



OTTAWA VALLEY LAND ROVERS



August 15th 2020

www.OVLR.ca

Volume XXXVII, Issue 8, No. 425



Index for Issue # 427, August

<i>Event - Rovers out at Minden (ROAM).....</i>	<i>5</i>
<i>OVLN News</i>	<i>6</i>
<i>Non OVLN new and Rumours</i>	<i>9</i>
<i>Plushie Preservation Part 10: Shipfitters Disease (Greg Fitzgerald)</i>	<i>14</i>
<i>Land Rover Stamps, Defenders, part 2</i>	<i>18</i>
<i>Land-Rover Toys, part VIII - Evading copyright infringement, the Lincoln "Motorway Mini"</i>	<i>20</i>

<i>Toys, part IX - "Motorway Mini", a later Hong Kong copy of the 12A</i>	<i>21</i>
<i>Toys, part X - Fun Ho!, A Kiwi copy of the 12A</i>	<i>22</i>
<i>1953 Restoration - Time For a Test Drive by Steve Owen</i>	<i>23</i>
<i>Land-Rover in Canada, 1948 By Keith Barrett.....</i>	<i>24</i>
<i>Rovers & Parts for Sale</i>	<i>28</i>



Greetings,

If you are a bit unsure what to do, beg, borrow steal (download), or buy the factory manual for your vehicle. Remember, they were designed to be repaired with a bunch of spanners for the most part in remote areas.

From the Executive:

So with phase three about to start and the ability to gather up to one hundred people the Exec has decided on this approach.:

- 1. The provincial government and our public health experts have decided it may be safe enough to gather together in numbers up to 100 people. Indoor dining will shortly be allowed. Mask wearing guidelines will still remain in effect. These phase three measures are intended to slowly and cautiously allow our economy and communities to return to semblance of normality.*
- 2. OVLR has, up until now, postponed or cancelled all of our usual events. This was done to protect our members' safety and their families.*
- 3. Out of an abundance of caution and concern for the health and well being of our members we shall continue to indefinitely postpone our usual club events.*
- 4. The only currently sanctioned club event continues to be the fall off road event jointly sponsored with LRAA celebrating their club 20th Anniversary, the "ROAM" event in Minden.*
- 5. Anyone wishing to set up off road trail runs with other club members can do so and this is encouraged. The only caveat is that you must be a fully paid member and your OF4WD insurance must also be paid. You can join OVLR here: <https://ovlr.myshopify.com/> and you can join OF4WD here: <https://www.of4wd.com/interact/member-login/> N.B. The promo code for OVLR is 2020ovlr, when you enter it the cost drops from \$50 to \$25*
- 6. If trail runs are set up an insurance waiver form must be filled in by each participant. Please let me know if you plan on coordinating a trail run so we can help you out. Contact Kevin Newell, Terry King or Dave Pell to set up proper waiver documentation. (waiver forms are attached).*
- 7. Your club executive will continue to monitor the situation and as may be appropriate adjust these measures.*

Cheers,
Kevin
OVLR President

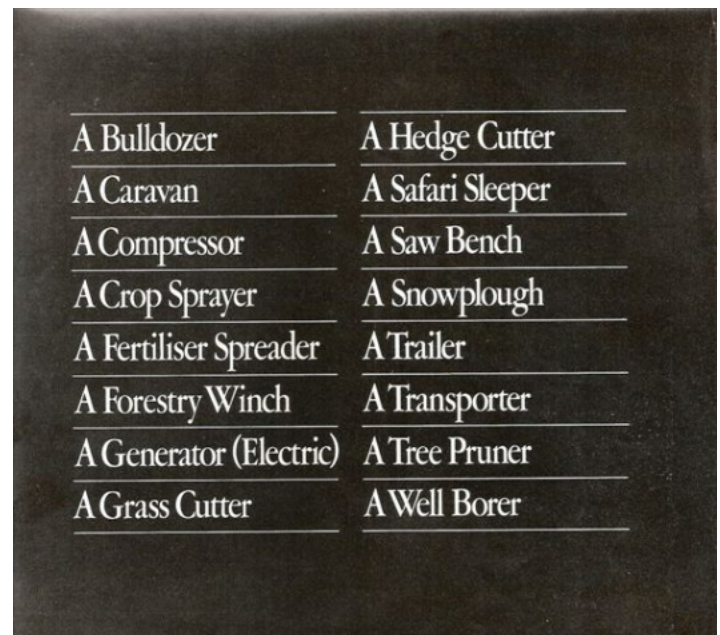
In terms of Rover activities, Most everything since

March has been cancelled. September events are falling by the wayside, both Bronte Creek and Stowe are cancelled. Metal Dash is cancelled. Blacker than Night was cancelled for the August long weekend.

On a more positive note, Oxford, after a lengthy sojourn at Ben Smith's place (we will hopefully have an article on that minor refurbishment) is on his way west again, visiting the Fort Pitt Land-Rover Club, and then to the Minnesota Rover Club. Unfortunately for Oxford, the border closing prevented him from visiting Canada, so while Visiting the United States, really has not seen North America. One day maybe...

As for Ravus, it rests in New Jersey. CBSA says that it would NOT be acceptable for Ben to tow it to the border and push it across for me to tow home. Ordinary people are not allowed near the border and "Travel for the purpose of obtaining or exchanging goods at the border is non-essential." You must use a commercial carrier. No exceptions.

Though I note that the work from home does allow more time for distracting hobbies and such. All of that commuting time now available for other things. It has led to a small, albeit temporary, increase in the size of the newsletter.



**When you consider the alternatives
a Land-Rover isn't all that expensive.**

**P.O. Box 478
Carp, Ontario, Canada K0A 1L0**

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.

OVLRL 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 ranging 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.

Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVLRL/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

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

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

Newsletter Archive

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

OVLRL Executive and General Hangers-On

President

Kevin Newell
Newellandscott@me.com

Secretary

Terry King
terrycking@gmail.com

Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coördinator

Maple Syrup: Peter Gaby
Birthday Party: Dave Pell
ABCD: Peter Gaby
Cedar Hill: Andrew Jones
Christmas Party: Executive
Other Events: ad hoc

Off-road Coördinator

Chris Dowell
chris.dowell@live.ca

Executive Members-at-Large

Patrick Lariviere
Patricklariviere@me.com

Past-President

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

Archivist

Benjamin Smith
bens101fc@gmail.com

Interclub Coördinator

Peter Gaby

Returning Officer

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Merchandising Coordinator

William Ficner
will@wilboro.com

Webmasters

Dixon Kenner
Benjamin Smith



OVLRL ISSN 1203-8237

In accordance with the Library and Archives Act, and the Legal Deposit of Publications Regulations, all OVLRL newsletters are deposited with the Library of Canada and available to the public under ISSN 1203-8237.

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

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

Deadlines: Submissions to the OVLRL 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.

Editorial Policy: The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL 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.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance by OVLRL. Where permission is granted, citation must include month and year of the OVLRL issue.

Newsletter Editor:

Dixon Kenner
temporaryEditor.OVLR@gmail.com

Production Assistance:

Affinity Publisher, Lori Kennedy, Jane & Keith Barrett, Steve Owen, Anne Zipkin, Greg Fitzgerald

Cover: *RTV staging, Blacker than Night 2019. Page 2: Birthday Party 2019, Ben Smith descending the lake skirting bypass on the traditional light off-road*



LAND ROVER ADVENTURE
ASSOCIATION OF ONTARIO
CELEBRATING 20 YEARS
AND
OTTAWA VALLEY LAND ROVERS
PROUDLY PRESENT



OTTAWA
VALLEY
LAND
ROVERS

ROAM

ROVERS OUT AT MINDEN



OFFROAD CAMPING WEEKEND

package includes
TWO BREAKFASTS
ONE DINNER
CLOSING AUCTION

\$75 per vehicle
\$20 per additional person
children under 12 free
cabins & accomodatlons
available on site and nearby

*see website for details




ovlr.org
lraa.ca
rayzplace.ca

OCTOBER 2-4, 2020

Ray's Place
6254 Haliburton County Road 121
Minden, Ontario

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

 From *Derrick Hammond* - My EX-BATUS D90 earning its keep. Pulling a concrete slab out of the bottom of a window well courtesy of the previous home owner. The wireless remote for the warn winch is a God send! oh and for the observant, yes that is a Sankey trailer full of clear gravel so I can refit a new window well properly!




