shaun the Sheep Land Rover can currently be found in the Collections Centre of the British Motor Museum, where all of the vehicles not on active display are stored, bumper to bumper, in neat rows together. Shaun is out where you come up to the second floor where the collection is arranged. From afar you think this is easy. Some sort of a Series II or IIA from a distance ...

Then you get closer you begin to notice things are not so straightforward:

- The vehicle has a definite waistline, as introduced in 1958 with the Series II.
- It also has the deep sills that are from the Series II or IIA. Easy peasy. But ...
- Six studded rims? Like on the 101
- Forward control, though here using spacers on the original axles
- Then you notice the bonnet is neither razor, deluxe, or dished, but flat and chopped at the front. The hinges are certainly not any Series, which means you now look at the bulkhead ...
- The bulkhead looks Series III or later with the raised pedestals for the windshield brackets, which itself happens to be an interesting, yet odd Defender-ish split windshield;
- The doors are using Series II/IIA hinges, the upper hingers being late IIA with the mount for the mirror.
- The front end, with both parking and signal lights has a definite Series IIA look to it, the rear turns out to be a rather modified Defender rear box.
- It is when you look inside that you do the double take, and see the unique 80 inch instrument panel, the pedals going

down through the floor, and the 80 inch steering column and wheel, with the later 86" through early IIA wiper motors and late Series I through IIA Tex-Magna turn indicator switch.

Finally, just for fun, when you get to the last photo (bottom right) and look at the chassis number (VIN) plate you see the prefix 36100551, which corresponds to a right hand drive, 1953 80 inch originally built in the late Summer, 1952 .

So, in the end, Shaun the Sheep is a 1953 80 inch, with a lot of latter body panels crafted onto him over the period of seven weeks in 2007 in the Solihull Engineering Tool room where all of the cut aways and very special project are done. A project that Roger Crathorne lead from when he was in PR, and well reflects the reality of Land Rovers working on farms. They are adapted and continue to work and do important things.

*Photos - Michael Bishop, Dixon Kenner*













**VB**







The first picture shows an early production Station Wagon in Inca Yellow with the Land Rover V8 side decals. It was taken at Eastnor, probably in winter 1978-1979.

## Rover V8 and Land Rover, the early years

By James Taylor

When the V8 was eventually prepared for Land Rover use, it was probably more because the old six-cylinder engine was about to cease production than because anybody particularly wanted a V8 model. The old Rover IOE six had been in production since 1948 and was now only being made for the Land Rover 109 as a 2.6, and that in fairly small quantities. It made good sense to clear the lines and use the space for something else, and to secure a few engines from the V8 production line to take up the slack.

### THE STAGE 1 V8 LAND ROVER

The first V8-engined prototypes were built well in advance of production, beginning in the middle of 1976. They were converted from existing Series III 109s by fitting Range Rover powertrains with the LT95 gearbox and permanent four-wheel drive, and they retained their original chassis numbers. Research (largely by Emrys Kirby) suggests that there were nine of them, and that they were followed by four production prototypes with special VINs in late 1977 and early 1978.

There is no doubt that the development engineers had some precedents to draw on. As early as 1966, the Rover Company of North America had dropped an Oldsmobile version of the Buick V8 into a Series IIA 88 to create the Golden Rod concept vehicle. They had shipped it across to Solihull in the hope that the company would recognise its merits and put an 88 V8 into production, but unfortunately Golden Rod arrived just as everybody was getting excited about putting the V8 into a new 100-inch Station Wagon – which eventually became the





Chance encounter: I caught RHP 175R in the grounds of Studley Castle in 1985, BMIHT were based there at the time, and had taken the vehicle on in 1980, painting it silver and adding their own logos. It has now been restored by Emrys Kirby.



The third production prototype was WRW 684S, and here it is in South Africa in 1978. It was probably left there after testing was completed. (Photo by Geof Miller)

Range Rover. So Golden Rod was largely ignored.

We also know that the engineers discussed the V8 installation with Bevan Fenner, the workshop chief of ULR Motors in Melbourne, Australia who had created a very successful 109 conversion using the Australian-built 4.4-litre version of the V8. Then there were several home-converted V8 triallers in Britain, although I doubt whether any of these were examined very seriously, if at all.

#### Into production

Volume production of the V8-engined Land Rover began in early November 1978. It would always be known as a Stage 1 V8, because its introduction was funded under the first stage of Government funding provided to Land Rover Ltd. This had only recently been created as a separate business unit within British Leyland. The Stage 1 models had a unique grille, mounted flush with the wing fronts instead of set back as on all earlier models. To highlight their newness, they were made available in four new colours, taking Masai Red from the Range Rover options, and Inca Yellow, Pageant Blue and Java Green from the Triumph sports car range. For good measure, early production models

also carried "Land Rover V8" decals on their rear side panels.

Perhaps the most disappointing aspect of the Stage 1 V8 was that its engine was heavily detuned, giving 91bhp as against the 132bhp of the full-house Range Rover V8. The power reduction was achieved largely by restrictor plates in the carburettors. Nobody has ever really

explained why this was done, but as the all-drum braking system of the standard Series III remained unchanged (albeit with vacuum servo assistance), the question of stopping may have been uppermost in the engineers' minds! There was also the issue that this model was intended to replace the 83bhp six-cylinder 109, against which 91bhp looked like a decent power improvement of around 10%. It was never intended to be a



The V8 engine was detuned from its Range Rover application. This was the UK press release picture, although it shows a LHD model.





The Middle East was expected to be a strong market for the 109 V8. This one has the new Pageant Blue paintwork and a Dubai registration plate.

high-performance derivative, after all.

A key early market for the Stage 1 V8 109 was the Middle East, and the model was released there first, in February 1979. All the early examples had body-coloured headlamp bezels, but by the time home market sales began in August 1980, it had become policy to fit silver bezels to four-

cylinder models and black ones to the V8s. County Station Wagon and High Capacity Pick-Up models were added to the existing Truck Cabs and standard Station Wagons in April 1982, and the last Stage 1 V8 models were probably built in 1983, just before they were replaced by V8-powered versions of the One Ten.

For what it's worth, the new flush-front design was adopted for the Series IIIS models built in South Africa from 1982. It also proved a quite useful disguise for early prototypes of the One Ten and Ninety! Exactly how many Stage 1 V8 109s were made is hard to tell. We know that 2727 were built between November 1978 and April 1980, but a change in the chassis



This great picture of a Truck Cab in Masai Red shows very clearly the side and rear decals unique to the Stage 1 models. (Photographer not known; contact me with details and I'll credit you properly! Edit: photo by Gary McDonald.)





