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10 April, 1994

Greetings;

A slightly more productive month here, now that Spring has given me an injection of enthusiasm in the form of visions of mud and water. The 109 has fallen under the plethora of cold cruel tools and she has a nice tight engine. Ted writes about reliability (and I resist the temptation to fill in lots of names and examples), we find another installment of Bill McLellan's diary, we print the FAQ list of regularly replaced parts, and Robin has another installment of General Service. But first, an account of last Sunday's activities...

Lovely weather greeted the first OVLRL event of the year, the traditional Maple Syrup Rally up to a members' sugar bush. At some seventy kilometres from Ottawa up the Ottawa river valley, the distance did not deter some forty-five members and families from coming out and enjoying a day of gather sap, helping Vern Fairhead in boiling and turning the sap into maple syrup to be later served on a brunch of chef Yves' finest french toast, sausage, & baked beans. The rest was good fun and all had a good day out. To keep with the theme we had Ted's 88 pulling the sled to collect the sap to bring back to the sugar shack. Vern gets an award for inventiveness. The sled with the maple syrup was attached to Ted's Land Rover with a spare LR rear spring shackle. With the club there, what normally would take Vern four hours to collect one tank full was done fifteen minutes. With several trips accomplished, Vern has a few days worth of boiling to do, that is if the wood lasts to heat it up. (Note: for those who missed the opportunity to buy some maple syrup, Vern still has some available. Give him a ring at (819) 647-5544.)

Christine Rose organised an "Easter egg" hunt, except it was for bags of candy, was set up for the younger children. This year the candy was hidden in a random sampling of maple syrup buckets in the sugar bush, thus serving a three fold purpose. The children got to run wild through the woods, the adults has a momentary respite to enjoy some quiet, and Charlie, Vern's 40-odd pound pet turkey could bother the older children for a while, chase some of the dogs about, as well as meet Charlie.

After brunch, the obligatory off road event took place with five of the Land Rovers heading into the snow covered woods for some fun. The melting snow made for some deep, heavily packed areas that took brute force to pound through. While slipping and sliding across the granular snow provided much delight to the kids riding in the back, it did make for some interesting exercises in steering as one had to keep up some speed to get through, yet avoid careening into too many trees. Readers are cautioned not to believe Robin's impending claims that Ted and I were playing for points in seeing how close we could get to him as he crouched on the trails ahead, trying his damndest to try and get some good "action" pictures of Land Rovers coming through the bush. According to Robin, I won the competition. Now to see if I can get a copy of that close up of a front tire spinning through the snow.

Fred, pulling a patented Dale manoeuvre, discovered while stuck in some deep snow, that his battery was not as fully charged as it should be, and that it is far easier to have people trample the snow ahead, as well as push him, so he could get through. The only other really deep snow was found by Andre Hamel driving his 1960 109 Station Wagon. While driving around one of the back fields he drove down the north side of a gentle slope and found out that a north slope has deep snow. The vehicle stopped abruptly. Our illustrious club member, nicknamed McGyver for his inventiveness (Harry Bligh in real life) backed his 109 to the rescue. Harry hitched up and tried to pull the 109 back up. No go. Harry had no scotch blocks and slid towards Andre's embedded vehicle.

I tried as I was situated on the lower side of the slope having driven around. Harry produced his recovery strap (origin

unknown) and we attached it. The other end has a smaller strap knotted to the loop in the big strap and a hook on the other end. Some questioned the quality of the small strap, but Harry quickly replied that "it is good for 12,000lbs and has pulled Gods knows what out of God only knows where over this winter and that its man enough for anything we can throw at it". The gathered wisdom watching know this is not so, considering it looked very much like a brother to Ted Rose's refrigerator strap that met a messy end last year at the birthday party and died near an unnamed Swedish car. So, in baited anticipation, everyone stood back and watch the ensuing entertainment. After a false start I managed to get going and try to pull Andre out. Patang!!!! Just like with a particular SAAB I once tried to pull. The small strap snaps where it should have. Harry starts to babble something but the evidence is quickly secured and another contender for the OVLRL's prestigious LUGNUT Of THE YEAR award is accepted as a nominee.