What have you used your rig for today?



 *Dave Pell* spent a recent afternoon cooling off in his garage working on his HCPU Defender. He was joined by *Kevin Newell* and *Terry King*.

In a bid to make it more deluxe, it lost its wind up windows in favour of new power windows and a new stereo.

One must ask, are we witnessing the transition of an honest work truck into a Plushie?

 A request, or entreaty of interest from *Robin Craig* - Recently I have been involved in shipping from the UK again. This time I brought an International Bulk Container (IBC) cut down as a wood free crate. It came as part of a whole container consortium I was allowed to be part of with some great people.

While the main purpose was to get this kit out here, but the secondary part was to get a competent person in the UK squared away to receive and store parts and lumpy bits and then pack them intelligently. Things have changed a lot and some players have moved on since I was doing vehicles a few years ago.

So, just to let everyone know, I am seriously considering doing a whole container myself later this year or early next year.




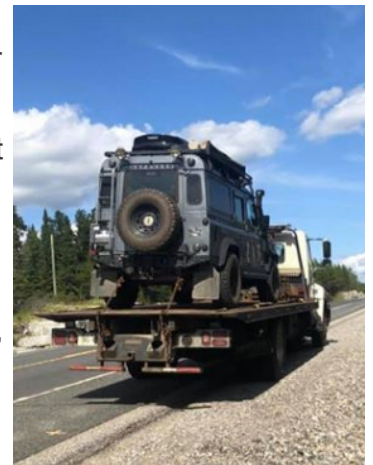
The basic plot would be for me to act as the coordinator for a whole container worth of items to be staged in the UK and loaded into a sea container once we have a full load.

To this end it opens up the ability to bring big lumpy bits over slowly and at a cost that is affordable. I know some people want truck cabs and other bits and pieces.

I envisage people engaging with me as to what they need bringing over and understanding the costs and then consigning it to the yard in the UK where it will stay until loading time.

The whole container would be sent directly to Canada and dispersed from there inland.

 For those on the Facebook site, you would have watched the saga of *Rick Wood* and some Defender challenges out west. He writes - "Looking for any ideas... after about 6,000 km in the last 10 days, we were making our way through Western Manitoba. Stopped to use facilities, and when we got back on the road, the truck was very sluggish and there was probably more vibration than normal (although hard to tell). I was able to get to 80kph, but no more, no matter what. Every gear was sluggish and it lacks the normal "kick" I'm used to as I enter each gear... We made it about 150 km to Winnipeg without it getting any worse. Will find a diesel shop in the AM to try and diagnose, but anyone have any initial thoughts? No visible fuel leak (or any other leaks for that matter). Thanks for any ideas".




Diagnosis followed resulting in *Rick* reporting - "Big thanks to *Doug Lang* this AM for spending time with

me online doing a number of checks. We're hoping it's the injector harness, as when I unplugged the port, there was some oil on the face. Sprayed with brake cleaner and hoping that works - if only temporary. Thanks to everyone that weighed in.


Sadly, it was temporary as - We're broken... The 110 dies on an uphill just outside of Kenora. I wasn't even able to get fully to the side, adding to the drama on a single lane section of the Trans Canada. Good times Truck and trailer were towed and are now sitting at a diesel shop where they "hope they can have a look at it today". We're reviewing all options, but it's very likely the truck gets shipped home.

It's an unfortunate end to our trip, but there's an upside. As we sat on the side of the highway yesterday in blazing heat waiting to be picked up, a stranger pulled up and dropped off four giant freezies and some bottles of water. His wife had seen us and called him to help us out. We made it across 5 provinces and almost back, and we have been reminded constantly how amazing Canadians are in their generosity and care! Thanks everyone".

 *Adam Chappell* and *Diesel Rover* are no more. The following was posted to Facebook by his father - "After several years of serving the Land Rover community to the very best of his ability, Adam has moved on to new endeavours. His shop has completed all outstanding commitments and is now closed. I know that he thanks all his customers for their past patronage and wishes them all years of happy motoring". As a note, DieselRover started in June of 2014.

 An admission from *David Place* out in Selkirk Manitoba - I finally broke down and put A/C in my 1974 Ser III. It blows right at me. The units are sold at Princess Auto, and they plug into the cigar lighter socket I installed in the centre post on the dash. They come with 2 speed fan switch right on the body of the mount/ lighter socket plug, and they stay aimed even when driving on rough terrain. With Climate change and having to wear a Covid Mask, this unit is a God send!! Dave Place, Prairie Rover".



 Despite a pandemic, *Rick Wood* seems to be attracting quite a tale of woe. This came across my sofa after seeing the previous mishap. Rick writes: "We're all good, and will be back on the road tonight, but for context, here's a video of what we had when


we pulled into the garage... and no, we hadn't touched the bolts before this was shot." ... If one looks at the screen capture of a brief and fascinating video on the OVL R FB group, one can see that the studs are not moving as the wheel is moved. Sheered studs, to which *Kevin Newell* observed "spacer", followed by "no loctite". Rick admitted that this is why he doesn't have nice things.




(Ed note - The Executive should note that while the lugnuts are still tight, they are involved here. Just saying... Thin pickings on the awards front so far this year!...)


 A note from *Chris Dowell* - My defender is now road legal! Special thanks to my dad for helping out in getting it ready. It was a long wait but worth it. Can you spot the shiny bits we put on this weekend? How many land rovers do you spot in the drive way? Rideau Ferry Rovers




 An update from *David Place* in Manitoba - For anyone who has been hesitating draining the old 90 wt oil from their swivel housing and replacing it with special Land Rover swivel grease, don't wait a moment longer. After a two week test I can confirm that if you have anything like a seal left, the new grease won't leak. I placed clean cardboard under the rover after soaking an earlier one over the winter. The new cardboard has no oil of any kind on it. My next project is to stop the oil running down the threads on the oil pan. That should stop all the leaks. My boating buddy says there is a marine grade gasket glue that will seal all the leaking spots, however, he says it is a bugger to get off. If any of you have found a great sealant, perhaps from the aircraft industry, please let us all know. I would like to Take the oil pan off and glue a new seal on with some kind of material like Halomar or similar to retain the oil. Dave Place, Prairie Rover

 **Jonathon Wheatcroft** sent in this - This is the culmination of one of my summer projects, completed with support from a few people, certainly Maurice Alarie, my friend in the video. The video record is courtesy of Spinal Cord Injury Ontario, an organization that has been a tremendous source of support to me since my own injury in 2018. I appreciate their support, and encourage you to consider supporting them with a donation..




 **Mike McDermott's** 1955 Series One was in the shop for its 65th annual inspection and oil service. The truck is still going strong! Servicing is made easier by a flip front end, which maybe someday will be described in an article.

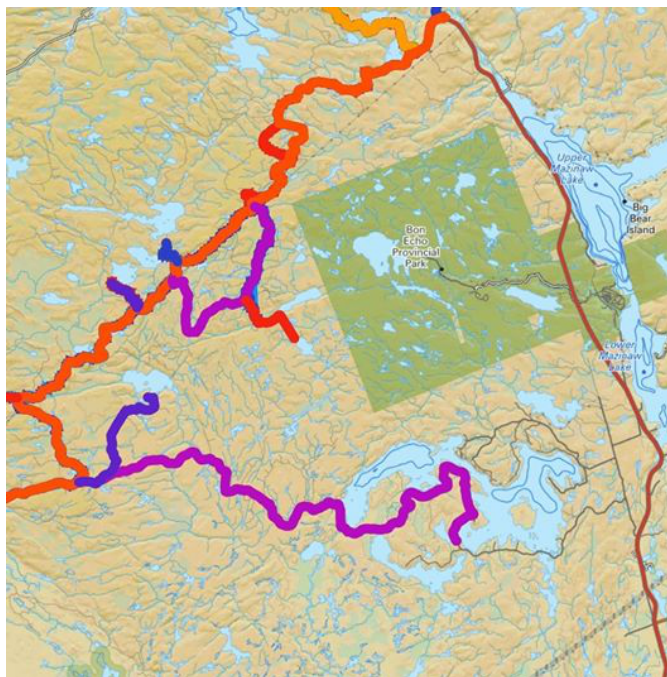


 OVLR subscribes to the tread lightly philosophy. The Tread Lightly organisation has some free on line educational courses - Our Online Awareness Course is a free 30-45 minute course that teaches the basics of Tread Lightly! and how to minimize your impact outdoors.