The extra torque of the V8 appealed to the converters, and made a 6x6 conversion more viable. This Sandringham 6 was not registered until 1986, some time after production had finished. (Photo by Fred Chandler)

numbering system after that mixed them in with Range Rovers and other Land Rovers, and the only way to find the total is by going through the records and counting. (No, I am not volunteering!) However, I think we can make a reasonable estimate. If 2727 were built in the first 17 months, that gives a monthly average of 160. We know that Stage 1 V8 production lasted for about 56 months (November 1978 to about July 1983), so if we multiply 56 by 160 we get a total of 8960. That assumes a constant demand throughout production, of course, but I would have thought a total of about 8500 would be reasonable (and, as always, I'm open to more informed suggestions!).

#### The 88 V8

The fact that the Stage 1 V8 was intended from the start as a replacement for the six-cylinder Series III 109 may well explain why nobody thought about making a V8-engined 88 until quite late in the process. There was no six-cylinder 88 to be replaced, and so no replacement was drawn up. Until, that is, somebody must have pointed out that there were quite a few enthusiast-converted V8 88 triallers around, and that they were quite good fun.

Wouldn't a factory-built Stage 1 88 V8 attract a few extra sales?

A group of four production prototypes was built in April 1981, two as basic utilities and two as Station Wagons. Around a year later, a batch of 24 production vehicles followed, but there were then no more.

Exactly why is disputed. For a long time, the story was that these vehicles had been ordered by the Jamaican Police but that the order had been cancelled at the last minute. This seems unlikely (as Gary Pusey has noted in the Dunsfold Newsletter), because they were built in a variety of different colours that would not have



SKV 777W was one of the two 88 V8 Station Wagon production prototypes. It has now been restored and lives at Dunsfold.



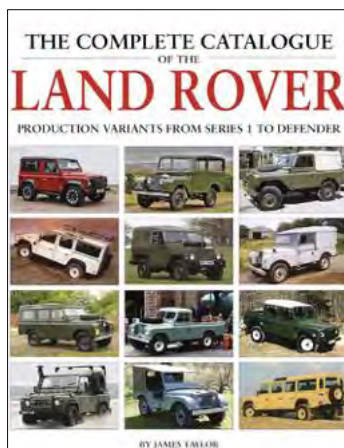
suited any police force. There were different body specifications, too. One way or another, they all ended up being sold through Robinson's, the dealership for Trinidad in Port of Spain. I believe that some are still in use on the island.

I think it is likely that the 88 V8 was cancelled for a combination of financial and marketing reasons. On the financial side, the whole of British Leyland was cash-strapped at the time, and there would have been some resistance to putting an unplanned new Land Rover into production, even if most of its components were already available. On the marketing side, an 88 V8 would have been a short-term model anyway, as a V8 Ninety was being planned (and would arrive in 1985). They probably thought it was better to wait for a short-wheelbase V8 model until they could make a bigger impact with the coil-sprung version.

My guess may be wrong, but it is at least just about plausible!

*This article, along with some interesting questions, answers, commentary, as well as some additional photos, can be found in James Taylor's Facebook feed. (114)*

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"



Sharp eyes (2):... and another one spotted in June 1982, this time a Station Wagon. That's the last picture for now. (Photo by Dicky Day, via Jonathan Oldfield)

#### Notes on the brochures:

- The brochure cover leading the article is Publication number LI-149, printed around March, 1981 and available in several languages, including English, German, and Dutch. This is probably the best known V8 brochure. Certainly the most colourful.
- The following page has four brochures. The upper two are from a series of four brochures done in 1982., The lower two from 1980.
- The upper left is a two page hand-out, publication no. LR-211-5-82-10M.
- The upper right is a four page brochure

