



# OTTAWA VALLEY LAND ROVERS



June 15<sup>th</sup> 2020

[www.OVLR.ca](http://www.OVLR.ca)

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**P.O. Box 478  
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## General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R 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. Members receive discounts on parts from a number of North American suppliers. 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 compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). Membership is valid for one year.

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

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

## Newsletter Archive

<http://www.ovlr.ca/nl/OVLR.nl.freq.html>

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**Submissions:** Articles and photographs may be submitted to the Editor, Dixon Kenner ([dkenner@gmail.com](mailto:dkenner@gmail.com)) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

**Advertising Information:** \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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Cover: *A scene not being seen this year. A pair of 80" Land-Rovers at a past Birthday Party*

“Day 91 of no Rover events...”

Greetings,

Another abbreviated issue as movement limitations and provincial restrictions and closures brought on by the pandemic continues to limit everyone’s activities. As I write this, it is Day 92 of the, albeit relaxing, lockdown, or for those who can, and are, working from home, Day 66.

At this time, there are no events scheduled into the summer, and some other organisations are starting to cancel some events in the fall. Time will tell what is happening or not.

One will note a degrading in the appearance of the newsletter. Suffice it to say the temporary editor went out and bought software, learned it to a minimum level, and caught up with the issues. The editor understands were the first editor, Mike McDermott was coming from when he resisted moving away from a typewriter. This editor can manage a word processor and that’s about it.

OVLR Event News: Until the Province really begins to relax restrictions, there are no “rain days” for the *Spring Tune-up* (which most likely will be 2021), nor for the *Birthday Party*. Nor has the Executive decided upon a date for the Annual General Meeting where elections happen and financial statements are distributed.

Other events: The *All British Car Day* at Britannia Bay Park is cancelled. There is no rain date. The next ABCD event will be in 2021.

For some of our members and Quebec, Ontario and Maritime friends, *Evenement Pierre Gauthier* is cancelled, but will be at Mount Radar in 2021 as planned for this year.

The 30<sup>th</sup> *Boot ‘n Bonnet Show* in Kingston has been moved to Garrett Memorial Park at 4010 Perth Road, south of Inverary, Ontario. It is planned for Sunday, August 9<sup>th</sup> and is not yet cancelled.

Farther afield, the Stowe Select board decided to revoke all special event permits for the remainder of 2020, in keeping with the current state of Vermont guidelines. The *British Invasion* in Stowe this September is cancelled until 2021.

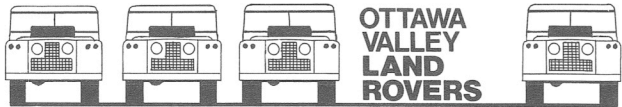
37<sup>th</sup> *British Car Day at Bronte Creek* in Oakville, just west of Toronto is still up in the air on whether or not it will be happening in mid-September. It is currently scheduled to happen, though Toronto and suburbs seem to be moving at a different pace

than the rest of the province vis-a-vis controlling the infection rate.

Further out than September may be happening, that remains to be seen. Sadly, those closer are probably all cancelled, and given Toronto is a bit of a mess, unlike the rest of the province, I wouldn’t be surprised if Bronte Creek is cancelled.

And, if there might be an event in the United States you wish to attend in your Rover, no dice. The land and sea border closure has been extended another thirty days to July 21<sup>st</sup>. Though, you can fly to the USA without any restrictions arriving in the USA, though upon return, you would need to “self isolate” for fourteen days.

Some chats with parts suppliers show a changing mix of orders. Big projects are down, small projects and orders are up. People are attending to some overdue maintenance it seems. 3 *Brothers Classic Rovers* (Paris Ontario), *Atlantic British* (Mechanicsville NY) and *Rovers North* (Westford Vermont) and all open and ready to take your order.



P.O. Box 16055, Stn F, Ottawa, Ont. K2C 3S9 March 20th, 1988

G'day eh !

As Spring approaches and 'cabin fever' abounds, several of the more avid Rover owners are itching to get stuck in a new mud hole ! Well, here's your chance to enjoy some good food, excellent company and lots of fresh air.

**THE FIRST O.V.L.R. MAPLE SYRUP RALLY**

On Sunday, April 10th, O.V.L.R. is celebrating Spring with a pancake brunch featuring fresh maple syrup straight from the Fairheads' sugarbush. Events are planned for the afternoon so bring your rubber boots and be prepared for 'soft ground'.

Cost will be \$5.00 per person for brunch and events (bring your own supplies for supper if you plan to stay). Plan to arrive at the Fairhead farm between 10.00 and 11.00 am. ----- Call Neil (830 1458) to register, also mention if you need a ride or would like to travel in 'convoy'. Rovers are not

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# Other News, Rebuilds/Projects, Lies, Rumours, Trivia

 A note from *Steve Owen* - Today, 9th June is two years to the date that I picked up and brought the 1953 Series 1 Land-Rover home. I had been chasing the Rover on and off for 25 years at that point. The vehicle has been sitting since 1984, moved once from one barn to another in 2006. Then to our home.