This is a great starting point for anyone looking to take their responsible recreation education to the next level! Start your free course here: <https://www.treadlightly.org/learn/online-courses/>.


 An enquiry from **Steven Webster** - Would anyone be interested in an off road trip during week days? I am thinking about taking the Hydro Line Trail from Cloyne (Hwy 41) to the Skootamatta River and then north to Hughes Landing and north east to the Gunter Massanoga Hydro Line Trail and then west. Hopefully we could make it into Killer Lake then out to Hwy 41 north of Bon Echo. I think this could be done with one night along the trail, maybe at White Fish Lake. If any one is interested please send me a message on Facebook.

For those wishing to go, **Terry King** notes - Beware of the **Kurt Schmidt** water trap 3 to 4 miles (5 - 8 km) west of highway 41, along the Copper Hydro Line near Rock Candy mountain.



In these weird times, I still have "a few of my favourite things" in my mind. (Terry King).

Some Non-OVLR News & Rumours

 A new group has arisen on Facebook. The Rover Underground RailRoad. While described in more detail on page 4 of the April 2016 OVLR newsletter, I thought a synopsis might be in order as people have questioned the name and origins of this.

For those who remember some of the tangents that the *Land-Rover Owner (LRO) mailing list* spawned in the mid Nineties, one of the more useful was the RoverParts Underground RailRoad, or RURR. Anyone who's been around the internet long enough should know about the RURR. Arising out of opportunity on the east coast, if you had to move parts, small and large, even vehicles, around from place to place. The Rover community has always been helpful on moving items along their travels for free, gas money, maybe a few good drinks, or a nice meal.

Named the RURR back then, as it made more sense when we were liberating parts from the oppressive South to the free and progressive North.

As the LRO list popularised various club events, and put people in contact with each other on a regular basis, the informal transport of generally used parts accelerated dramatically as people began to attend events further afield than before. That parts would move along these paths was an obvious outgrowth.

I guess to start, as I recall, and believe, the naming of this informal network was by *Dave Bobeck*, an OVLR member in Washington DC. In his words, there was a real underground of secret operatives to move large, heavy, or otherwise hard-to-get parts around without interference from those who seek to prevent "freedom" from happening. Examples would be the Salisbury axle that made its way from Quebec, via Ottawa, to Penlan Farm (site for the Mid Atlantic Rally in the 90's), or numerous oily lumps that floated across a large, salty pond, stopping in the Maritimes and eventually making their way to others in a northern state.

In a local context, there are numerous examples of items coming and going from Ottawa over the years that range from diesel engines, to Salisbury axles, to tires, to lathe parts and even DVDs and t-shirts. Intra-state within OVLR, even chassis have been moved, transfer occurring at various events, such as the British Invasion in Stowe, British Car Day at Bronte


Creek or various club events.

Given the rise of Facebook as a means of communication, an open group has been created to help with arranging opportunities. Only posts allowed are trip announcements or shipping requests. Be as informative as you can for people to help. No commercial, for profit operations are allowed.

For those interested, links to a site to acquire either a sticker or a cloth patch of the old RURR logo are available.


For the full article goto -

http://www.ovlr.org/nl/PDF/ovlr_nl_201604.pdf


 For those not following some Facebook and Instagram groups, *Samuel Laflamme-Ringuette*, of St. Jean sur Richelieu area, has moved seven of the fifteen Rouyn-Noranda Land-Rovers down south. Longtime OVLR members would have remembered this collection from the mid 1990's when they were for sale at about \$45,000. They are understood to be mostly ex-Hydro Quebec, James Bay project vehicles. He writes - "Successfully hauled 7 Landys and 1 Bronco back to the shop. Loading them took 8 hours. Had the 4x4 tractor pull them using a winch from the back to the front of the trailer. It was very difficult to keep them aligned on the rails as most tyres were flat and steering was off. There is a second load like this one to be done.

At 19 years old this is one of my biggest accomplishments. Shout out to Mike, the truck driver, for his expertise and persistence throughout the operation. The 1966 Ford Bronco is for sale for the North American folks. For the folks who are on Instagram, follow me @projectrovers for haul updates and restoration progress.




 An item I've not seen in a while. A set of double action Land Rover tailgate hinges (Swing down or side opening). They are a direct replacement for the original drop down hinges and use one of the original upper fixings. Use original holes, no drilling or cutting, just replace new for old. The manufacturer in the UK (Purely Metal Limited - Parham, Suffolk, UK) says that all plates are laser cut; There are replaceable Oilite bushes on side hinges; Stainless steel bolts as the hinge pins; The lower clevis pin and bolt are also stainless steel; Grey/Black plastic caps on all bolt heads to cover any sharp edges; Supplied with Neoprene gaskets and rubber packers; and is available galvanized or black powder coated. Price is 125 pounds plus VAT (in the UK). Email: purelymetal@aol.com.





 While over on Gavin Warren's Red Rover parts website I came across an interesting attachment. They CNC machine a 6061T6 aluminum hub to fit a 14" polymer Flex fan that changes pitch based on RPM. At low speeds the fans 6 Blades pull plenty of air through the radiator. At highway speeds the fan reduces pitch by Flexing the blades. This reduces drag on the motor and is supposed to improve fuel economy (*this hasn't been scientifically proven on a Series Rover yet due to the Rover's Aerodynamic shape*) The fan is significantly lighter than the original and should reduce wear on the water pump and related drive belt.



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*

 Jaguar Land Rover reveals a new subscription service that allows drivers to swap between JLR models every six months. Called Pivotal, it is supposed to be a new way to own a car. Drivers pay a monthly fee to cover insurance, taxes, repairs, &c. After six months, change cars. Initially both Disco models, four Range Rover models, as well as the Jaguar I-pace and F-pace are eligible. Apparently the Defender will join the line up. There will be different membership levels.

 And, while on the *Design & Development Engineering* website in noticed this interesting item - DDE Snap Fit Security Bonnet Bush. Designed to remove the inherent play in the Land Rover bonnet hinge as fitted to all late Series 3 onwards models, including all 90 / 110 / Defenders and Pumas. A direct replacement to the LR Part 346849. Once fitted the bonnet can not be easily removed! Adding another layer of security for owners who want to keep the Genuine Land Rover hinges, slowing down thieves from just opening the bonnet and walking off with it. Sold as a kit of 2 bushes.


 Opposite & below - An interesting piece of Defender artwork from about ten years ago. Artists *Studio Job* customised a Land Rover Defender by adding a golden horn, a tongue and a stained glass window in celebration of the iconic vehicle's sixty-fifth birthday. Studio Job took the black four-wheel-drive vehicle, painted it glossy white and embellished it with elements made from bronze, wood, ceramics and other materials to create the Automobile sculpture for Land Rover, which the artists compare to "a Popemobile for an African chief". <https://tinyurl.com/yasysveg>



Note... DO NOT fit the locking wedge to the bush until the bonnet has been fitted not even to test it out! Twenty-one pounds plus. Not suitable for Alastair's Little Blue Truck...



Website is www.designdevelopmenteng.co.uk


 A conversation that passed with John Kostuch and others from the LRO email list -

JK: I miss my Freelander. Yes, it had significant technical design problems but it had soul...

Anon: Soul... tell me about a Freelander's soul. Given Rover's experiences during the War, their participation in the SHADOW factory scheme, I would have postulated that any "soul" attributable to a Freelander would be the collective soul created when you gather together an entire colony of gremlins and place them within a single vehicle. Reliability being derived from the nascent democratic nature of the gremlin collective and the need to vote on what playful thing will go wrong next. The resulting indecision resulted in brief periods of "reliability" where it did not have to return to a JLR temple for communion with the high (mechanical) priesthood. I gather you kept an eight track playing The Internationale, NAS Solidarity Forever, The Red Flag, and Hold the Fort, a gremlin favourite by the British Transport Workers. "Freelander Gremlins of North America Unite! You have nothing to loose but your timing belt!"