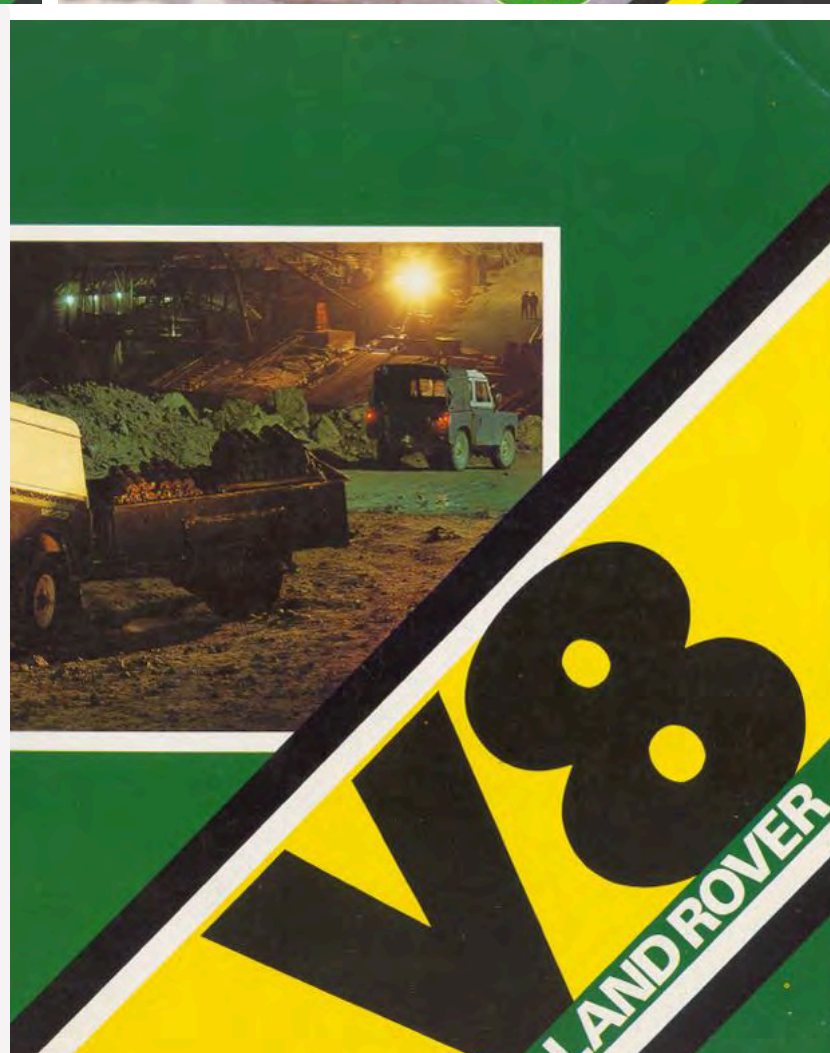
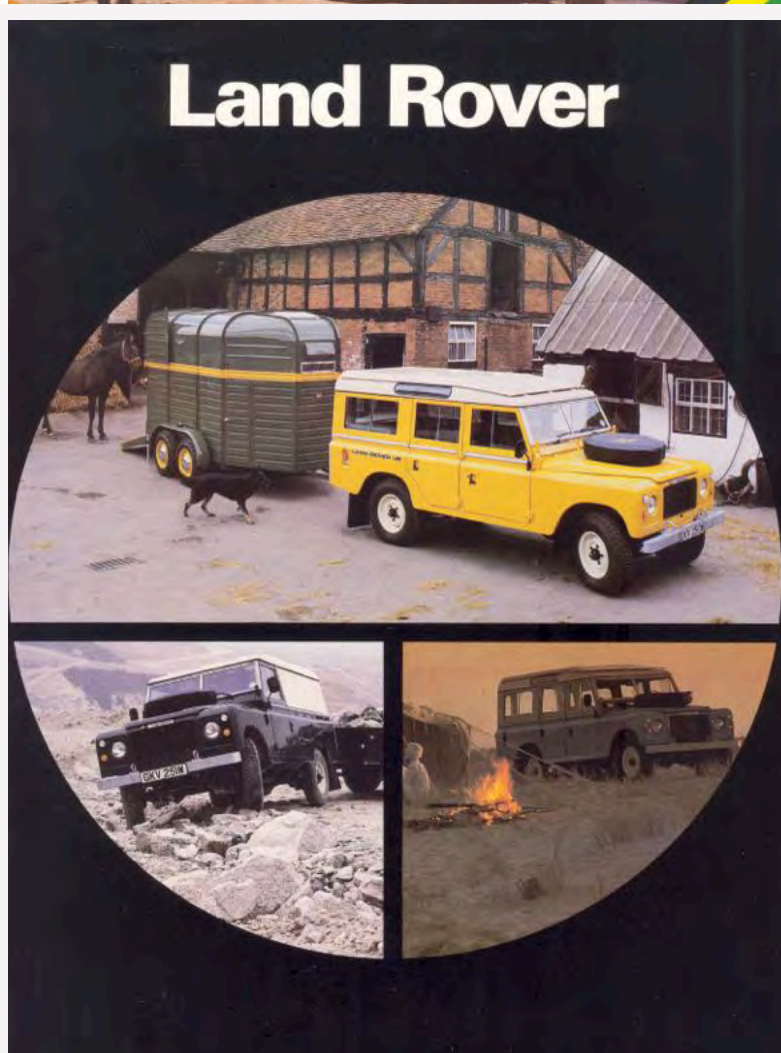
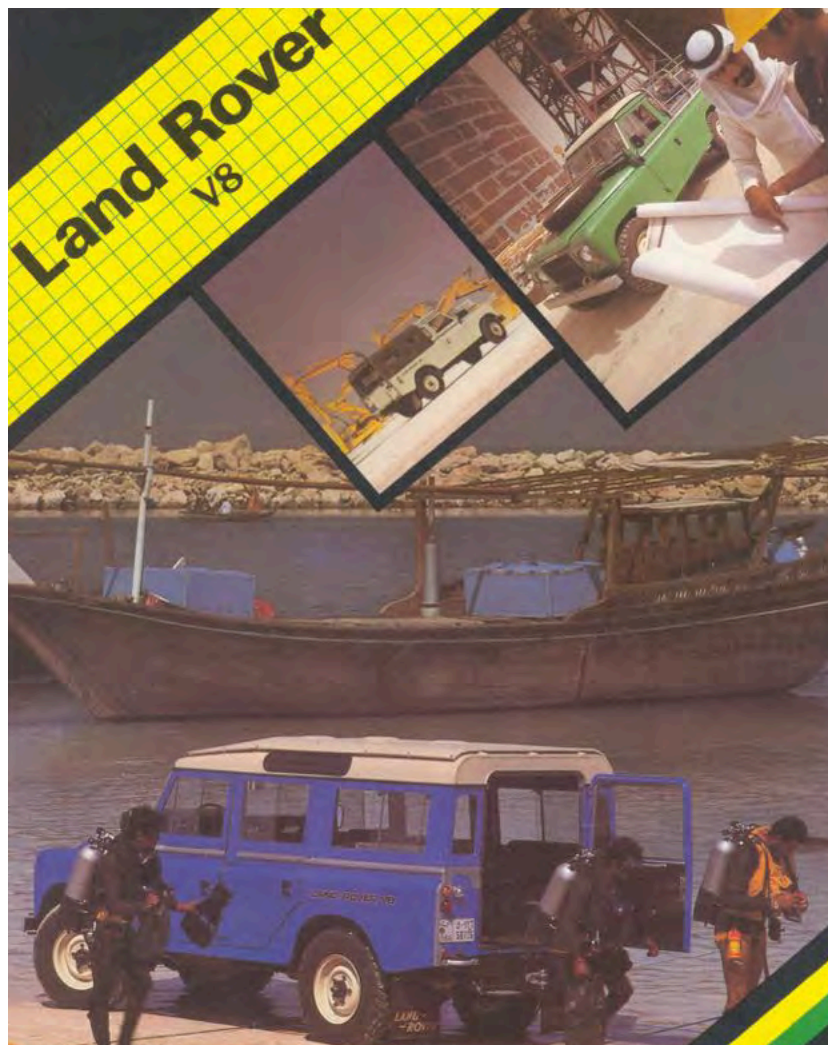
publication no. LR-199-2-82-70M(B).

- The lower left is from a series of three brochures done in 1980. It is a two page hand-out, publication number LR/156/10-80/20M.
- The final, lower right, is another classic eight page brochure from 1980, publication no. LR/156/10-80/20M.
- All of these brochures can be found on eBay with a bit of patience. They are not rare, though some of the alternate language versions may be.



Sharp eyes (1): this V8 88 was spotted at Solihull in June 1982. (Photo by Dicky Day, via Jonathan Oldfield)







# The Land-Rover Association of Manitoba

Late 1970's through to approximately 2004

A brief account from David Place.

A lot of water has gone under the bridge or in this situation, the chassis of one of the Prairie Rovers Club's vehicles.

Most people think of the prairie as a flat dry area of little interest but the attached pictures were taken in the garbage dump area at East Selkirk. It was a remote spot seldom interrupted by anything but the occasional trail cycle and our club members. It had everything a Land Rover group could want. Hills, mud and water!