Credit must be given, that with the help of some shovels, Harry did manage to get Andre out, though after going to the bottom of the hill, attaching a tuggem strap first to an unfortunate tree that is no longer a standing tree, and snapping the end of his cable.

Thanks to Vern and Linda Fairhead for a great day out at their spread, without it the Maple syrup run would not happen. Also thanks to Roy for collecting material & supplies for the event and bringing them up, Jerry Dowell & Richard Wegner for helping Vern out in the preceeding weekends.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS...

While chatting with Charlie Haigh, (The secret is out, he comes for the OVLRL events, Pam comes for the shopping in the Byward Market) came up with some info I thought you would be interested in. The LRO article on the first successful drive up Mount Washington in the middle of the winter is also in the latest edition of Car and Driver. In addition for those of you who missed it the article on their off road school was in the February edition of the same magazine.

Dale's rebuild/refurbishment is underway. He reports that he has actually gotten the black belching diesel to start, backed it into his garage and has proudly removed one bolt. Michel is quickly off the mark in the race for the towball award. He has run up some 150 kilometres on the club towbar, dragging his beloved out to Almonte where the Bill Mclellan's "wizards" had a good laugh, chucked his Rochester in the garbage and installed a nice shiny new Weber in its place. "Rudolph" is much happier now, and despite attempts Michel couldn't get the club tow bar to fit the Suburban so "Rudolph" could repay the ignominy of the tow. David Meadows and Roy Bailie are still neck and neck in their competition.

Future Events:

- April 19th: Social gathering at the Prescott at 7:00pm
- May 3rd: May executive meeting, 7pm at my abode. 27 Kelvin Crescent for those who desire to come along.
- May 7th: Last years successful Tune-up session at MiniMan in Carp/Stittsville will be repeated this year. Prepare to bring your tired pet over for some knowledgeable poking, prodding, and examination. Cameras will be in attendance gathering evidence for honourable purposes only (honest!). The tune-up session will start at 9am and will run to 1pm. If you need parts, MiniMan has a good selection of the basic parts in stock.

For those who have never been to MiniMan in Stittsville, here are some basic directions. Take the 417 to the Stittsville exit. Turning south you will see a Petro Canada station on your right. Go past the Petro Canada station and turn right at the first street (Westbrook). Continue down Westbrook for a couple hundred yards and take your first left (Walgreen). Miniman is located at 104 Walgreen Road, just a couple of buildings from the corner on your right side. Look for a bunch of Land Rovers parked in the filed by the side of the building. If you get lost, you can phone MiniMan at 836-4283. For more information, contact Ted Rose at 256-1598.

- May 17th: The general gathering will be on May 17th at 7:00pm at the Prescott Hotel on the east side of Preston Street a couple of blocks north of Dow's Lake between Carling and the Queensway.

- May 22nd: The Jerry & Roy are organising a Spring off-road trip to Otter Lake to be held on the long weekend in May.
- Who: The trip is open to all interested Land Rover owners and friends.
- What: Spring off road/fishing/camping trip travelling on tarmac roads from Ottawa to the Otter Lake area of Quebec.
The approximate distance is 70 miles on tarmac, followed by 35 miles of secondary roads through the ZEC-Pontiac Wildlife Reserve. From the ZEC-Pontiac we will travel north on the John Bull Trail, approximately 35 miles over trails varying from hard rock hilly terrain to sandy surfaces. We will be stopping and setting up camp at Andre Hamel's fishing camp. From here, participants can relax or go fishing in the many lakes in the area, or they can continue exploring offroad trails all the way up to Lavendyre Park.
- When: This trip will be held on the long weekend in May, leaving Ottawa early on Saturday May 21st. There will be a planning meeting of all interested parties on Wednesday, May 4th, 7pm at the Prescott Hotel located at the corner of Beechwood and Preston Streets. At this time, menus, fuel, departure time and place, and the equipment to bring along will be covered, as well as a discussion of various rumours that a bridge will have to be built to get over one spot.
- Why: Why not. A weekend away with great off-road and fishing potential.
- Contacts: For more information contact: Jerry Dowell (827-2932)
Andre Hamel (682-6018)