I was under no illusions on what I had gotten myself into, having owned Land-Rovers before. Work progressed the vehicle stripped down, parts cleaned and rebuilt. Engine rebuilt, etc many FB friends made along the way, helped with advice and were to buy spares. Parts have come from the 4 corners of this round world.


I admit as 2019 spring came around, I had secretly, set that date to have the Rover running. I planned to drive it out of the garage today. This alas will not be, I am somewhat disappointed, I would even say at a low point, in the doldrums, even saddened. Reason this did not happen are many.

One, health, my back is acting up. I had spinal surgery 3 years ago and this is been re-injured. Two- My inexperience at restoring the Rover. Some parts I cleaned and re-stored, I made mistakes and had to send them out to people with far more expertise than I to "fix" them properly. Then Life in general got in the way.



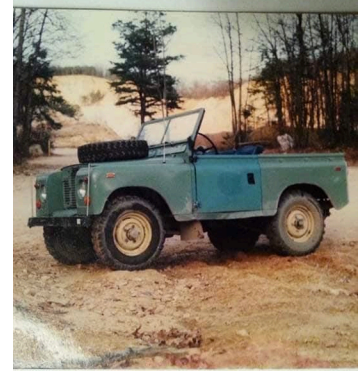
I would like to thank EVERYONE whom have helped along the way, I am not going to make a list, I forget someone and get them mad. A few deserve top honours.. Pat Owen aka the Wife for putting up with the "carcass" Ron Garford from Kentucky, Dixon Kenner from Canada and Ike Goss of Pangolin4x4. Michael Stanton-Jones from the UK.

Those gentle men I have had many a long phone call with and I am forever indebted to them. On ward and upward, no new dates set, it will be done when is done and done right.

 A short note from *Dave Despaque* - Just a quick explanation as to my addiction to Land Rovers for the last 36 years. My father had a gas station and I was about 8 then and a customer of his was a long shoreman who had a mid 60's series 2a 88. Every Friday he'd pull in with his canoe on his roof and

camping equipment in the back headed somewhere to camp for the weekend. Well I got my first land rover at age 13 because of that man and have enjoyed them ever since.

Here's my first 88, a 69 I bought at 13, I put a New Mexico plate on it and drove it all throughout the State Forest behind my parents house for 3 years before I was old enough to get my drivers license!




 *Vincent Bougeoise* sends in this photo of a nice morning jaunt on the canal. Is there a better way to transport a canoe about Ottawa, or Canada for that matter.



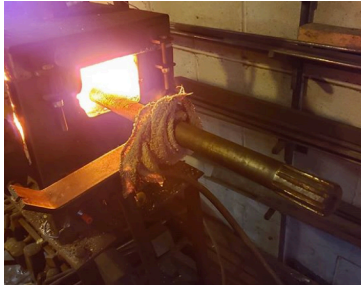
 Some members have been using their time home to be productive with their Rovers - First up is *Derrick Hammond* who writes - "Facelift! Out with the red and all tan-....looks more like it just rolled out of the BATUS REME compound...."



 Driving about in Rovers, and using them on things like RTVs, can result in a bit of carnage from time to time. *WinterRomp* always has a little bit of trailside or garage maintenance associated with it. This year, there was a bit of a difference. *Ryan Schweter* noticed that *Bill Nickson* had broken a rear half shaft. He asked Bill if he wanted it. As far as Bill was concerned, the useful life of it was at an end. Ryan took it back home.

A couple months pass and the half shaft shows up again, this time on Ryan's Instagram feed. This time it is in an oven being warmed up to white hot. Interesting, though at the time all that was said was it was being turn into a hammer making tool. Then some silence.


Later, another post appeared saying "This afternoon's progress, cut and drew out the handle on the drift, cleaned up and cut the end of the billet bar in preparation for Making a top fuller, and made a pair of hump tools, all with Sarina's help behind the sledge".




Eventually we got the final photo of the finished hammer eye drift made out of a half shaft, from this year's WinterRomp carnage. As Ryan explains it, the drift is used as an anvil inside the eye, when drawing out the cheeks. It allows for a bigger "home for the handle" as well as providing the slight hourglass shape that locks the handle in when wedged. Land-Rover parts being recycled for a new life.

Ryan has asked for some more broken or dead items. Pick-up in August. It will be interesting to see what becomes of them. BTW, Ryan is ScienceAddict on IG if you are interested.




 Kurt Schmidt shows some ingenuity in keeping the children exercised and enthusiastic during recess during (home) schooling.

In this variation, a late Series IIA and winch is brought to bear to create a zip line from telephone pole to Rover, making strategic use of a ditch to increase the possible playable height and distance.