These pictures are from 1977 according to the one licence plate showing. For some reason the province abandoned front plates that year.

As many of you Westerners know, Series Land Rovers are relatively rare out here. It was very difficult to gather enough of us to actually form a club. The four trucks shown plus approximately 4 more from Winnipeg formed the main body. The Winnipeg members as I recall were mostly military members from the corps that now occupies Camp Shilo, near Brandon. For a short period the PPCLI had an army base in Winnipeg and some members from Kanvone Barricks made up the largest

number of the club.

For a short period we published a newsletter under the heading "Prairie Rovers".

Kapyong closed in 2004 and with the closing the club disappeared. Some sites on the Internet report front plates stopped being required in 1974 so my white 1968 is a mixture of a Series IIA and a Series III, hence the headlights on both the fenders and radiator bulkhead.

I think in 2024 we would have a tough time finding 4 series vehicles in Manitoba to recreate the picture.

A big Thank You goes out to OVLR Club for keeping a strong central club to give us few remaining hobbyists a focus for our interests.

Dave Place

*David Place was a longtime editor of Prairie Rovers, the newsletter of the Manitoba Land-Rover Association.*







#### 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 original 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.
- Finally, some adverts are included because they are somewhat fascinating for the seller's description and expectations.



#### 1955 Land Rover for sale, Clear Hills County, Alberta CA\$8,000

Fair condition not running ,was running when parked can message or call

Contact Alice Haney via Facebook



#### 1960 series II Land Rover pickup, Seattle, parts

1960 series II Land Rover pickup for sale.

What's included: Truck bed; Tailgate; Fenders L & R; Hood; Under seat box; Roof top cab; Windshield ; Misc parts

All listed items are in storage in seattle and are parts only

Seattle Craigslist advert no 7776467090



#### 1954 Land Rover Series 1, Derry, NH - \$11,950

1954 Land Rover Series 1

Land Rover 2.25 engine with later full synchro gearbox and overdrive. Runs well. NH title in hand. Winch bumper, soft top, hoop set and door tops with windows included. True mileage unknown. Only trade considered for a low mileage clean Honda Africa Twin motorcycle.

NH Craigslist advert no 7777973372





**2003 Land Rover Freelander SE Sport Utility 4D, Minneapolis, Minn, \$1,000**

I have a 2003 Land Rover Freelander for sale . It was a project I've been meaning to tackle , but unfortunately I've ran out of space & time . It needs an immobilizer module installed & programmed. I do have the Replacement part . Super low mileage & could be a great vehicle for someone , my loss your gain . Thanks for lookin !

*Contact Edgar Javier via Facebook*



**1961 Land Rover Series 2a 88", Charlestown, NH - \$23,000**

1961 Land Rover Series 2a 88" wheelbase, LHD, 2.25 gas engine. This Land Rover was restored in 2008. At which time it was stripped down to a rolling frame with bulkhead and block still in place. The frame was repaired with new outriggers where necessary, prepped and painted with POR-15. New brake and fuel lines were added throughout. The bulkhead had new footwells installed. (More ...)

*NH Craigslist advert no 7775384185*



**1964 Land Rover Series IIa 109, Tampa Florida - \$25,000**

The original sport utility vehicle with just the right amount of character, history and patina. This OG starts every time and the smiles per mile are off the chart. Left hand drive with galvanized frame and Global Roamer overdrive. Truck has never met a field, trail, bar or cars & coffee event that it didn't like and the spare on the hood doubles as a very effective beer cooler when called upon.

First and second gear are not synchronized and require a little getting used to as do the drum brakes, but this truck turns heads wherever it goes and starts all kinds of interesting parking lot, gas station and workplace conversations. Sporting the aerodynamics of a cinder block, the Land Rover Series vehicles paved the way for the styling of the modern Broncos, Defenders and G-Wagons. This truck was restored by the 4x4 Center in Burlington, Vermont twenty years ago and was featured in the Disney movie National Treasure: Book of Secrets. That's right, Academy Award winner Nicholas Cage has rooted around in the back of this very truck.

The truck features a Series III style interior with seating for ten of your closest friends, family or a baseball team. Four cylinder, naturally aspirated power plant delivers nearly 70 horsepower and for what this truck lacks in modern safety features, it easily keeps up with modern traffic and delivers a fully engaged driving experience. A lot like driving a tractor, but faster. Fuel gauge not currently working, some rust on the door bottoms and bulkhead, but all panels structurally sound and a common issue on these trucks and many 60 year olds.

Recently installed new standard leaf springs, new shocks and stainless exhaust. Features side steps on all five doors and modern seatbelts for all passengers. (more ...)

*Tampa Craigslist advert no 7776886653*





### 1965 Land Rover Series II, Chelan, Washington - \$8,000

1965 and 1966 Series II Land Rovers including rare safari top and Braden winch. Both vehicles are mostly complete rolling projects purchased 20+ years ago with the vision of assembling one complete Series 2 Rover. Competing projects have taken my time and I'm selling these together with an original Rover inline 4 gasoline motor, complete front end with glass, 2 radiators, 2 grills, complete set of steel wheels and tires plus an extra set of wheels, and many other original parts (inventory upon request). The 1965 vehicle has a clear title and has spent most of its life in Eastern Washington. It was last on the road in the early 90s. The 1964 vehicle was imported by me from British Columbia and will be sold as a parts car (no title).(more...)

Wenatchee Craigslist advert no 7777604777



### 1948 Land Rover series 1 80 classic 3 seater steering on the RIGHT, Thousand Oaks, California, \$120,000

This is a very rare vehicle with lots of History. Hard to find in the USA. VERY COLLECTIBLE  
GREAT INVESTMENT

Garage kept. Serious buyers ONLY

The 1948 Sold for \$138,631 in England.

The 1950 asking price \$99,000 plus

In Texas.

Contact Roy Kollee via Facebook



### 8000 Pound Ramsey Winch Worm Drive, edgemont, SD, \$500

Used in good condition.

Contact Jessica Romey via Facebook

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



**Resto  
Time**

[www.Restotime.co.uk](http://www.Restotime.co.uk)



# 3 Brothers Classic Rovers



Canada's Premier Source for Land Rover Parts and Restorations

[3bcr.ca](http://3bcr.ca)





### land Rover, Whitby, Ont, \$50,000

1970 Land Rover that's been my pride and joy for years. This classic is in great shape and runs like a dream. I've taken care of it ensuring it stays in top condition. The engine is solid and dependable, always starting up without a hitch. I've done all the necessary maintenance. Has been a reliable ride, handled the Costa Rican mountain roads no problem. The interior is in good shape too. The seats are pretty well-preserved, with no major tears or stains. The dashboard and controls are in good condition, keeping that old-school charm intact. The body of this Land Rover has held up, minimal rust. It's not just a car; it's a piece of history that's been cared for with a lot of love and attention.