- June 18th Club Birthday Party (Details in the next newsletter)
- June 26th Richmond Car Show. " " " " "
- July 9th Breakfast at Lebreton Flats or Victoria Island.
- July Atlantic British (Details in a future newsletter)
- August Rovers North (No news is bad news)
- September British Invasion IV @ Stowe Vermont

OVL R MEMBER COMES CLEAN: In keeping with Ted's and my call for "interesting" undertakings, Bill Maloney has obviously had great feelings of guilt, so has come clean. We applaud this burst of honesty and wonder when Bates, and many others <ahem> will emulate this visionary behaviour... As Bill writes in his own words (No, were are not making the following up):

Have you ever done anything stupid when it comes to maintaining or using your Land Rover? Well I sure have and I thought I'd share a few stupid things I've done in the past.

Painting my radiator with three coats of Rustoleum. Boy, it sure looked nice and not only does Rustoleum have alleged rust inhibiting properties, it is also an excellent insulator as well. It works better than a radiator muff, is less expensive, and works year round to keep your engine nice and toasty and will melt your sneakers to the contour or your gas, brake, and clutch pedals.

Replaced hub seals without changing hub seal races or checking the axle breather valves. An exercise in futility.

Replaced hub gaskets (again) without checking to see where the oil on the wheel was coming from. The oil was leaking from the swivel balls onto the wheel then slinging out through the slots onto the outside of the wheel. This only happened if I had just filled up the swivel housing, let the oil drip into the inside of the wheel, then moved the vehicle so that the accumulated oil was positioned at the top on the inside of the wheel. It then dripped through the slots in the wheel to the outside then slung itself radially outwards simulating a leaky hub gasket. Now I don't worry about it and keep adding oil (you can buy an awful lot of gear lube for the cost of one swivel ball).

Milled .100 off my 7:1 head without checking to see if it had been done already. This task will teach you how to do creative machining on your timing cover and water pump in order to make everything fit.

Reused the 3rd/4th synchro in a gearbox that I had never driven. Now I have a IIA box with no synchromesh in all four gears. Glank.

Replaced the low speed gear in my transfer box without confirming it to be the same size as the original. With the smaller low speed gear low range sounds real smooth but it won't get you anywhere. Clearance was about .250" ... between the two gears. Pull out the transfer and do it again.

Believed the gasket sealer on some of the axle hub bolts on the Rover I was about to purchase was a thoughtful touch to keep the oil from leaking out. What I didn't realize, was that it's also a great way to keep bolts that have sheared off in the hub from falling out.

LAND ROVER CANADA NEWS: The 1995 Range Rover goes on sale this week. The first sport utility vehicle to have dual airbags sports a revised facia among other improvements to keep it at the top for four wheel drive vehicles. For trivia collectors, last month the very last two door Range Rover rolled off of the assembly lines in Solihull.

On May 18th, the Discovery goes on sale in Canada. While the Americans are getting 1994 model year vehicles, Canada gets the 1995 model year sporting dual airbags, a cloth interior, five speed gearbox, ABS, and more electrically driven goodies that I have space to list. The base price for the five passenger Disco is \$39,995, and if you hanker after more luxury, are into leather, seating for seven, and the like, the fully loaded version goes for a cool \$46,990.

NEW MEMBERS:

James and Ashly Davy of Gibson British Columbia join the club. The Davy's Land Rover generally hid in their garage until a friend of the editor, who works in the Vancouver Regional Office of Statistics Canada, turned them in rather than try and explain his lack of a Land Rover.

FOR SALE/STUFF WANTED:

Another lean month for parts and vehicles for sale. If you have any Land Rover items that you wish to sell, drop a note to the club address above, or leave a message at one of my phone numbers below. (Leaving a message on the voice mail system at work has been found by many as the best way.)