 Some photos from Brett Storey - Couple pictures of my daughter and I, taken 19 years apart. At least the Land Rover hasn't changed much. LOL



 Ineos, the UK chemical company, announced an automotive offshoot and its first product - code-named "Projekt Grenadier" - back in 2017 amid ambitious claims and a colourful story about chairman Jim Ratcliffe coming up with the idea in a London pub (from which the endeavour took its name). Since then work has continued apace and now some spy photos have appeared. They were taken in Graz, Austria in the vicinity of Magna Steyr, the company which has been doing the bulk of the development work.



# Some Non-OVLR News & Rumours

 Derrick Hammond shares this entertaining YouTube series - For true enthusiasts who like to fettle with their rigs, this series is extremely addictive! Fitting a Toyota Supra turbo power pack and drive train in a 1980 Mini! Lots of fabrication and messing about with mechanical and electrical components used in Land Rovers... (Editor's note - It is an excellent series, especially when they get started. If you like making brackets...)



 #86 – He's In His Sky Creeper - The Northern California Land Rover Club gives us a preview of Rovicon 2020 and tales from the trail of the very first Rovicon. News Items: JLR restarts production; China sales rebounding; Evoque long wheelbase; In Memory of Nick Wilks; Lego Defenders; and many other news items and links to the news.



<https://centresteer.com/podcast/centresteer-86/>

 After finding last month's mirror adapters, I decided to look to see what else interesting that might be lurking around at *Warren Metallurgical*. I quickly found a new prototype rear grab handle under development. This will fit Series & Defenders and help protect the rear lenses from accidental damage, supplementing any cages that you might be using with a solid bracket down on the cross member.

The Rear grab handles were based on a design by Mike Capozza of Maine. The original Land-Rover rear grab handle don't extend far enough to




the outer corners to protect the rear lights, especially on Defenders where the lights are lower down. This problem can become apparent when doing three point turns in tightly wooded trails etc. Gavin, at Red-Rover Parts, located a local company to make tight radius back to back bends in heavy wall tubing. He then has made welding fixtures to keep all the parts in alignment during welding.



The grab handles are then hot dip galvanized to keep the original aesthetics and to hopefully last as long as the Rover they are attached to. These will come supplied with shims to accommodate differences in rear body work to cross-member alignment.

If you are interested, go over to [warrenmetallurgical dot com/red-rover-parts/](http://warrenmetallurgical.com/red-rover-parts/) There are a number of other interesting things on the site. If you are in Canada, and don't like dealing with Canadian customs & excise, it looks like *3 Brothers Classic Rovers* carries some of their items. Otherwise *ABP & Rovers North*.

 This is an interesting list of official Land-Rover photographs. Note photographs numbers 572 and 573 for February 15th, 1949. "Canadian Style Bumpers"? Unfortunately, various searches and enquiries directly to Land-Rover in the past, JLR today, and other places have not turned up these photos, or any explanation to what a Canadian Style Bumper really is. Referencing service newsletters and other references sources turns up that the "fishplate" style of bumpers changed to the style that would exist from November 7th, 1949 to the end of the Defender.

## Photographic Records

561	LR: New chassis	26/1/49
562	LR: for Royal Navy	1/2/49
563-565	LR: for Argentine, with SBW and HCS (for Peron)	7/2/49
568-569	LR: assembly (569 is 569A and 569B)	10/2/49
570-571	LR: vehicles parked awaiting export	15/2/49
572-573	LR: Canadian type bumpers	15/2/49
574	LR: number on engine	15/2/49
575	LR: number on scuttle	15/2/49
576-580	LR: export chassis	23/2/49
589-590	LR: Derby fire tender	1/3/49
592-599	No details	
638-639	LR: chassis frame	1/4/49
807-822	LR: shots for instruction book	5/48
823-826	LR: shots for instruction book	18/5/48
827-834	LR: shots for instruction book	20/5/48
835-841	LR: shots for instruction book	27/5/48
842-844	LR: instruction manual	7/6/48
850-856	LR: fire engine, for costing	17/9/47
857-859	LR: fire engine, for costing	18/9/47
860	No details	

(to be continued)



Pay LEGO about \$200 and you'll get 20 bags of parts, some of which are unique to this build. The manual is as thick as an Ikea catalog, so you could easily spend the free hours of a week putting it together.



But what comes after that? LEGO fanatic Alexandre Rossier the Defender was a bit too normal, so he pieced together this unique half-track project.



There are plenty of companies selling tracks for trucks or SUVs. Some of them will undoubtedly want to play with the Defender. But this LEGO build looks unlike anything that can exist in the real world.

The body of the British 4x4 gets extended past

what the 110 Series allows. For the record, the stock kit is about eight inches (22 cm) high, 16 inches (42 cm) long, and seven inches (20 cm) wide.

The tracks are nothing like those usually fitted to trucks or Ken Block's WRX. Instead, they resemble those on a snowmobile. And wouldn't you know it? Such a thing exists in the real world.