(more...)

Kijiji advert no 1699118426



### 1951 Land Rover series 1, Burnaby, BC, \$14,500

1951 Land Rover series 1 80". Headlights through the grille. Has been stored inside for the best part of 25 years, comes with the later 2L engine. No gas tank or gauges, otherwise fairly complete. Someone welded a steering wheel on the column, otherwise steering box seems intact. Serial# on frame matches vin plate, Register here in BC, comes with paper. Can help coordinate shipping if required. Asking \$14,500 or best reasonable offer.

Kijiji advert no 1699301333



### Series Land Rover Pickup Cab, Newcastle, \$1,250

Rare Series Land Rover Pickup Cab with Goal Post frame for 3/4 Canvas. All glass is intact and in good condition.

Kijiji advert no 1699311729



### HARVEY FROST CRANE, Milton Keynes, England, £500

HARVEY FROST CRANE COMPLETE 30cwt ready to fit and work

Contact Carvin Mark via Facebook





**1981 LAND ROVER 88 SERIES III "LIGHTWEIGHT / AIRPORTABLE / HALF TON" L , Dallas, Texas- \$13,800**

It goes without saying that we are particularly excited about bringing a late Series III Airportable Lightweight to market. Land Rovers military vehicle variants are arguably some of the most resilient models produced. This model was first commissioned by the Danish Army in 1981. It was then later gifted to the Lithuanian Land Forces (LLF) under a joint Danish – Lithuanian project. Overall the vehicle presents in great original shape. There is no evidence of any modifications from its original specification. The original matching numbers Diesel 2 ½ engine starts with half a turn of the key. The Smiths heater quickly fires into life. (more ...)

Dallas Craigslist advert no 7768410094



**1969 Land Rover defender, Glen Arm, Maryland, \$27,000**

Up for sale is a 1969 Series 2A Land Rover known as the "Bug-Eye". This 1 year only style was specific to the US and Canada to meet headlight dimension requirements. Land Rover simply surface mounted the headlights on the outer wings instead of in the recessed center grill. Less than 300 were factory modified for US and Canadian sales. This 2a underwent a restoration at some point prior to 2006. This included an extensive engine rebuild, as evident by the extremely smooth running engine and wire-tied head bolts. The current owner purchased this rover in 2006 from Chicago Auto Exchange. Before coming to Chicago and then Maryland, it spent time in the north west in Washington State and Portland.

Contact Christian Toth via Facebook



**Roof Rack, Quebec City, PQ, \$80**

Used roof rack for 88" /90", could also fit a 109"/110, provided it DOESN'T have a safari roof... no clue about the brand. Has some surface rust. Bought it a while back from someone on this group for my 109 NADA but the tropical sheet is in the way. Located in Quebec City, could bring to Brockville area on one of my trips West. 80\$ CAD.

Contact Michel Bertrand via Facebook



**1964 Land Rover shoreland, Morristown, Minn, \$21,000**

Shoreland armored car, built on a Land Rover chassis, Fully Armored including engine bay. Runs and Drives well. GPMG dummy gun in turret. Has a clear MN title, legal for road use. call [hidden information] Thanks for looking. Morristown mn

Contact Randy Meschke via Facebook





**1963 Land Rover, schenectady, NY, \$6,500**

this is a 1963 Land Rover series 88 II a. this was purchased from my father back in the 80s since then the Rover has been completely dismantled. A new galvanized frame has been purchased, new shocks, new ball joints, new interior, new powder coated steel wheels, two Safari tops. Too many extra parts to list, new wiring harness, rivets. over \$10,000 invested in spare parts for engine rebuild, etc.. The engine and transmission were running perfectly before the Rover was stored approximately 40 years ago.

Contact Greg Young via Facebook



**1973 Land Rover Series 3 Fully Electric, Port Moody, BC, \$225,000**

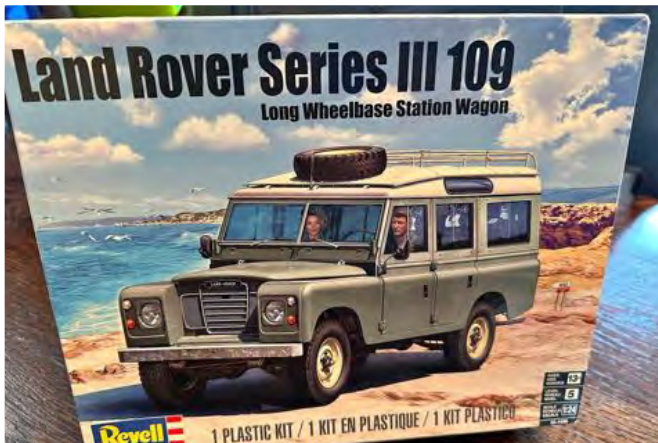
Fully restored and converted to electric

1973 Land Rover Series 3

Frame off restoration 2 years ago and one year of updating.

Nothing in this iconic truck has been left un touched. This is a one of a kind from custom interior to a fully electric drive line. Call to book an appointment to touch and drive. 47 kWh battery pack mated to a hyper 9 motor. Aprox 120-140 miles on a charge. 4 wheel disc brakes. Parabolic springs. Exmoor trim interior. Custom dash. Lots to list, better to talk in person.

Vancouver Craigslist advert no 7773423577



**Land Rover Series III 109 Station Wagon Kit, Huntsville, Alabama, \$12**

Brand new. Never opened. Asking \$15. Pickup off Governors.

Contact Shannon Berry Lasseter via Facebook



**Land rover series 1 1954, Yucca Valley, California, \$34,000 (Price drop)**

Collectable 1954 Land Rover series 1. 86 inch wheel base with removable hardtop and folding windshield , all the parts that fold down to clamp the windshield down to the bonnet when folded. Complete Rebuilt original engine (more ...)

PalmSprings Craigslist advert no 7773217712.