- Wanted, one good home for a late Series IIA 109 ex-military frame and bulkhead. Serious inquiries only. Phone Bob Wood (613) 225-2100
- Paul (416-633-1697) in Toronto wants a Series IIA 109 Station Wagon. Anyone know of any about?
- Series IIA Transmission, Suffix "D" with transfer case. Transmission slips out of 2nd and 3rd gears. \$150.00. Call Marlene Manning (705) 385-1085
- Ian Harper has the following for sale: Brake Master Cylinder CB (Ser II,IIA through '67) part# 564706; Brake shoes 11" (Front & rear axle 109") Axle Set part#'s RTC 3417 & RTC 3418. All parts are brand new, still in the original box. Give him a call at (519) 273-7771.
- David Place (204) 482-7461 (evenings) is looking for a pair of the two hinges for the single rear inward facing jump seats found in the rear of Series I, and possibly Series II.

GENERAL SERVICE by Robin Craig

G'day folks spring is finally with us, maybe we'll see some Land Rovers on the road. Dale Desprey went to the British Car Clubs darts match in town a few weeks ago. He reports that not one British vehicle was in the parking lot. Shows how much faith you all have in your machines eh?

The April edition of Petersens Off Road and Four wheel drive has three articles on Land Rover products. A nice little article on the US Team Camel Trophy selection process, accompanied by some nice colour pictures. In addition there is material on the new Range Rover and the new Discovery.

I was talking to Southam tires in the UK the other day and was enlightened as to how the tires for the North American spec 90 were arrived at. Apparently Southam supply a lot of tires to major utility companies in the UK. They had been asking for something to reduce lessen the vehicles footprint as they were trying to "tread lightly" off road. Changing the tyres, they felt should go along way to doing that. The tires offered were a BF Goodrich product which worked well and reduced damage. Somehow Land Rover were made aware of this and they are now standard fitment for the NA 90.

As a rule Land Rover Canada launch their new models along with their US counterparts at a combined event in the US. Not so this year with the launch of the Discovery. Apparently it will be held sometime soon in the spring . More news later.

If you were looking for a way to get rid of some extra cash have I got an idea for you! Transport of Delight in the Uk have just released a 1/48th scale lightweight Land Rover in cast resin. The vehicle is towing a ground power unit as is meant to be made to depict a vehicle used by the Royal Air Force aerobatic team the Red Arrows. The unmade model can be yours for a mere 47 UK pounds. If you are not up to making it yourself they will, for a fee make it for you and paint it as well, then it comes out to something in the 85 pound range! Don't forget you will have to add shipping and handling on top of that. Transport of Delight are at PO BOX 130, East Grinstead, West Sussex, RH19 3FS, England.

Did you know that Lorne Brown, the owner of the Canadian tire store at the corner of Blair and Ogilvy roads in Gloucester is a Range Rover owner? Apparently it is a Long wheel base one. All I have ever seen is a green streak as he drives by! Never long enough for a full examination.

Ed at Hat Salvage (1-403-529-0740) has a number of what he thinks are 109's in the yard. he reports that he has "rear ends and front ends", presumably front and rear axles available. Also in stock are a number of transmissions and engines, obviously he cant vouch for their condition. There are also a couple of "pretty straight and clean frames" available as well. If you call him tell him that you saw it in the club newsletter.

Now for a couple of requests. Does anyone have my book on the history of vehicle recovery in the British Army? If so would you give me a shout and I'll come over and collect it. Second up, do any of you own any broken series three grilles that you want to get rid off?. I will gladly come and remove them or pay you to mail them in. I have a need for a few of them as long as the badge portion is still intact. Don't ask what for, its complicated!

There have been a number of people who, over time asked me if I can source parts for the military trailers. Most have been after the towing eye and shaft and ancillary brake pieces. I know one of those people was Bob Wood, would the rest of you give me a call and let me know what it is that you wanted.

That's all for this month..... Robin Craig 613 738 7880

Acquiring a Land Rover by Bill McLellan

A most fortunate month! While Bill was murmuring under the influence of scotch, celebrating his future Land Rover filled life, I managed to copy the following from his diary that lay open upon his desk.

March 3/94

Dear Diary: It seems possible that Dixon (aka The Guy From Stats (aka TGFS)) may have been slightly stretching the limits of veracity and historical fact when he said that Land Rovers were regularly used as tractors in England. An engineer from Coventry who grew up in the Devon countryside said he had never heard of any such use of the Rovers. He did volunteer to help research the topic however because it seems one of his hobbies is British eccentricities and he said this would qualify in his books.