Half-tracks were quite popular in the Second World War. The Germans had a few famous ones, like the Sd. Kfz 251... which just rolls off the tongue. They also made a tracked bike, the Kettenrad. (From AutoEvolution.com)



Some news of Oxford - Oxford has been resting in New Jersey. Since the beginning of the pandemic, he has moved to a new location to address some on-going mechanical issues that remained from his long journey from Singapore to England, and then to Virginia and Maine. While there was some work done in Maine, deeper problems have been identified. Happily, 3 Brothers Classic Rover has donated quite a few parts towards Oxford's refurbishment, but as one issue is addressed, others are coming to the forefront for attention. It is turning out to be more involved and complicated than was originally believed when Oxford first arrived in Baltimore in January.

VEHICLES, STORES AND EQUIPMENT

During the first three months of 1955 arrangements were made to assemble the vehicles, stores and equipment for use in Newfoundland and to schedule and price each item for shipping and customs formalities.

It was realized that primitive roads in Newfoundland would severely test the vehicles used, and it was considered that four-wheel drive was essential. The two types of vehicle most suited to the conditions are the American Willys Jeep and the British Land Rover. A decision was made to purchase a fleet of nine short-wheelbase Land Rovers, three Willys 1-ton trucks and trailers, and two Karrier test vans; all were fitted with heaters and were equipped for service as follows:—

- Two Land Rovers fitted with power bollards;
- Three Land Rovers fitted with 5-kW alternators;
- Four Land Rovers (two with low-loading trailers);
- Two Karrier test vans converted and equipped as mobile dark-rooms, and
- Three Willys 1-ton trucks and trailers (for the jointing parties).

Power supplies were obtained from two 230V 2½-kW alternators (trailer), three 230V 2-kW Onan alternators (portable) and the 5-kW alternators fitted in three of the Land Rovers. Two lightweight 230V 500W alternators were carried in each of the mobile dark rooms and, for lighting, four 24V P.E.D. generators were used.

Standard packing cases were used for the jointing stores, but special cases were made for the shipment of the X-ray cameras, brazing machines, moulding machines and the 40-kV test sets; there were 79 cases in all.

For customs formalities the whole consignment was scheduled under two categories, "B" and "C," and a certificate was given that items under category B (non-consumable stores) would remain the property of H.M. Postmaster-General, and that they were imported into Canada on loan for the duration of the work, after which they would be re-exported to the United Kingdom. A certificate was also given that items under category C (consumable stores) were imported into Canada and that the value shown was a fair market value in the United Kingdom at the time of importation. By mutual arrangement between the British Post Office and the manufacturers of the land cable, Southern United Telephone Cables, Ltd., a cargo ship was chartered to convey cable, vehicles, stores and equipment to Newfoundland, and on the 5th April, 1955, the S.S. Teeswood sailed from London to St. Johns.

(To be continued.)



An excerpt from a fairly long article from 1956 on the "Transatlantic Telephone Cable - The Overland Cable in Newfoundland" in the The Post Office Electrical Engineers Journal, April 1956, p1-6. These couple paragraphs are found at the end of the article. I wonder what happened to the Land-Rovers.



## In Memoriam - Vern Fairhead

It is with great sadness to report that earlier this month, Vern Fairhead passed away.

Since 1987 Vern and his wonderful wife Linda were gracious hosts of our annual club Maple Syrup Rally, a widely renowned springtime event every spring for the past thirty five years, making it the second longest, continuous running, Land-Rover event in Canada and the United States.

Vern and Land-Rovers goes back decades, to the ALROC days, and drove a variety of Land-Rovers over the years, but 109 SW and SIII 88's.

Vern had a passion for life and was a real renaissance man. He loved sailing, old vehicles, and most things mechanical. And of course he loved Land Rovers. Vern was club member number eight, so he goes way back to the beginning. He also liked a good Scotch and good cigar sitting around a campfire with friends. But, the best account comes from a longtime friend, Peter Gaby -

Vern & I had many common interests meeting first at a MSR. OVL. event so many years ago that I can't remember the exact number. From when I first joined the club with the FJ40 Land Cruiser. Rust bucket number one...

We both had a back ground in sailing but Vern's was quite special, he had restored a vintage square rigged boat which he & Linda had campaigned at many historical events on Lake Ontario. This was their summer schedule with Linda having the summer off from her teaching position. At

some point in time Vern sold the boat to a film company & it was trucked off to the USA.

This would be the start of Vern's motor cycle period where he "horse traded" his way up to owning a superb Vincent Rapid & then on to the legendary 1000cc. Brough Superior, a world class machine.

All of this by wheeling



& dealing many motor cycles on a very limited budget over just a few years, I am guessing the Brough would be a \$100k. bike now, just one of Vern's great skills.