**FRENCH 1979 LAND ROVER SERIES III 88", Oceanside, California, \$29,000**

This Land Rover, built in late 1978, is a very original, unrestored, and solid example. The Marine Blue paint over its aluminum-skinned exterior shows a magnificent patina, and the interior appears original—vinyl seats, while the rear seats are new. The engine is believed to be authentic, and we provide the original vehicle description document from the car sale in Cannes, France. *(more ...)*

*SanDiego Craigslist advert no 777353538*



**1959 Land Rover Series II, Calgary, Alberta, \$27,000**

Own a piece of rare British history. She won't win any races, but you'll get lots of looks! This 2.25 litre petrol LHD Series 2 has been a labour of love for our family for the past 3 years. We've scraped the 5 coats of paint off this thing, so you don't have to! She's not perfect, but she could be made to be perfect with minimal effort. She's complete, with a lot of new parts (glass, interior, all wiring, front suspension & bushings, rear suspension bushings, braking renewal and accessories) and even comes with a full sized extra tailgate, safari top and lots of extra parts. Starts easily and drives well. *(more ...)*

*Kijiji advert no 1699800505*



**1962 Land Rover series 2a - Rhinelander, Wisc, \$4,850**

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

*Contact Taylor Fawley via Facebook*



**1965 Land Rover series 2a central saanich, BC, CA \$9,000**

1965 Land Rover series 2a 88" Currently not running but very complete with BC registration. Perfect candidate for a restoration or a fun project. 2.25L Engine came from a 1968 and ran well when swapped. Body is very clean and has been repainted at some point in its life. The bulkhead is solid. The frame could use a new rear cross member. \$9000

*Contact Donovan Ma via Facebook*





### 1980 Land Rover Lightweight, Cle Elum, Washington - Offers

NATO 1980 Land Rover Airportable (lightweight). This was a NATO left hand drive stationed in the Netherlands. Under 500 miles but has sat in storage for years indoors. Paint, body and interior are like new. New tires just fitted, brakes adjusted, cleaned and ready to roll. NATO base Euro license plate, engine/ injectors should be looked at as this vehicle has sat for 40+ years, last driven in 2022. NATO and British badging all new. Was used as a radio/communication vehicle so has many unique power outlets. Losing my storage and must sell, taking offers. THIS IS PROBABLY THE CLEANEST LIGHTWEIGHT ON THE PLANET.

Seattle Craigslist advert no 7774317262



### 1965 Land Rover 88 series 2a, Bremen, Alabama, \$7,995

I had big plans for this Rover, but recently decided to downsize my collection. Thousands of \$\$ worth of receipts and tons of new parts included. Has newer Exmoor soft top, new top frame, new door windows w/ new frames, new tailgate, 5 new wheels & tires. Factory hardtop with roof rack and hardtop tailgate is also included. Now, this isn't a normal Series. Someone back in the day swapped everything out of an A-Body Mopar into it... Slant Six, transmission, 8.25 rear diff, front suspension w/ disc brakes, wiring harness, etc. Runs and drives, but the carb isn't the greatest. It doesn't like to idle well when warm. Also included is a complete Series 2 rolling chassis with drivetrain. Clean Florida title in hand. \$7,995

Contact CB Bear via Facebook



### Land Rover (Series 1) Window, Saanich, BC, CA\$20

AS2 Triplex Toughened driver/passenger window from my 1958 Series 1 Landrover 109" Pick Up Truck. Great condition.

Contact Stephen Joseph Galipeau via Facebook



### 1972 Aston Martin austin a4 taxi british cab, Maple Ridge, BC, CA\$3,000

2 A4 British cabs. One was running. The other is for parts. Good project car. \$3000 obo

Contact Cindy Elder via Facebook





**1972 Land Rover series III, haddonfield, NJ, \$5,000**

I bought this 10 years ago running, and have slowly disassembled it in my garage. My intent was to conduct a number of upgrades and put it back together. Life has gotten hectic and I haven't putting it back together. I've picked up a second engine, New struts and parabolic springs, and a number of other parts with the intent of putting it back together. It has a replacement galvanized frame from the previous owner. The bulkhead needs significant work. This is only a small sample of the pictures I have but I can provide more.

*Contact Dana Melvin via Facebook*



**Vintage 1956 Land Rover Series 1, Mont Tremblant, PQ, Best Offer**

This classic vehicle comes with two engines: the original 4-cylinder and a 6-cylinder. The body frame needs replacement due to rust, but it's fully registered in Canada (Quebec) and ready for export. I'm the third owner and can help arrange shipping. Serious offers only, please.

Contact me with your best offer!

*Contact Daniel Murenzvi via Facebook or [danielkabaira@gmail.com](mailto:danielkabaira@gmail.com)*



**Set of Hoop set Tie-Bars for 3/4 tilt, Plant City, FL, \$40**

A Set of Hoop set Tie-Bars for 3/4 tilt. New. unused. \$40 (plus shipping if required). Located in Plant City, FL USA

*Contact David Carmichael via Facebook*



**1980 Land Rover 109 pickup, Seattle, Wash, \$10,000**

Rare 1980 Landrover 109 pickup. Right hand drive. 2.25 gas. Runs, but needs new clutch. Has a lot of new stuff, but still needs work. Bring a trailer. Have title in Hand. Price is firm

*Contact Nicole Morgan Anderson via Facebook*





**1983 Land Rover series 3 109 ffr, Middleburg, VA, \$24,650**

Exceptional original condition and low mileage series 3 109 ex MOD Land Rover with overdrive. Feels and drives as if new (vs restored). Sharp powerful brakes with no softness. Responsive steering. Completely solid frame and bulkhead and floors. Exquisitely maintained while in service and after with extensive records. Excellent interior condition. All MOD lights match, fitted and work including the convoy light. FFR equipment/wiring intact and not damaged/alterd. Heavy duty 24 V alternator converts to 110 ac through the FFR system making it a great option for camping/overlanding use. "Cat flap" hardtop = drop tailgate ready to go for softop conversion if desired In the US now, will come with a VA state title  
*Contact John Carter via Facebook*



**1966 Land Rover defender 90, Wilmington, NC, \$37,500**

Rare documented NADA (NAS/US Spec) and even more rare and collectible in original condition. Includes an official British Motor Vehicle Heritage Trust certificate. Many mechanical upgrades with all the vintage patina! This Rover was featured in the Beach & Barn ad campaign for Spring of '23 and has been used in numerous weddings and events. This is a vehicle for the quintessential gentleman. At home cruising with the top off in Wrightsville Beach or at the horse stables. More about the Rover, this Series IIa has several very desirable upgrades. Kodiak MkIV heater with new blower motor. *(more ...)*

*Contact Scott Garner via Facebook*



**Land rover 2a door uppers, Vancouver, BC, CA\$50**

I have a pair of door uppers from a 2a. Frames are shot but glass and hardware all good. 50\$ obo

*Contact Michael Johnson via Facebook*



**Land Rover Series II and IIA Parts, Black Creek, BC, \$1,234**

A trailer load of Land Rover parts for sale including - Rear Body 109 inch wheel base, Rear Body 98 inch wheel base, propeller shafts, 1 rear axle, 2 front axles, set of front springs, gas engine (condition unknown), transmission, plus many smaller items,

Kijiji advert no 1700136440





**1982 Land Rover dutch military lightweight, Califon, NJ, \$31,000**

Extremely rare 1982 Dutch military lightweight. 2.25 diesel engine, new Rocky Mountain parabolic springs and shocks, new glow plugs, new radiator, hoses and belts, 31" Trexus mud terrain tires on steel wolf rims. HD steel tire chains for snow wheeling, New rear cross member, Roll bar and steel front bumper, off road lights, full canvas top along with a bikini top, Smittybuilt 9k LB winch with synthetic rope and a custom winter engine muff.