March 7/94

Dear Diary: When I told my magical mechanic (and anyone who could nurse my old Lada to over 300,000 kms before it finally died must be a magician of some sort) about my desire to get a Land Rover his face paled, his voice faltered and he turned to his bookshelf. From behind old invoices and a starter motor on the bottom shelf he pulled a 1968 Land Rover parts catalogue and a 1971 supplement. He gave these to me and said that if I ever got a Land Rover he DID NOT WANT to see it. Ever. Period. I gathered from this that he must have had some traumatic

experience with these machines at some point in his youth. He was strangely reluctant to discuss the topic any further from which I deduced it must have been a very bad experience indeed.

March 14/94

Dear Diary: It has now become an almost daily topic of conversation with TGFS. It seems he will never rest until I have bought a Land Rover of some sort or description. It is almost as though, but no, I am probably just paranoid.

March 20/94

Dear Diary: Every lunch time now TGFS gives me regular injections of enthusiasm for this strange looking vehicle. With the approach of spring it seems this Land Rover fever becomes more virulent. His talk now is all of parts arriving from the U.K. and rebuilding projects that will see 1 at least of his machines road worthy for the summer. By thinking real hard I can remember almost the same words being said a year ago. When I remind him of this he shrugs it off and launches into another flowery description of some projected off-road trip through the wilds of down town Hull.

March 26/94

Dear Diary: Well, I have had my enthusiasm supported and built up to the point where I can resist the siren call of these Land Rovers no longer. I am going to do it and who cares what comes after actual ownership. Maybe they never actually move from the driveway or garage where they get parked when you buy one, but there is a certain something about just having one in your yard that is proving to be too much to resist. I think this weekend will be the end, or perhaps I should say the beginning.

THE LAND ROVER FREQUENTLY ASKED QUESTIONS (FAQ)

Seeing how the Tune-up event is going to be happening at the beginning of next month, I thought that it might be useful for those of you who will not be bringing your aluminium pet out to MiniMan's to have a list of some of the part numbers that are usually required for such a job. Many of these parts, albeit through equivalence with other British cars, will be available at MiniMan's. If you can't attend, these parts are also available through other suppliers such as Rover's North or Atlantic British on this continent, or Land Rover parts distributors in Great Britain for the more adventurous. Whether or not you desire genuine LR parts will be determined by your supplier of choice. In some cases there is no such thing as genuine beyond a different box, while in others "genuine" makes a major difference.

Before we get to the parts list, it should be remembered that you don't always need to undertake a complete rebuilt, at least some of don't. Just a few things need to be done, or checked, regularly to keep your antique running in a fairly reliable state. Otherwise you risk:

They Die in the Worst Possible Spot by Ted Rose

Just a few notes on reliability to keep enjoyment up and frustration down. Starting with the battery, get the best on you can afford, with lots of cranking amps. Avoid rebuilt or used batteries. Try and find one you can top up, ie. without the caps gued on. Make sure the battery is "tied down", even a bungy cord will do. Make sure the terminal clamps are clean (on the inside too), tight, and that the battery cables are in good condition with connections to ground. Make sure the selenoid is also tight.

Next, check that the generator (alternator) belt is in good condition, and properly adjusted; say about 1/2" deflection on the belts longest span. If ou are not sure then go on the loose side. Going too tight can ruin the bearings in the water pump or generator and can often put the pulleys out of alignment which can substantially reduce belt life.

Try and give your Land Rover a tune-up at least once a year, even if you don't put many miles on it. It can be very minor, but it is time well spent. It doesn't take long to check the plug and point gaps and run a feeler gauge through the valves, besides, your valve cover gasket is probably leaking anyway.

Have a look at the tires. Those cracks in the tread and sidewalls aren't too serious until to see the carcass canvess stuff looking back. Check the pressure too. This really is critical to tire life and good fuel milage (ha ha). While you're there, check all of the wheel nuts for tightness. Try and make sure they're all the same size. It is hard wnohgt to find one wheel wrench, let alone two when you're sitting in the forest with a flat.