 The Defender Transformer mentioned last month on page 9 can actually be found at the new Jaguar Land Rover dealership on Hunt Club Road, actually called Land Rover Hunt Club. Not sure of visiting hours under phase 2 or 3 of the provincial restrictions, but if you want to see a real one, and/or acquire one, you know where to go.



 AT the top of the next column. an interesting set of photos sent in by Dave Bobeck. The rightmost photo shows the Series II Club, of the UK, logo done out using Series II/IIA door hinges. The club has been using this logo for many years, though this is the first time that I've seen photos of someone actually making one out of surplus door hinges. It actually looks fairly quick and easy to do. Just use BSW, BSF, UNF




or UNC spanners. There is no metric on a Series II or IIA. Series III yes, but their door hinges are different.

 **Oxford in America.** Though Oxford has missed Canada, as well as a lot of the northeast United States between the WinterRomp and the middle of July, it is now out and about. With the US States beginning to relax pandemic requirements, Oxford is on the move. Upon completion, Oxford visited JLR Headquarters in Mahwah, New Jersey for a few hours (above photo).

Oxford's springtime sojourn was a fruitful time, with some necessary remedial maintenance undertaken (to be described in a separate article).




 .Rick and Dave of the Minnesota Land Rover Club join us in the studio as they are taking Oxford on the next leg of its American tour. They tells us about their Land Rover collections and history and events of the MN club.

David Short, takes a break from his anniversary, to update "Oxford In America" and MAR/2020. Harold and John give all the details on Oxford In Pittsburgh -- driving Oxford from Gettysburg to Lattrobe, breakdown in Pittsburgh and the repairs. It was an honour to host and care for Oxford. A great thanks to David Short and ROAV for bringing Oxford to America and a bigger thank you to




Adam Bennett for allowing Oxford to tour at all.

In The News mixed JLR sales, new diesel engine, a recall of a recall, Defender V8 & hard top, a "nine word" truck review and two new competitors to Defender.

 The hyper active members of WHAFE, or better the elusive Freelander sighting society found another candidate for restoration on the hot Freelander market. This one was spotted near Valdez Alaska, probably because it committed an Exxon Valdez and was left abandoned.



 Sign of the times - Automotive Face Covers - Land Rover from Industry & Supply of the U.K. The 'must have' accessory for social distancing automotive fans. Our own original artwork printed onto a 3 layer polyester face cover with a 100% cotton layer inside. These are not sold as PPE equipment. The 'must have' accessory for social distancing automotive fans. Postage cost: £1.99 UK; £4.24 EU; £5.62 International.

Product details:
3 layer polyester face covering; Suitable for a man / lady; These face coverings are not sold as PPE equipment; and 2 outer layer 100% polyester 200gsm 1 layer inside 100% cotton 170gsm.



Cost - £15.99 GBP (~C\$28, US\$21 each)

Goto <https://industryandsupply.com/face-mask-face-coverings/>



September events:

- Great American Rover Rally, Solihull Society
- Metal Dash Weekend, Petersham, Mass.
- British Invasion, Stowe Vermont
- British Car Day, Bronte Creek, Ontario

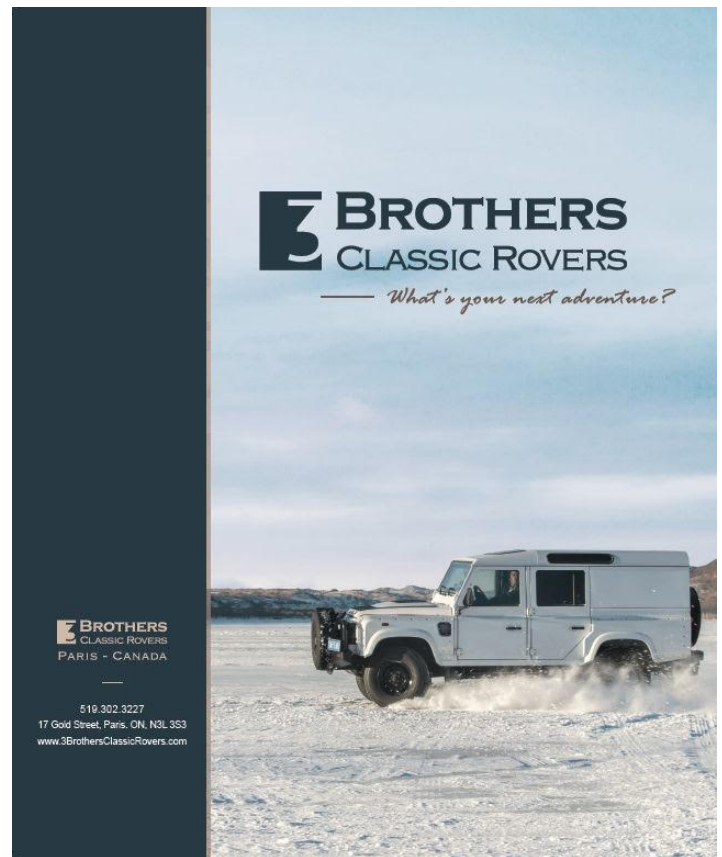
All above are postponed until September 2021

2 - 4 October

ROAM, Rovers Out At Minden
(OVL & LRAA Birthday Parties)
Minden, Ontario

1 - 4 October

Mid-Atlantic Rally (Rover Owners of Virginia)
Wheatland Farm, Giles County Virginia
Go to www.ROAV.org for information




BROTHERS
CLASSIC ROVERS

What's your next adventure?

BROTHERS
CLASSIC ROVERS
PARIS - CANADA

510.302.3227
17 Gold Street, Paris, ON, N3L 3S3
www.3BrothersClassicRovers.com




 Zero Labs is adding another classic SUV to its lineup with the 1971-1985 Land Rover Series III. Utilizing the same powertrain found in its Bronco, the five-door Land Rover will come with either an 85 or 100 kWh battery good for up to 235 miles of range and making 300-600 horsepower. The body panels are made from aluminum alloy, and the suspension is a completely new independent setup front and rear. An open-top beach-ready version and a closed-roof traditional SUV body will be offered. Zero Labs is taking orders now, with deliveries starting in 2021. Price starts at US\$185,000

Some start are: Power is a 400v 85 or 100kW battery pack. The 100kW gets you 235 plus mile range. No beam axles, independent front and rear suspension. 440kW peak power, which is 464% above the 78kW rating in 1966 (*though this appears to be a Series III*), and 600HP, which is claimed to be 471% over the 1966 rating. No rear crossmember, which might upset things for a safety and registration in your jurisdiction. (*Not too sure about the interior dash arrangement though, but it is a Series III...*).

Zero Labs is also doing the same to a 1966-77 first generation Bronco, starting at the same price. You can goto <http://www.zerolabs.com> if you are curious to see a few more photos of this truck.



 To the left is a photo of what looks to be a Series II, IIA or III chassis, galvanised, resting on a shop floor.. A sight that many of us wouldn't ming having on our garage floor. Note the photo immediately below. Note the hand holding the 109 chassis.




This is being hand built by *Alexandr Agajanov*, a dentist in Tbilisi, Georgia.

He writes - *When I was still a young boy, I saw a movie called Seals. It was about Africa and there was a lot of LR s2A. From that day on, it all began and... I got sick with this model. We do not have such a car in the city, so I have to use photos from the Internet. and there (you know probably) is not always accurate data.*



(Ed note - I sent him the II/IIA parts catalogue after seeing this and later photos that he sent along..)

 HNJ Engineering brings you a remanufactured version of the Lucas FW2 Wiper Motor handle. Machined from solid Aluminium Alloy 6082-T6. Vapour blasted and clear anodised. Applicable models: Land Rover Series 2 & 2As.

Goto <https://tinyurl.com/yyfahuof> for more details or <https://www.hnjengineering.co.uk>



General Servicing: Repairs, Humour, Tales & Trivia

Plushie Preservation Part 10: Shipfitters Disease (Greg Fitzgerald)

It has been many months since my last update in these pages on the state of my Great Coiler Fleet. Alas, I have fallen into that greatest of crevasses which befalls every Land Rover owner at some point: Shipfitter's Disease.

become a little passé as well), I evaluated it. The body was, of course, very clean from its southern life. The frame was also...very clean. It was technically cleaner than Spenny's, though the difference was relatively marginal. But was it worth swapping the bodies? Or was I better off keeping Butler intact and keeping the useful guts of Spenny for a future project?