But the sailing passion was tugging away again & he decided to give just one more try, this is when he purchased the 40 foot boat from Florida that we remember seeing being painstakingly restored at the farm each MSR. event.

The boat was in very rough shape but this was not a problem for Vern, his shipwright skills come in & over a few years it was returned to a beautifully restored, operational vessel.

I was fortunately able to crew on the boat across Lake Ontario to Oswego, New York with Captain Vern at the helm, each summer the town would have a commemorative event to remember a sea battle against the Oswego Fort.



In between his ship restorations he was still building the fine dovetailed square log buildings & structures he had become so well known for.

Truck loads of logs would appear at the farm to be fed through Vern's farm made Saw Mill & converted into, not just a nice building but truly a work of art.

Vern would be man-handling those big log's though the Mill, driven by an old diesel engine with bents & chains whirling about, standing on the moving carriage pulling on all number of lever's, about the most fearsome machine I have even be acquainted with.

To work with Vern would be a teaching experience, his skills made tasks look so easy until one was try it themselves.

Log home builder, Shipwright, Blacksmith, Wheeler Dealer, Seafaring Historian, always willing to share his knowledge with anyone who would ask, generous to a fault. Soft spoken with a genuine kindness about him for all he met.





# General Servicing: Repairs, Humour, Tales & Trivia

## NADA Licence Plate Lamp Trivia (Dixon Kenner)

While bored one CORVID imposed afternoon at home, I was working on adding to a spreadsheet to further explore the background to an article. To wit, I was going through 400E, the massive 758 page Lucas Spares Equipment Master Catalogue (1946-60) when I came across an interesting piece of trivia. The rear lamp which illuminated the licence plate. The numbers were not consistent, even though the basic assembly was the same. So what was different? What I had for NADA vehicles was:



1951 NADA (Canada & USA)

1951: Lucas 467-2, or part 53093A/J which has a chrome finish.

1952 - 59: Lucas 467-2, or part 53101E/J which has a black finish.

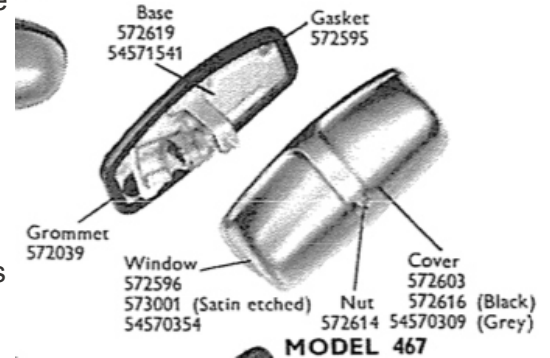


1952-59 NADA (Canada & USA only)

1960 - ?: Lucas 467-2, or part 53876A, which also has a black finish

Which, is interesting that the 1951, the first year of the North American Dollar Area Rootes-Rovers had a nice shiny chrome licence plate lamp, while subsequent Series Ones had black. Now, what is different between 1960 and 1959? Well, they are identical except for one thing. The base and bulb holder is somehow slightly different enough to warrant its own part number. Could your concours examiner figure this out? No, not without a screwdriver, and probably not them either. Pages K11 - 13 if you are really interested. These Series One part numbers are also reflected for the Land-Rover in Lucas publication 400D (1939-54).

Note, at this time, the rest of world Land-Rovers has the so-called D-lights part 53072, or ST51, with a black finish. This assembly functioned as both a stop lamp and a licence plate lamp. This is what the 1948-50 Land-Rovers that came to Canada had. But because of the centrally mounted licence plate holder, which was also unique to North America, those lamps were not used.



## Remember when?

These badges and pins were last produced by OVL R back in 1998. The grille badges were \$20 (with \$2.60 in postage, for which Communist Post probably charges \$45 now). The pin was \$6, and a key fob was \$8.

While I've not seen any pins in a long time, the grille badges are still seen about. Thanks to Andrew Finlayson for organising this back in the day.



# Land-Rover Toys, an ongoing series

## V - 57C, The Fifth Toy, the 109 Forward Control Fire Appliance

**Number 57C** - Land-Rover Fire Appliance (1966 - 1970)

While Matchbox no. 12 had three Land-Rovers, Matchbox did not have any rules for catalogue numbers and used whatever fit at the time. It is why no. 12D is not a Land-Rover and no. 57C is a Land-Rover.

This particular Matchbox was made from early 1966, when it replaced the Chevy Impala, to 1969, when it was replaced by the Eccles RV trailer of caravan.

The vast majority of this toy are the “regular wheels” version. While this toy was converted to SuperFast wheels in 1970, it was deleted from the range after a short run later in the same year.

Paint: This toy was always painted red and had blue tinted windows, which is a one piece insert that includes the roof mounted blue dome light. The front of the vehicle originally had silver painted headlamps and bumper. Eventually, the paint on the headlamps was omitted, and later after that, there was no silver paint on the model. As with other models, there will be slight variations in the shade of red.