Before you start charging through the wilds this year check all fluid and oil levels. After all, you don't really even have to jack the Land Rover up to do it and they are critical. Take the grease gun under there too and give all of the joints a shot. Do this again after you've been off-roading in swamps and the like to push any water out of the joints, but don't blow the boots off them.

To keep that Formula One braking up to par, adjust the brakes a couple of times a year. If you're running in mud it is prudent to pull the drums off as soon as you can and wash all the mud and debris out. It really does rip the linings off the shoes in a hurry.

Thats it for now. Ted Rose 256-1598

6. GENERAL MAINTENANCE

Below is a listing of various parts and part numbers that are generally required when you undertake general maintenance or a tune-up of your aluminium friend. This is just a partial guide to help you order parts from a local automotive store if you do not wish to go a longer distance for parts (See Section 9 in this FAQ) Because of the age of some of our Land Rovers, and the fact that many have had parts interchanged over their lives, it's difficult to give exact listing for everyone. Yours might be a little different. If in doubt, take the parts with you to the store or bring it with you Tune-Up Day and we will help figure it out. More complete sources for part numbers are available. The Land Rover Factory Parts Manual is the ideal source for information. Check with fellow Land Rover owners. Some of them are fanatics and may have a copy of this tome. Another good source, albeit with a lot less volume than the Factory Parts manual, is the Rover's North parts catalogue. Everyone should have at least one copy of the RN catalogue, it is very useful to have about.

Coolant: Four season coolant with rust inhibitors. Flush the system first. If an "O" ring gasket is required, the rear hub seal from a 1961 - 76 Austin Mini makes a good replacement.

Thermostat: All models use a 160 degrees Farenheit unit.

Parts: Land Rover	74c	532453
	82c	596225
Gates		33006
Stant		336-160

Engine Oil: "Tight" engines with less than 50,000 miles use 10w40, For "worn" engines with more than 50,000 miles use 20w50.

Transmission & Diffs: 90 EP Hypoid gear oil

Swivel Balls & Steering: 140 EP gear oil

Fairey Overdrive: 50 EP gear oil

Fuel filter: Remove and clean glass sediment bowl. If none, replace with an in-line filter between tank and engine/carb. Filters are available at any auto parts store. Same size as fuel line.

Hub seals: Front and rear, double lipped seals for all models.

Land Rover	RTC3510
National:	410694

Brake Light Switch: Intermittent brake lights? After checking the wires, grounds, etc. the culprit is probably this switch which has never been replaced on 99% of Land Rovers. LR part number 560776.

U-joints: A bad U-joint can ruin the differential and gearbox bearings. Grease if they are of the type that have a grease nipple.

Parts:

Land Rover	2 15/16"	from cap top to cap top	RTC3291
	3 7/32"	from cap top to cap top	RTC3346
Precision	1948-62		344
	1963-76		369
Spicer	1954-59		5-4x
	1969-71		5-153x

Oil Filter

Land Rover:	2.0l	RTC3183
	2.25l	RTC3185 (long 6-13/16")
		RTC3184 (short 4-5/8")
	2.6l	RTC3183 (6 cylinder)

	Series I	Series II & IIA
		Fromsuffix"B"
		no. 25143369-C
- Fram	CH-853pl	- Fram
- Wipac	OF-671	- Hastings
- Kralinator	L-891	- Kralinator
		L-532

	Series II & IIA	Series III
	From suffix "D"	
	no. 27108243D	
- Fram	CH-822pl	- Fram
		CH-834pl
		- Hastings
		P-186
- Kralinator	L-535	- Kralinator
		L-532

	6 Cylinder
- Fram	CH-853pl
- Wipac	OF-671
- Kralinator	L-891

ELECTRICS:

ALTERNATOR

Lucas	37 amp	16ACR
Lucas	45 amp	LRA 103

COIL

Lucas	all negative earth	HA12
Land Rover	2.25l, 6-cyl	RTC5629

DISTRIBUTOR: The Distributor used on Series II, IIA, and early III Land Rovers is the same as found on the 1960's Austin Mini and numerous other British cars. It is a LUCAS 25D4. In the early-mid 1970's this was changed to the LUCAS 45D4 distributor. The 6 cylinder Land Rover used a Lucas 25D6 distributor. Knowing this, if you can't get your distributor cap for your 1964 Land Rover using the Land Rover part number, just ask for the distributor cap off of a 1968 Austin Mini. It will fit.