The decision was made to retain both vehicles on the frames as-was, with the intent to rebuild Spenny into some version of a hybrid. (This led to a diversion in late 2019, where the opportunity arose to obtain a 1961 Series II 109 pickup, and it was disassembled at Bensfold. That project also lingers in the wings. A simple runabout pickup concept has become a full continent-crossing lifting-roof camper concept. The disease spreads.)

Having committed to restoring this 1994 RRC LWB, the pinnacle of Land Rover's "shove a new feature's control module in a corner and jury-rig it into the harness" period, I began with disassembling the engine. See, the vehicle had been taken off the road for failing Georgia's emissions inspection in 2013. Surely we could rectify this with some engine disassembly. It probably needed a head gasket. This led to the discovery of massive amounts of sludge in the motor, which led to the removal of the engine in January 2019 for a complete overhaul. Said overhaul was 90% completed over the course of 15 months. However, it now sits stalled

In retrospect, this descent was inevitable when one considers the scope of the project of rebuilding my 1994 Range Rover Classic LWB, and its earliest stages of progression. I originally sourced the vehicle in the summer of 2018. My friend Max Thomason lived in Atlanta at the time, and I put him on the lookout for a clean 1993 or 1994 RRC LWB body shell that I could swap onto the decent frame of my rusty trusty former 93 LWB daily driver, Spenny. A body was found, \$500 was exchanged, and in early September 2018 I flew down to Atlanta on a Delta MD-88 to rent a Penske truck to haul my new find home. I stayed with Max and his girlfriend at their house in Atlanta, picked up my non-runner complete truck the next morning, and hauled it north over two days.

This project has taken so long that Max got married to said girlfriend and moved to Charlotte, and Delta has retired all 104 of the MD-88s that they were operating in the summer of 2018.

When I got the new truck home, named "Butler" in honour of Rhett Butler of Atlanta-set *Gone with the Wind* (which has, since the summer of 2018,



at the point of the rear main seal needing replacement. Bolts are ovalized. Heat is needed. Procrastination ensues. But it looks amazing on the engine stand in the garage.

Meanwhile, the entire interior has been stripped out, cleaned, de-mildewed. The seats – somehow out of a 1995 25th Anniversary Edition, along with several exterior body panels – I found disassembling things that the truck had been in a fender bender – now gleam after about four treatments with Lexol leather cleaner. They now gleam, a true object of beauty in rare piped Ash Grey with embossed headrests. This is a rare highlight of a completed sub-project.

But we had totally disassembled the dash to redo the heater box. The kit from Atlantic British is very easy to install. But I really need to replace the heater ducts, as they are rather grimy, and I worry about mould having grown in them. These parts are NLA. I need to fabricate new ones from parts from McMaster Carr or the like. I procrastinate. The heater box sits in the basement. I fret about squirrels crawling in through the open cowl and making a home out of chewed-up bits of my lovely Lexoled seats.

But I have now gotten to the point where I have begun repainting the entire body shell, to try and mitigate rust. I unbolted the fenders and painted it all in POR-15. Then I read the Internet late at night, and wonder if I regret this choice, reading horror stories about POR-15. Then friends text me about its amazing virtues. I lie awake at night, fretting its failure. I spray Formula 3000 over it to make sure the truck lasts. It may disintegrate in a winter.

Then there's wiring. The power seat memory ECU is fried, and right now I'm dangerously close to trying to rewire the system from an earlier RRC in to bypass the ECU and allow mirrors and seats to function fully

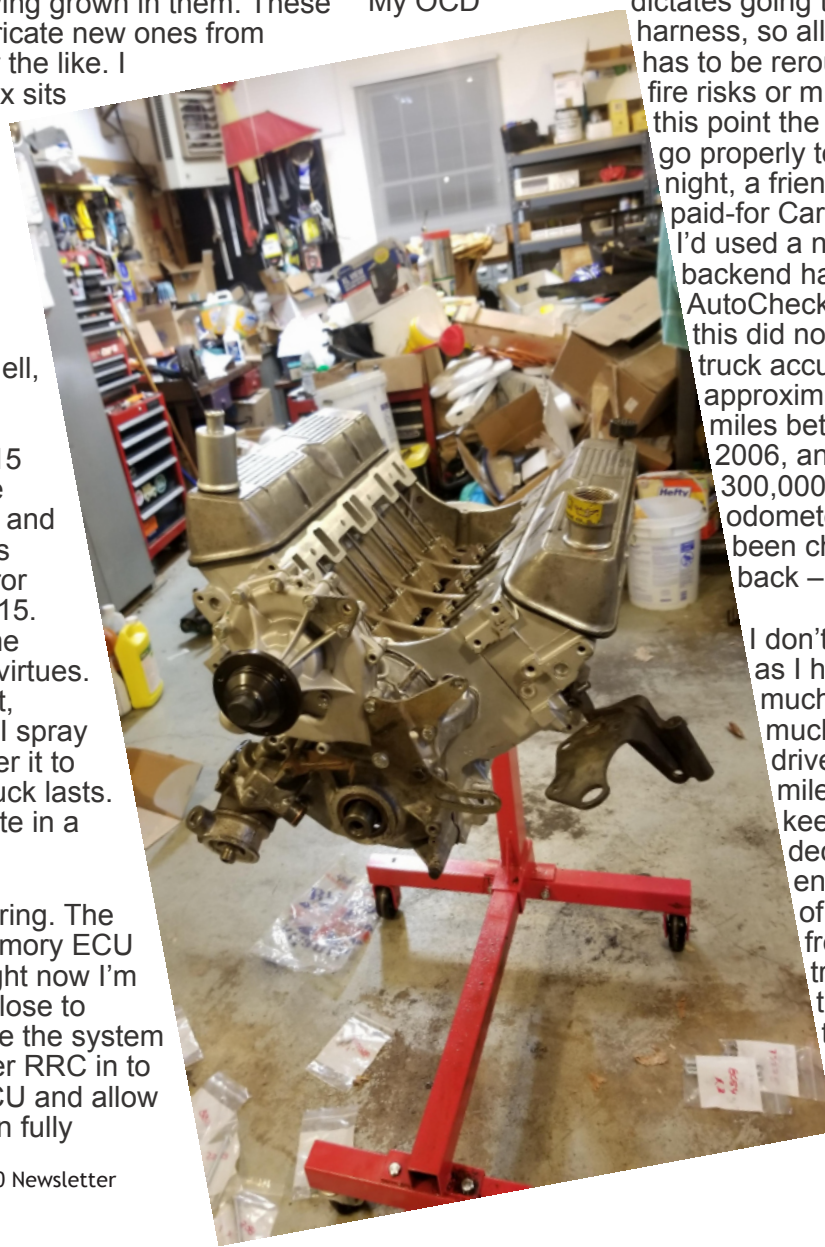


independently. Do I want my truck to have this simplified modification? Yes. The timescale? It terrifies me. I need to put this back in and get the thing started.

My OCD

dictates going through the entire harness, so all the wiring now has to be rerouted after negating fire risks or missing pieces. At this point the truck is starting to go properly together. But one night, a friend and I run the full, paid-for CarFax on the truck. I'd used a now-closed backend hack to get a free AutoCheck report. Apparently this did not mention that the truck accumulated approximately 160,000 miles between 2002 and 2006, and probably sits on 300,000 miles now. The odometer seems to have been changed or rolled back – who knows what.

I don't care, personally, as I have redone so much...surely, after this much work, it won't drive like a 300,000 mile truck? I intend to keep it a long time. I decide to take this endurance as a point of pride. I begin to fret about my transmission and transfer case. And the truck will still need some work on the brakes and suspension once





it's moving under its own power.

lost year, so might as well do a really, really, REALLY proper job of it.

I like working remotely. I'd like to work remotely next summer from out west, work-camping from Utah and Colorado. The truck needs new battery cables. Perhaps dual batteries? Perhaps with an inverter in the back to charge my laptop? Maybe I can wire in a wifi hotspot? I should put more insulation in the back for cold nights. Which reminds me, I

have some scraps of Dynamat I want to stick on the back of the roof...I need to quit when I'm ahead at some point and get the damned thing running.