Contact Raymond Rega via Facebook



**Land Rover Series 3 Lightweight, San Juan Capistrano, California - \$26,500**

This was a Dutch military vehicle so it is left hand drive. Original Condition, 24 volt vehicle, 2.25 diesel model, LHD, 9,544km (not able to verify). A rare opportunity to acquire a very desirable Land Rover Series 3 Lightweight Soft Top with a California title. ... The chassis is in exceptionally good condition, and has had no previous repairs. No further work is required .... The engine bay has been left completely standard, including the original 2.25 diesel engine, 24 volt system the engine runs very well.. It really does drive well and will happily sit at 55mph. (more ...)

OrangeCounty Craigslist advert no 7777866084



**1971 Land Rover series iia 88, Jackson, Wyoming, \$55,000**

No description, just photos.

Contact Michael Wirth via Facebook



**Land Rover Series 1 2 3 Rear Jump & Front Seats Rivets Hardware LOTS!! - \$195 (Mt. Angel)**

Rear jump seats removed from an eastern Oregon 1960 Land Rover 88". Original galvanized surfaces in excellent condition. Jump seat covers are still 'good'. Front are intact, but heavily worn. Also includes LOTS of hardware and body rivets, speedometer, a few rare tools and turn signal switch. \$195 ALL.

Salem Craigslist advert no 7777619352





**1967 Land Rover Defender 110 Series IIA, Chatsworth California, \$259,950**

Fusion Motor Company is now Introducing Project Shiloh, Land Rover Defender 110 California-compliant! (*more ...*). Under the hood, Shiloh is powered by a California-compliant GM drivetrain with a smooth 6-speed automatic transmission, offering both reliability and compliance with strict emissions standards. Project Shiloh is a superb example of a modern classic. With its desert sand colorway evoking the spirit of Camel Trophy expeditions, combined with the comforts you'd expect in a new Range Rover, this vehicle delivers the best of both worlds-classic style with contemporary luxury...(Note, VIN is for a IIA pick-up built in 1965)  
 URL - <https://www.hemmings.com/classifieds/listing/1967-land-rover-defender-110-chatsworth-ca-2816357>



**1964 Land Rover series iia 109, Roswell, Georgia, \$20,000**

1964 Land Rover Series IIA 109. This is a 2.25 petrol engine with electronic ignition. It is fitted with a Webber carburetor and 2 fuel tanks. Defender doors have been added as well as defender seats. I still have the original doors and seats that will come with this. A new LOF clutch was recently installed along with a new front bumper. Runs well and can reach 60-65 mph. Great project vehicle with no rust! Will not respond to if the vehicle is available. If the post is up, it is available

*Contact Jason Goza via Facebook*



**1964 Land Rover series 2a 109", Bellaire, Michigan, \$32,000**

Fully restored just imported from England still has the British plates. Fully legal import

*Contact Douglas Gillespie via Facebook*



**1975 Land Rover 101 Forward Control, BC. Contact for price.**

I regretfully have for sale my 1975 Land Rover 101. 1975 GS, winch LHD 16,000km

*Contact Andrew Phillips at 604-504-7421*





### 1964 Land Rover Series IIA, Gig Harbor, Washington - \$30,000

It's with a heavy heart that I'm putting up for sale "Tuc", my beloved series IIA that I've owned since 2008. Just a good old survivor that's been well cared for. Engine is 2.25 gas that starts, runs and drives great. Fairey overdrive works great and is whisper quiet when engaged. Currently running a Pertonix electric ignition. Frame and rear cross member are rust-free. BF Goodrich commercial tires are virtually new (including the spare) and look appropriate for the vintage. Dual-matic locking hubs are heavy duty and work great. Exmoor "elephant hide" front seats are new. (more ...)

Seattle Craigslist advert no 7779206609



### 1972 Land Rover, Port Orchard, Washington, \$8,000

1972 Land Rover hard top convertible all aluminum body.straight body for year  
Started out as a project but plans have changed.no glass good tires (5) not running. Needs radiator and water pump. Interior is there but needs reupholstering or new. Can still find lots of parts for these old things. No title. \$8,000 or best offer. No low ballers please

Contact David Potts via Facebook

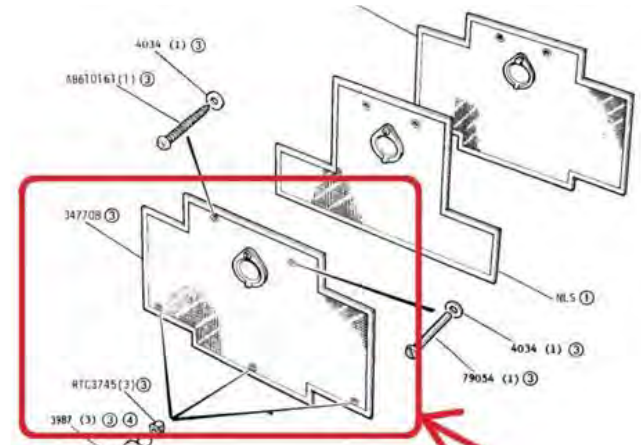


### NOS Land Rover Series Bug Eye replacement panels, Wenham, Massachussets, \$400

Irreplaceable for anyone looking to repair their authentic bug eye rover. Better to have these in the barn and never need them than not have them!

Willing to ship.

Contact Hunter Finn via Facebook



### Genuine Land Rover 88 109 Series 3 Chaff Guard 347708 Maltese Cross, Wenham, Mass, \$400

Hens teeth. Try finding one this side of the pond as well. Will be shipping well so it can't be bent.