Casting: They toy is cast in 1:77 scale. There are two body casting variations. The earliest versions lack a brace just below the rear opening. There were also ridges to align the decals. The version without the brace is considered difficult to find.



open rear. This generic baseplate continued through to the Superfast version.

The baseplate has suspension for both axles. There was a sliding mechanism on the baseplate that could eliminate axle articulation. The slide can be a variety of colours, with green, blue, amber, red, white, clear, and is moulded plastic. There are so many variations that there is no comprehensive listing that I could find.

There are at least 6 different moldings for the baseplate and all are slightly different. The number of wraps on the hose changes, with 11 and 13 being noted (counting along the top of the reel). All baseplate variations were made in equal numbers. While the first baseplates lacked any braces, they were added fairly early on in the production run. Later there was a D shaped cut-out added.

One source suggested ten different variations. Given the number of different slides, the lowest count of varieties is at thirty six (36) and rises from there. One anorak suggested three to five hundred variations are possible.

There is a white plastic ladder that is mounted on the roof.

Wheels: Originally, the toy is found with 11mm x 45 black plastic wheels, which are held by dome riveted axles. There was a short run with grey wheels of the same size, but these are rather rare variation.

10.5 x 2mm 5 slot thin wheels were fitted to all Land Rovers by the factory although the easily removable plastic axle covers make wheel swaps quick & simple.

Decals and Stickers: The toy was detailed with shield decals applied to the door and, with “Kent Fire Brigade” on the side panels. Later on, the decals were changed for stickers. The shields on the doors changed first, followed by the side body panels. Probably, like Rover, they made a decision and then exhausted what was on hand before going to the new. There were 2 variations of ‘Kent Fire Brigade’ stickers, those rectangular cut

specifically for this casting and inverted T shaped labels with cut out top corners which were originally intended to be fitted to the K15 Merryweather Fire engine.

Boxes: The regular wheels version came in the E and F style box, of which there are four variants.

The E boxes can be told apart by looking at the end flaps. E1 is a blue flap with the number and name in white. E2 has the above, plus a small drawing in a circle. E3 has a colour image of the toy on the end flap over the name of the toy and the toy number in yellow centred under the drawing. E4 has the number on the left, and adds "Matchbox" over the drawing. As always, there are sub variants. E3R and E4R are the above mentioned boxes, but with the circled R, denoting that "Matchbox" is a registered trademark.

The differences in the F box arise where the work "series" appears. The first variation, F1, as shown in the photo on the lower right, is where the word "Series" appears inside the blue box with the number. The second version, F2, the word "series" is found under the "OX" in Matchbox. The third variant, F3, the word "series" is found underneath the blue box with the toy, or model, number.

The Superfast was packaged only in G boxes (see photo on the lower right of the preceding page) or copyright 1969 or 1970 USA or Canadian blister packs putting it in the top 5 of most hard to find G boxes.



Availability: The black plastic wheeled versions are common. The grey wheels are rare and the Superfast is considered difficult to find.

Box E3 to the right. Note the inverted T sticker on the side panel of the toy.



Box E4 to the right



Box E4R to the right.

Box E3 with grey wheels variant to lower left



Box F1, showing end flap is below



## The restoration continues - I am on a roll (Steve Owen)

More on the restoration of 36131621.

On from the previous article, all the while trouble shooting the engine, waiting on parts to be over hauled it was time to pay attention to the seats and canvas top (hood). When I purchased the Rover. The seats were rusted out beyond repair and there where no sticks or hood (canvas) After some research and following comments on the dreaded facebook and LRSOC forums. I decided to go with Undercovers Covers Ltd from the UK.

These came via Tom Pickford of WWSpares in the UK. Tom was great to work with, even spotted a mistake I had made with my internet order and corrected and sent the right fixtures for my seats. (Note 1) Shipping for the sticks and hood was not too expensive and arrived in Wisconsin USA within 4 days of leaving the UK.



Seats followed in a separate box, The seats are of high quality construction to original specs. Same with the canvas hood. it comes loose fitting and needs to get damp to tighten the weave and a tight fit.



I couldn't wait to get started after the seats arrived. After work it was fit the new seats day. As I am still chasing gremlins and cannot get a spark to the plugs, which to say the least is frustrating and some what maddening. I moved to other parts. Seat back supports and holding straps fitted. Started on the door seals ( Seals being a very loose term in Land-Rover land ) Only to

close the day out, by not being able to find my rivet tools. A good day really..

Hoop set and seats done for the moment, I walked away from the non starting issues. After helping the boss clean the garden after the winter I spent the latter part of the afternoon and evening working on the door seals. Rivet counter need to look no further. Built a "workbench over the back tub and drilled out all the old rivet and new rubber stripping installed. At least the doors don't rattle now

Keep Calm & Carry On! Note 1 - wwspares.co.uk



TECHNICAL SERVICE DEPARTMENT  
PRODUCT INVESTIGATION NEWS LETTER

NO. 69 - AUGUST 1964

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : VENTILATOR CONTROL MECHANISM.