Now we sit in the summer of 2020, almost two years after I hauled this truck home from Atlanta, on the plane that's been scrapped with the friend who got married and moved away, and now there's a pandemic.

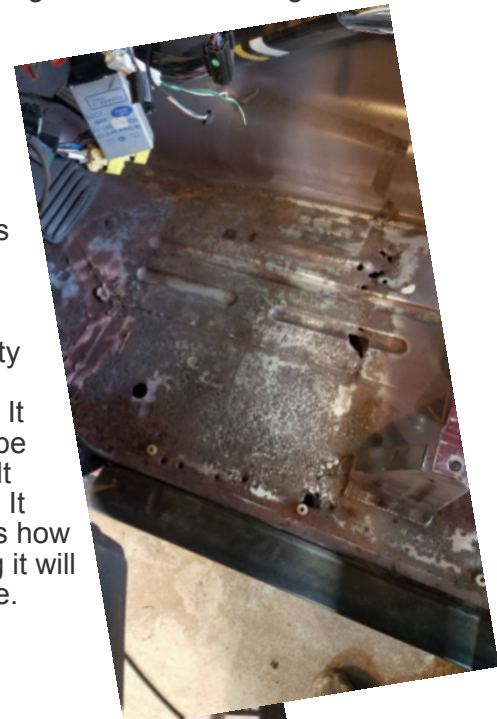
The plus side is that I now work from home

permanently, which should advance my projects. The downside is this engenders me to go deeper into obsessing. Little progress is made, more is taken apart.

This truck was supposed to be ready for Winter Romp 2019...the 2019 Birthday Party...Winter Romp 2020...only the cancellation of the 2020 Birthday Party has saved me. In fact, Covid-19 has saved me the shame of not being able to take this to events at all. We can't go anywhere anyway, so what do I need the truck for? It's a slow year, a

My trusty continent-crossing Disco remains my

daily driver, doing yeoman's duty. It weeps through the rusty front floors. It shall be rebuilt next. It fears how long it will take.



TECHNICAL SERVICE DEPARTMENT
PRODUCT INVESTIGATION NEWS LETTER

NO. 65 - AUGUST 1964

COMPANY CIRCULATION - CONFIDENTIAL FOR ADDRESSEES ONLY.

SUBJECT : HARD TOP ROOF WATER LEAKS.

MODEL : Land Rover

REMARKS : Investigation into the causes of hard top water leaks shows that it is common practice to block the front drain channels in order to try and prevent further ingress of water. The front drain channels should on no account be blocked as this causes the hard top strengthening ribs to become waterlogged, thus causing further leaks. The three drain channels are situated approximately 5" above the top edge of the windscreen at the foot of each strengthening rib.

D. J. Bate

.....

PP M. H. WYATT.

TS/MHW/CPH
B. 8225.

Land Rover Stamps

Land Rover Stamps, Defenders, part 2



Falkland Islands (British dependency), 1994

Beaches issue

Continuing on the theme of Land Rovers, on October 24th, 1994 the Falklands issued a second set of stamps where a Land Rover appears. The Beaches issue



of four stamps includes a 65p stamp labelled "Land-rover at Volunteer Beach". Upon the stamp is a 110 station wagon. Again printed by Walsell, with the same perf and printing process, until 2019, this was the Falklands stamp with the most recognisable Land Rover.

For the collector:

Issue: Sandy Beaches and Transport

Date issued: October 24th, 1994

Value: 65 p - Falklands Island penny

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 722; Scott 619; Michel 629

Size:

Description: Land Rover at Volunteer Beach



St. Helena (British dependency), 1995

Emergency Services - D110 Fire Appliance

St. Helena is one of the most remote islands in the world and was for centuries an important stopover for ships sailing to Europe from Asia and South Africa. Napoleon was imprisoned there in exile by the British after his surrender after Waterloo. It is Britain's second oldest colony after Bermuda. It is also where Oxford, the 86' Series One, ended up after the British Ornithological Society was through with it and Rover didn't want it back.

Interestingly enough, a search to identify the Land Rover turned up that there was a 1991 110 rescue tender (it was originally a station wagon used by Land Rover for test purposes) shipped there in 1995 with a pair of Dodge water tenders from a pair of UK fire services (1). This particular appliance does look like the one on Tristan which was delivered in 2007. Issued February 2nd 1995, it has a perf of 14.

Note: Yes, the police also have a Land Rover 110 station wagon like Tristan da Cunha.



For

the collector:

Issue: Emergency Services

Date issued: February 2nd, 1995

Value: 12 p - Saint Helena penny

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 681; Scott 641; Michel 648

Size:

Note: 1. <http://www.fire-aid-int.demon.co.uk/guidesthl.htm>



St. Helena (British dependency), 1995

Emergency Services - D110 Ambulance

The second stamp in this set of four emergency services vehicles on Saint Helena is a 110 ambulance. From the image it appears to be a 127, the coachwork conversion is carried out by Macclesfield Motor Bodies International (MMBi).

For the collector:

Issue: Emergency Services

Date issued: February 2nd 1995

Value: 60 p - St Helena penny

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 684; Scott 644; Michel 651

Size:

Tristan da Cunha (British dependency), 1995

Local Transport - Administrator's Land Rover

By 1995 it must have been obvious that the island likes its Land Rovers, so much so that when the governor of the island received a new 110 station wagon that a new series of stamps needed to be put out to celebrate this. So, a set of four stamps, again showing local transportation. From 1983, we now have vehicles in all of the stamps, all white, from motor scooters, to a small pick-up to a panel van. The



highest value stamp has the 110 on it. White, kitted with a winch and a Union flag. This series was issued on 27th February 1995. It was designed by A Theobald and printed by Walsall using lithography. Perforations are 14.

For the collector:

Issue: Local Transport

Date issued: February 27th 1995

Value: 60 p - Saint Helena penny

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 579; Scott 561; Michel 574

Size:

Grenada & the Grenadines, 1995

50 Years United Nations Organisation

Another bit of an outlier for a Land-Rover stamp, this issue by Grenada and the Grenadines. While Grenada is fairly well known, especially after being invaded by America in the 1980's to protect it from Cuban influences, the Grenadines are a chain of some six hundred islands between Grenada and Saint Vincent, the division occurring at the Martinique Channel. To double income from postage stamp sales, Grenada starting issuing stamps for these wee islands, which all together have a population of 6,550. (Grenada has roughly 110,000). The stamp in question with the partial Land Rover has Trygve Lie (First Secretary-General) in the centre stamp, obscuring the right side and much of the front of the Land Rover, and an armed peacekeeper on the right stamp obscuring another bit of the front of the Land Rover. However, our expert panel determined that there is enough does show to determine that it is a 90 or 110 of some type despite the roofline. The stamp was issued on May 8th, 1995, and has a perf of 14. There is apparently a miniature sheet associated with this issue, giving yet another variant.



For the collector:

Issue: 50 Years of the United Nations

Date issued: May 8th, 1995

Value: 2 EC\$ - East Caribbean dollar

Perforation: 14

Printing: Offset lithography

Catalogue no: SG 1972; Scott 1726c; Michel 2074

Size: 28.5 x 42.5 mm

Land-Rover Toys, an ongoing series

Part VIII - Evading copyright infringement, the Lincoln "Motorway Mini"

Motorway Mini Series

As noted in the previous article, the Lincoln "Matchbox Series", did not last long, possibly because of legal action or the threat of action by Lesney.

Lincoln had to stop using the Matchbox name, but the similarity of some of the models to Lesney's own production did not seem to stop them from continuing to make the toys and having them re-issued under a different brand name.

Lincoln's new brand was the Motorway Mini Series. The twelve models were bubble packed, and the backing card showed a motorway scene with the Jaguar, petrol tanker, Land Rover and coach. This seemed sufficient to stop further legal action.

The Land Rover can be found with or without a driver.

The packaging was much more up-to-date and 1960s in style compared with the old Matchbox boxes. The model name was printed in the bottom left hand corner of the card, and the full range was listed on the reverse, numbered from 4300 to 4311. Curiously, these numbers had been used



previously for some of the Lincoln Micro Models, which were discontinued around 1960. This tends to suggest that the Motorway Mini Series dates from the early 1960s.

The Land-Rover was number 4303.