POINTS:

Lucas	25D4	TK-50
"	45D4 (cs-8)	54423769
Land Rover 2.25l	petrol 1956-74	RTC3270
" "	Lucas new type (red)	RTC364
" "	(blue)	RTC6627
" "	Military 24v FFR	RTC6622
" "	Duceellier type	RTC6625
" "	6 cyl	RTC3270
Blue Streak		LU-1617XP
Borg & Beck		A-527
Echlin		CS-207a
Niehoff		WA-106
Delco		E-109

CONDENSOR:

Lucas	45D4	54429551
Land Rover 2.25l	petrol 1956-77	RTC3472
" "	Lucas new type	RTC6621
" "	Military 24v FFR	600730
" "	Duceellier type	RTC6620
" "	6 cylinder	RTC3472
Blue Streak		LU-206
Echlin		EP-29
Filko	6 cylinder	LU-65
Niehoff		WA-226
Delco		E-211

ROTOR:

Lucas	25D4	RA-1
"	45D4	54422803
Land Rover 2.25l	petrol to -1976	RTC3612
" "	Lucas new type	RTC3614
" "	Military 24v FFR	RTC6628
" "	Duceellier type	RTC4933
" "	6 cyl	RTC4542
Blue Streak	4 cylinder	LU-300
	6 cylinder	LU-302
Echlin	4 cylinder	EP-41
	6 cylinder	EP-44
Niehoff	4 cylinder	WA-300
	6 cylinder	WA-313
Delco	4 cylinder	E-407
	6 cylinder	E-302

CAP:

Lucas	25D4	DC-6
"	45D4 (dc-8)	54427109
Land Rover 2.25l	II, IIA Screw type	600328
" "	IIA, III early push-in	566859
" "	New type push-in	RTC3278
" "	Military 24v FFR	90600725
" "	Duceellier type	RTC4932
" "	6 cyl	539570
Blue Streak	4 cylinder	LU-421
	6 cylinder	LU-429
CEW	4 cylinder	6008302
Echlin	4 cylinder	EP-48
	6 cylinder	EP-55
Niehoff	4 cylinder	WA-412
	6 cylinder	----
Delco	4 cylinder	L-307
	6 cylinder	L-310

GENERATOR:

Lucas	C-40
- BRUSHES:	
Lucas	BS3-227541
Land Rover	RTC3255

GLOW PLUGS

Land Rover	568335
Champion	AG45
KLG	GF210/t

SPARK PLUGS

Parts:	SI	SII & IIA	SIII	6-cyl
		from "B"	from "D"	
Land Rover		RTC3569	RTC3570	RTC3571
Bosch				WR7DS (silver)
"				WR8DP (platinum)
Champion	N-5	N-5	N-9Y	N-12Y N-5
AC	44XL	44XL	42LXS	44XLS 44XL
Autolile	2616	2616	52	3205 2616
- for radio interference supression, get "R" designator				

STARTER

Lucas	Ser III petrol	M418G
"	Ser III diesel	M45G
Land Rover	petrol	RTC5225E
" "	diesel	RTC5232E
- BRUSHES		
Land Rover	IIA 2.25l petrol	260055
	III 2.25l petrol	AAU1405

SELENOID

Land Rover	IIA/III ('67 on)	13H5952L
Lucas	Petrol	76766
"	Ser IIA diesel	76727E
"	Ser III diesel	76803

VOLTAGE REGULATOR

Land Rover	2.25l II/IIA	RTC3862
	2.25l III ('72 on)	RTC5932
	6 cylinder IIA	607375
Lucas	4 cylinder w/alt	RB340
"	6 cylinder	37565
Ford Tractor	6 cylinder	DONN10505A

Regards from the Newsletter editor:

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