MODEL : Land Rover.

REMARKS : Investigation into the causes of ventilator control lever breakage has shown that in most cases there is excessive friction in the lever pivots. The main trouble has been overtightening of the pivot bolt, causing friction, and thus excessive loads have to be applied to the lever mechanism in order to operate the ventilator.

The mechanism is to be modified as follows :-

A shouldered bolt will be used for the main quadrant pivot, and shouldered rivets at the linkage pivot points. This method of assembly will obviate any of the pivots being too stiff.

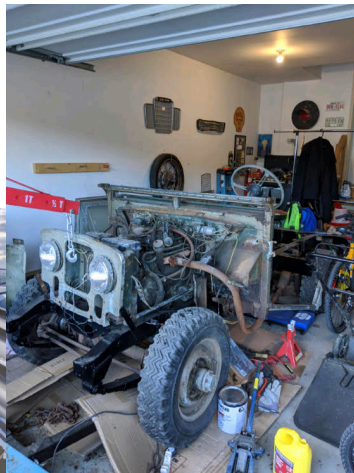
TS/DJB/CPH  
B. 8426.

# Rovers & Parts for Sale

## For sale - two Series Ones, Calgary, \$4,000 -

Selling two series 1. The series one in the first picture is a 1955 and turns over. It was running before I removed the gas tank.

The chassis is solid on both. I am selling them as a pair. Only asking \$4000. Kijiji advert no. 1503939666



## For sale - 1980 Series III 109 Station Wagon, Edmonton Alb, \$25,000 -

Land Rover Series, 1980, 109 Station Wagon, rebuilt 2.5 l diesel and 4 speed transmission, left hand drive, assembled in and imported from Spain, rust free bulkhead and chassis, all systems have been either reconditioned, replaced, rebuilt, or improved over the last 2.5 years, new Defender style seats and cubby by Exmoor, sound deadening and rubber mats. Please message me for details. Thx! Kijiji advert no 1502146600



## For sale - Hello I have some classic land rover parts I need to find a new home for. -

Front WARN locking hubs -88 and 109 galvanized

cappings \$offers -109 steel wheels ( wider stance than 88 wheels ) 16" diameter . Need to be restored but good solid wheels to restore. \$20each or best offer for set of 4 - 3.54 gear ratio differentials ( convert your standard differentials for better road speed ) - 2.25L original solex carburator ( these are becoming expensive ) -2.25l engine ( great engine to restore) - Series 2A manual 4 speed transmission - Transfer case -109 driveshaft - windshield - Rear 109 spare wheel - seat box 88 or 109 ( corrosion free, in very nice condition) - headlight buckets ( rust free in very good condition). Open to offers on all parts. Lots of other parts. All parts need to find a new home. If interested let me know. located north of montreal in mont tremblant. Kijiji advert no. 1480486998

## For Sale - 1973 SIII 88, Clearview Ont , \$25,000 -

FOR SALE!!!!!! 1973 Land Rover series late II early III full body off restoration and on road. Includes new parabolic suspension, new interior and new galvanized frame. All new carburetor, electronic ignition, complete new brakes and copper lines. Msg Luke Anstett on Facebook for detailed information.



## For Sale - Land Rover dealership sign, Paris, Ontario, \$1,200 obo.

For the serious Land-Rover automotive sign collector! This vintage Land Rover sign is in very good condition. Wall mountable, one sided. Every anorak needs one! \$1200 obo. Contact 3 Brothers Classic Rovers



## For Sale: 1970 Series IIA 88" Land-Rover

Short wheelbase Land Rover with hardtop and soft top. (Late series 2a 88"). Rebuilt ~15 years ago including: new galvanised chassis; galvanised everything else including, firewall, breakfast, door frames, hood frame, rims, all brackets and anything else that was possible to dip.

Added dual circuit power brakes; all new brake

lines; 3" NADA 109 double cylinder front brakes; new wiring harness; MOD rebuilt engine; electronic ignition; 8500 lbs. winch; parabolic springs (RM?); biltstein shocks.

I've owned it for about 11 months and put about 1,500 miles on it.

Done the following work as well: full new exhaust system; new carburetor; replacement intake and exhaust manifold; new coil; new seats (3 across front); front brake service; front swivels preload and re-seal. Toronto, \$22,000. More information - please send PM on Facebook or call Kurt at (416) 807-5226



**For Sale - Series Parts, Ottawa, \$400**

Military hood, 2.25 carburetor kit new in box, series 2 oil pressure gauge kit new in box, new headlight buckets, late 2a speedometer, etc. Kijiji advert no. 1506080299



**For Sale - 1956 86", Squamish BC, \$22,000**

A 1956 frame off restoration available in Squamish British Columbia . Price is \$22,000. The vehicle is currently on "collectors plates". Contact Dave Fraser, via Facebook Marketplace



**For Sale - 1979 Series III 109 Station Wagon, Montreal, \$19,500**

Land Rover 109 Series 3, 1979. All original condition great base all stock. Rust free frame, spend all his life in the warm country climate of Spain. 2.5l Diesel, 75hp, tropical roof, 10 seats, left side steering, overdrive. Kijiji advert no.