The toy is 43mm in length. This was similar to the first Matchbox Land Rover which was also 43mm in length. This casting had metal wheels and was narrower overall but had bonnet hinges wider apart, straight seat backs and a thinner driver. In both, the

driver was unpainted and was riveted to the base, unlike the Matchbox. It seems to only have been available in green, like the Matchbox. Eventually, production moved from New Zealand to Hong Kong.



Part IX - "Motorway Mini", a later Hong Kong copy of the 12A

Motorway Mini, the Hong Kong versions

Given rising competition from imports, and a government desire that toy companies increase exports, Lincoln expanded their production to Hong Kong, then a British Crown Colony. This change of manufacturing location meant that the Motorway Mini packaging also included the name Lincoln International, reflecting the expansion of Lincoln Industries into Hong Kong.

The dies for the miniature series accordingly were sent to Lincoln's Hong Kong operation, and all the models had MADE IN HONG KONG added to the casting. The Hong Kong series appeared around 1966.

One would surmise from details found elsewhere that the Hong Kong models were packaged in the same format as the New Zealand produced items, given the addition of "Lincoln International" to the packaging, and thus bagged or sold from counter packs.

Hong Kong models are quite often found with mask sprayed two-tone colours; for example, the tanker in dark blue and cream and the dump truck in dark green, yellow and red. The sole



photograph that I was able to find shows a green Land-Rover with a yellow interior and a brown driver.

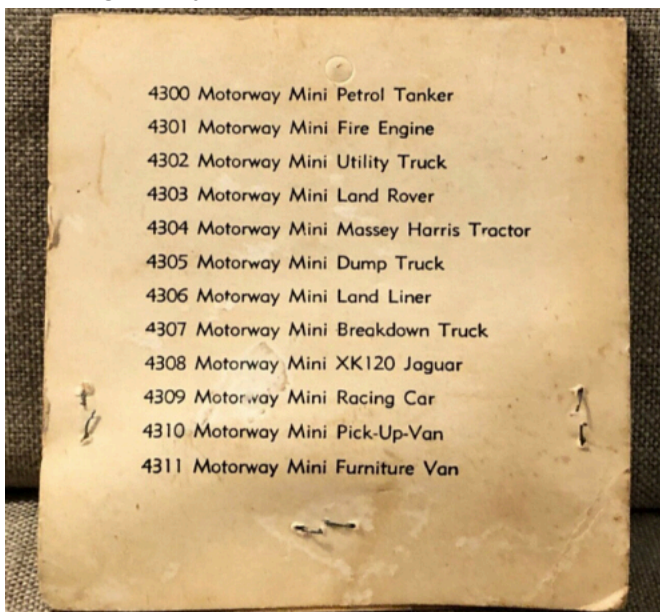
Drivers were reinstated for Hong Kong production, which together with the two-tone colours shows a clear effort to make the most of the range rather than cut costs. Also there was a return to crimped axle ends rather than push-fit wheels.

The Hong Kong series was exported to the United Kingdom, and these are the models most likely to be found at UK swap meets. Models

made in Australia and New Zealand tended to stay in those markets. The various websites suggest that these models do not command any great value, but they make a charming little series which could never hope to live up to the Lesney Matchbox toys that they copied.

A summary of the last four articles from down under:

1. The first 12A copy was first made by Alex Tolmer & Associates in Australia under the Tucker Box label. The second die was sent to Lincoln
2. Made by Lincoln Industries in New Zealand, the land rover was no. 4501
3. Made by Motorway Mini Series by Lincoln International in NZ. No. 4303
4. Made by Lincoln International in Hong Kong. Possibly No. 4303
5. First die from Tucker Box went to Fun Ho!, Which will be the next article. (Which their museum disputes)



Land-Rover Toys, an ongoing series

Part X - Fun Ho!, A Kiwi copy of the 12A

Fun Ho no. 19 (1966-78)

Once upon a time there was a man called Mr. Underwood, and he loved making toys. He used to make them in his spare time many years ago in the basement of his garage. He started in 1935, first making them out of lead.

When it was found that lead was not a healthy metal, he changed to making his toys out of aluminium somewhere around 1940. These toys were very strong and many New Zealand boys and girls owned them.

Somewhere around this time period, the Underwood Engineering Co. Ltd., Based in Inglewood, New Zealand. It should be noted, at this time, New Zealand had many tariff, and other trade barriers in place against all sorts of things. This is important, as it will come into play at the end of this story.

In the mid 1960's, another range of toys were produced by Underwood. This time a zinc alloy was used, and the name of the new line was called Midget Diecast Toys, following the world-wide craze for this type of model overseas. Underwood Engineering released a series of diecast models in approx. 1:80 scale under the "Fun Ho!" name.

During the 1970s, over a million *Fun Ho!* toys were sold annually each year, but in the late 1970's, import restrictions were lifted and people started



buying cheaper imported toys which flooded the local market. This deregulation, would in the end kill, demand for the local *Fun Ho!* aluminium or diecast toys.

after over 50 years of manufacturing. The factory was sold, and unlike what happened to other companies discussed, the bankrupt factory was bought by a local collector who turned it into a museum. The museum still exists and produced random toys from the original moulds. No new no. 19s have been produced yet. [1]

The model we are interested in is the Fun Ho! No. 19. It is a stylised copy of the Matchbox 12a. Between 1966 and 1978, approximately 172,000 were made, which put it near the top of zinc

diecast models that the company made.

The toy was 47mm in length, and there was a trailer available for it. (No. 38) One could buy the simple toy, or the set of Land-Rover and trailer. It came in a wide range of colours, as seen in the photos below. I've see yellow, red, two shades of blue, two of green, pink, brown, an orange and a beige.

The toy is similar to the Matchbox, albeit with some noticeable differences. First, the *Fun Ho!* Driver is silver in colour. Second, the driver is cast holding the steering wheel and there is a nub for the steering column. Looking on the underside, it looks like the driver is riveted into his seat, unlike the Matchbox.

Per casting, it is very similar, though the front grille is more stylised than the Matchbox inverted T. The grille and headlamps were normally unpainted.

1. [HTTP://www.funhotoys.co.nz](http://www.funhotoys.co.nz)



In 1982, toy production ceased and in 1987 the factory finally closed

1953 Restoration - Time For a Test Drive by Steve Owen

THE DAY.

After a long winter hibernation, March arrived. I had over the winter months started the Rover once a month and checked things over.

Sunday 22nd March arrived and I had help from a real auto mechanic to fully bleed the brakes. I had vacuumed to the fullest extent I could. But there is no substitute to good old fashion "Push pedal and hold -open bleed nipple" system of bleeding.

After a couple of three hours, we have good pressure and it seems the brakes work, more adjustments were made to get the brakes even.

Luckily it was a sunny day, we sat outside talking about the Rover and its history, when the question was asked, "When you going to drive this thing".

Reference: I have a steep driveway and live on the top of a hill, with a lake at the bottom of the hill.

"Well" I said, "f**k it, its NOW or never."

Started the Rover up, let it warm up and proceeded to drive out of the garage very slowly. I did go about 10 feet, stop, yes it stopped! Put it in reverse, just to make sure the reverse gear and clutch worked. Remember this is me working on the Rover. not some expert auto guy.

This is the first time the Land-Rover had run under its own power since 1983!! First part of the Mission accomplished!



And off down the road I did go. I have to say this rated as one of the best days of my 57 years on planet earth, I was smiles ear to ear.

The drive went OK, a few crunches with non-syncro on the 1st and 2nd gears. Brakes work and stop the Rover, though, changing down thru the gear box is a good way to slow down.

A few trip around the neighbourhood and then it was time to keep a promise I made 2 1/2 years ago, when I first got the Land-Rover home. The first passengers were to be my loving wife Pat, whom has put up with the Rover in the garage, gave up one of beloved potting sheds, to store parts in and my general

swearing's, when working on the Rover. The second was our late dog, Charlie the Dog who lived to be 16 1/2 years old, stayed by my side watching the work on the vehicle.

Then out for a high speed test run. 0 - 40 mph in about 3 minutes. TCM does not like to go much faster.



More test runs have been done and more on these later.

Regards Steve, Keep Calm & Rover On!

The photos are of the 1953 as I originally found it (*centre*); Standing by the Rover with my wife Pat after the first drive (*lower left*); My wife Pat and I in the 1953 about to embark on an adventure (*lower right*); and the Rover parked by Lake Winnebago (*top centre*).