Contact Hunter Finn via Facebook





**1981 Land Rover series iii 109 stage 1 v8, lewiston, ME, \$24,500**

After much deliberation I have decided to sell my 1981 Series 3 109 Stage 1 V8 RHD. Asking \$24,500, OBRO Willing to trade in part or whole towards a 90, or a 110. History (To the best of my knowledge) The Stage 1 was originally purchased in Brisbane Australia area, where it spent the first 15 years as a work vehicle for an Electrician. After being retired from normal service it was sent to a farm, where it was used as a local farm transport and never left the property ( I am still rinsing Australian red dirt from it). This went on for about another decade or so. *(much more ...)*

Contact Terry Jackson via Facebook



**1971 Land Rover series iia, oceanside, calif, \$22,950**

1971 Land Rover Series IIA; located in Oceanside, Ca and registered with clean title and import in Cali. 2.25ltr diesel, four speed manual, with Hi/Low gearbox and 4x4 and 2 wheel. Late model Series IIA so it has all of the best of the IIA and the upgrade modernization of the early Series III. Have two hard tops, set up sides, front door tops (non-sliders) and all new seals for the tops. Currently running topless for the summer and have all the new seals and hardware to completely rebuild and install the tops. Has tailgate set-up as it was a prior export. One Safari LR Series hardtop. One standard LR Series hardtop. New suspension all around. Runs and drives great; great little beach cruiser

Contact Vic Overland via Facebook



**Series II & IIA Green Bible, biddeford, Maine, \$40**

Green Bible for Series II & IIA plus these other two service and restoration books. No pages missing, bindings are fully intact. They just have grease stains on some pages. I can ship via USPS Flat Rate for an additional \$16.

Contact Charles Melton via Facebook



**1965 Land Rover Series IIA, Berthoud, Col, \$2,900**

Please read the entire description :) Meet Agatha! - 1965 Land Rover Series IIA, imported from Sri Lanka, engine swapped to a Nissan sd22 diesel engine by previous owner. Starts with some effort. clear Colorado title. All proceeds go to cover our adoption. No lowballs please :)

Contact Thayer S Gray via Facebook



# HESFORD TRAILER WINCH

## SPECIFICATION AND DETAILS

The Hesford Trailer Winch can be quickly attached and transported behind the Land Rover and used for tree pulling, uprooting hedges, demolition, vehicle recovery, truck haulage and a multitude of jobs which require a powerful pull.

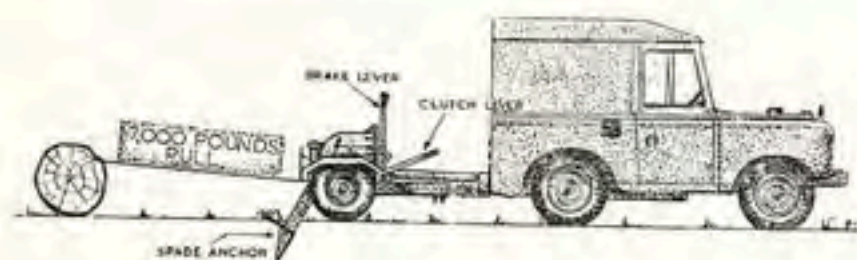
A speed reducing gearbox on the Winch is driven by a universal drive shaft from the rear take off unit on the Land Rover. This gearbox incorporates a combination of worm and spur gearing. Manual operation of a lever engages a large cone clutch to put the rope drum in motion. Another lever operates a powerful internal expanding brake to control the rope drum when "paying out" the cable.

The trailer is fitted with pneumatic tyres and over-run brakes. The wheel hubs are mounted on roller bearings. Mudguards are supplied also a blank number plate. Rear lights and flasher are not supplied but provision is made for their mounting.

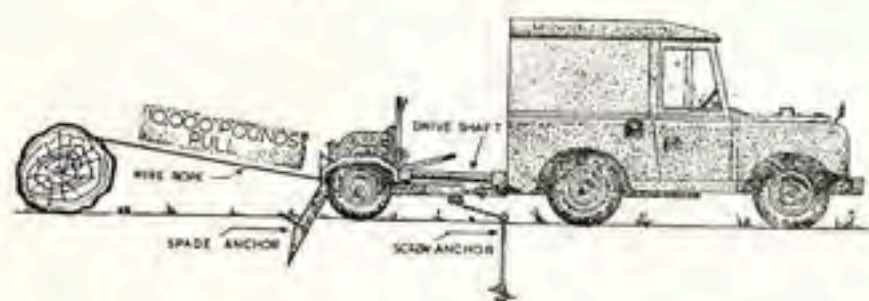
The Hesford Trailer Winch will pull up to 7,000 lbs. with the rope on the bare drum and using the permanently fixed rear spade anchor. With a combination of the latter and an additional screw type anchor a pull of approximately 10,000 lbs. can be obtained. Ropes can be supplied at extra cost. The recommended size for use with this Winch is 120 ft. x  $\frac{1}{2}$  ins. diameter fitted with a swivel hook, but ropes up to 250 ft. long can be accommodated.

### SHIPPING SPECIFICATION.

Crate containing one Winch size 72 ins. x 60 ins. x 44 ins.  
Approx. Gross weight 1,700 pounds.



USING ONLY THE SPADE ANCHOR, THE HESFORD TRAILER WINCH WILL PULL 7,000 POUNDS.



WHEN THE SCREW ANCHOR IS USED IN ADDITION THE WINCH WILL PULL UP TO 10,000 POUNDS.

### WARRANTY.

We undertake to replace or repair parts which prove faulty in material or workmanship within six months. Such parts must be returned to us carriage paid, for inspection and approval. We do not accept any responsibility for consequential loss or damage, charges or implied guarantee, warranty or conditions (statutory or otherwise) beyond this. This warranty does not cover for tyres, ropes or any parts not manufactured by ourselves. No dealer has authority to alter, add to or waive the above warranty.

**Land Rover extras required :**

**REAR POWER TAKE OFF WITH EXTENDED  
TOWING PLATE AND TOWING JAW.**



# THE **HESFORD** TRAILER WINCH

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

**LAND  
-ROVER**



*The Hesford Trailer Winch attached to the Land Rover  
with the anchor in the transportation position.*

A quickly attached winch that will pull up to 10,000 lbs. and carry over 250 feet of  $\frac{5}{8}$ " diameter wire rope. Enables your Land Rover to be used for operations requiring a powerful pull.

**C. M. HESFORD & CO. LTD.**  
ORMSKIRK · LANCS · ENGLAND

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