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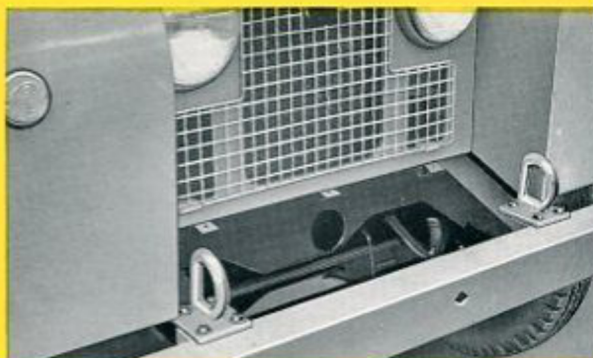
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# TOWING EQUIPMENT AND DATA

13. Jan. 1968



Heavily galvanised rings can be fitted to each side of the front bumper where it is attached to the chassis frame.

Part No. 267950

**1** The eight holed draw bar and bracket are supplied with the rear power take-off but are also available separately. The extension plate enables the towing jaw to be used with the power take-off in position.

Towing heights—88 Regular 17 $\frac{1}{2}$ " (45 cm.)

109 Long 20 $\frac{1}{2}$ " (51.5 cm.)

Part Numbers—Towing bar 501683

Extension bracket 231498

Extension bracket bolt 267431 (2 off)

Extension bracket nut 234828 (2 off)

**2** This towing jaw, shown mounted on a bracket, can also be bolted direct to the rear cross-member. It is designed for light trailers and agricultural equipment, having towing eyes up to 1 $\frac{1}{2}$ " thick (3.9 cm.).

Towing heights—on bracket—88 Regular 17" (43.0 cm.)

109 Long 19 $\frac{1}{2}$ " (50.0 cm.)

on rear cross-member 88 Regular 19 $\frac{1}{2}$ " (49.5 cm.)

109 Long 22 $\frac{1}{2}$ " (56.5 cm.)

Part Numbers—Jaw 234662

Bracket 508412

**3** This jaw is secured to the rear chassis cross-member and is designed for heavy duty towing. It takes towing eyes up to 1 $\frac{1}{2}$ " thick (3.9 cm.).

Towing heights—88 Regular 23 $\frac{1}{2}$ " (60 cms.)

109 Long 26 $\frac{1}{2}$ " (67 cms.)

Part Number—232493

**4** An extension plate designed mainly for agricultural use with trailers having a towing jaw, can be used in conjunction with the eight-holed towing bar.

Available from The Rover Co. Ltd. for use with the

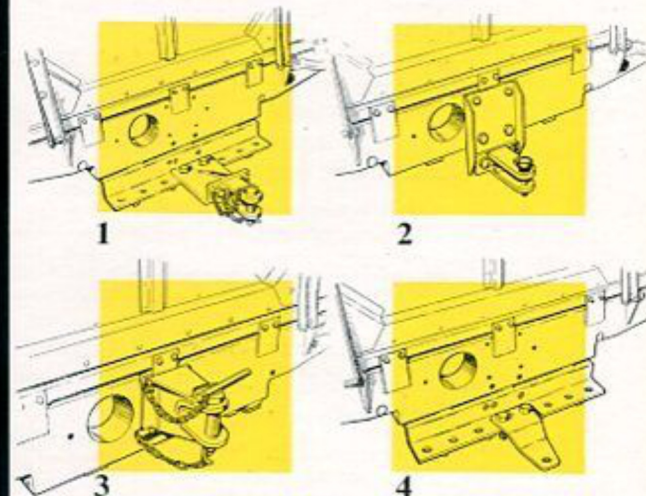
**LAND-  
ROVER**



A draw bar is supplied with the rear power take-off, but can be used separately either by itself or in conjunction with other towing equipment.

Towing heights—88 Regular 15 $\frac{1}{2}$ " (39.5 cms.)

109 Long 18 $\frac{1}{2}$ " (46.5 cms.)



This plate allows greater articulation between the Land-Rover and trailer. Two towing heights can be obtained by inverting the plate. The plate gives an extension of seven inches (17.7 cms.).

Towing heights—88 Regular 15" (38 cm.)

17 $\frac{1}{2}$ " (44.5 cm.)

109 Long 17 $\frac{1}{2}$ " (44.5 cm.) 20" (50.5 cm.)

Part Number—231213