Land-Rover Times

Land-Rover in Canada, 1948 By Keith Barrett

In early 1948 the Canadians who had made it home from the Second World War were just getting settled back into their homes, farms, factories and businesses, when from the east they heard a new battle cry "Export or Die" yelled the British, as they crossed the Atlantic Ocean, bringing their wares, eager to exchange them for the Canadian dollar.

A review of the 1948 newspapers reveal that the Rover Company Ltd was at forefront of this "invasion". Rover representative K. McLennan was tasked with establishing a presence in Canada. He was successful by June 1948. TP/108/A lists Canadian distributors for the Land-Rover, by September a Land-Rover was exhibited at the Canadian

1. The Gazette (Montreal, Quebec, Canada), 29 March 1948

A headline announced: "Liner Due at Halifax On Season's Last Call." Listed to be on board the Canada Pacific Steamships' Empress of Canada was "K McLennan special representative of the Rover Motor Car Co. of Birmingham." Mr. McLennan was here on important business. His mission was to set up distributors/dealers to sell Rovers in Canada.



National Exhibition (Toronto Ontario), and by December, Rover demonstration driver V.A. Myall was crossing Canada in a Land-Rover. A foothold was established. NB: There is evidence of a similar occurrence a few months later. 7 April 1949, L8664545 was registered by the Rover Company as HWD 263. 8 April 1949, it was despatched to Mr. McLennan Rover Co. Ltd. Eleven days later, McLennan arrived in Canada, to promote distribution, sales of the Land-Rover. Today, L8664544 is said to have been found. More of this in a later edition of Land-Rover Times.

2. The Gazette, 9 April 1948.

K. McLennan got straight to work. He set up a mailing address at the CPR building in downtown Toronto (Ontario, Canada), and placed ads in The Gazette (Montreal, Quebec), the Globe and Mail (Toronto, Ontario), and the Province (Vancouver, British Columbia) stating: "IMPORTANT The Rover Co. Ltd., manufacturers of one of Britain's leading high quality automobiles are making arrangements to market their productions in Canada."

The timing of McLennan's arrival was crucial; the Canadian International Trade Fair was due to commence at the end of May.

3. The Gazette, 26 July 1948.

By the end of July 1948 K. McLennan was on his way back home. The Gazette announced his departure from Montreal. On board the Empress of Canada was "K McLennan, general manager of the Rover Motor Car Co., returning after a selling tour across Canada".

McLennan had accomplished his mission. Distributors were established. And the Land-Rover, and the Rover 75, would be shown at the Canadian National Exhibition in Aug/Sep 1948.

700 Passengers but No Margarine As Empress Slips from Montreal

Carrying 700 passengers, but minus 800 pounds of margarine which she was to return to Britain, the Canadian Pacific Empress of Canada sailed from Montreal Saturday, bound for Liverpool.

Among the passengers were many prominent British and Canadian businessmen and army officials including Rt. Hon. Viscount Chaplin, returning from a business trip to western Canada; K. McLennan, general manager of the Rover Motor Car Co., returning after a selling tour across Canada; and

youths who intend to explore northern Quebec late in August.

Following official refusal to admit the margarine to Canada, it was to be returned to Britain, but failure on the part of the owners to pay the freight charges prompted customs men to order the margarine held in the shed.

Meanwhile, the cases of margarine are stocked up behind a wire enclosure, a 24-hour guard has been placed around it, and special customs seals have been placed on the locks. Officials said it would be

New Company Formed to Sell U.K. Cars Here

The name of Rootes Ltd., one of the United Kingdom's Big 6 auto manufacturers, has been added to the growing list of British car makers now invading the Canadian market.

4. *National Post, Toronto, 17 April 1948*

"New company formed to sell U.K. Cars here" "to sell and distribute all Rootes cars in Canada... Hillman, Humber, and Sunbeam-Talbot... Commer and Karrier trucks... Financed locally, independent of any corporate tie-up with the parent British firm... Also holding company for Rootes Motors Inc (US)" Sir William Rootes had been anxious to get his share of the Canadian market. In 1947 he had toured Canada

and was ready to show his vehicles at the 1948 Trade Fair in Toronto. Rover/ Land-Rover would have some competition!

5. *CITF Poster, Canadian Pacific, May 1948*

The 1948 CITF was held 29 May to 12 June 1948 at the Canadian National Exhibition grounds in Toronto. The first International Trade Fair ever held in North America presented an excellent opportunity to re-establish trade connections after the Second World War. Two hundred thousand invitations were sent out and the world responded; 40,000 world trade representatives registered to view the more than 1,500 exhibits. The alphabetically arranged catalogue listed everything from Abrasive lumps in Booth no. 1023, to zinc in Booth 1289. In between there were edible nuts, telephones, textiles and vehicles. The association of Swiss Watch Manufacturers set up a 4,000 square foot "factory" on site. Rootes exhibited their cars and trucks. Rover would not have missed this opportunity and sent K. McLennan to Canada in time for the event.



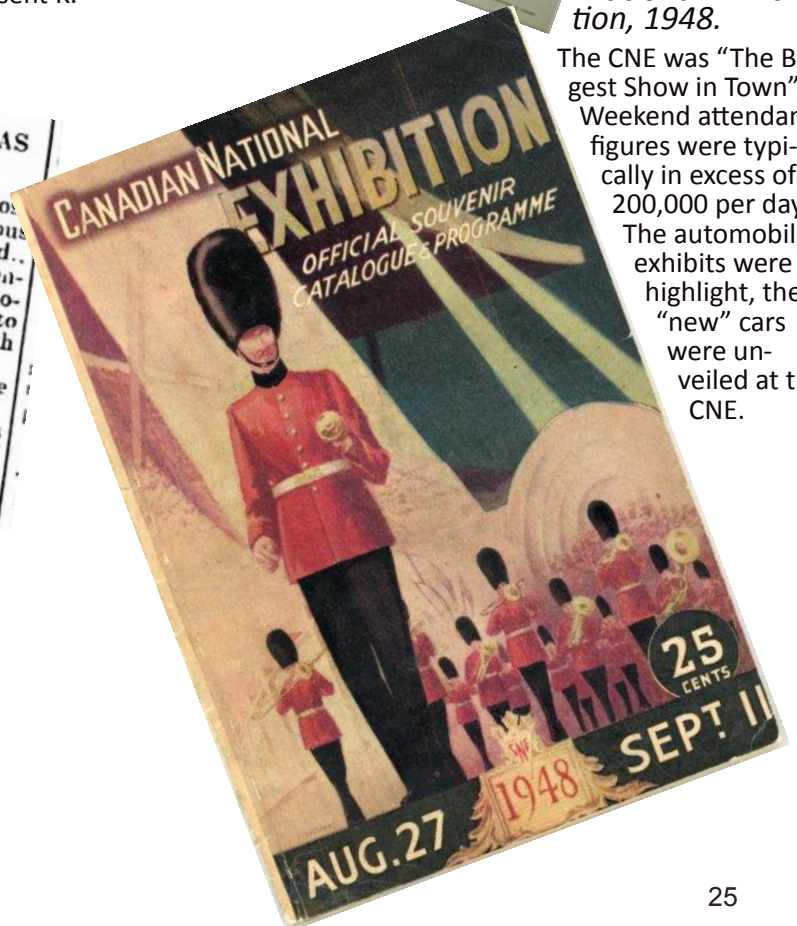
7. *Programme Cover, Canadian National Exhibition, 1948.*

The CNE was "The Biggest Show in Town". Weekend attendance figures were typically in excess of 200,000 per day. The automobile exhibits were a highlight, the "new" cars were unveiled at the CNE.

6. *Fifeshire Advertiser (Kirkcaldy, Fife, Scotland) 14 August 1948*

Rover was anxious to show, and sell, their new all-purpose vehicle to the world. On 14 August they announced that the Land-Rover would be shown "in various forms" at the British Exhibition at Copenhagen (September 18th to October 3rd), the Paris Salon d'automobile (October 7th to 17th) and at the Toronto Motor Exhibition from 27 August to 11 September 1948. These dates coincide with "The CNE", the Canadian National Exhibition in Toronto.

LAND-ROVER AT OVERSEAS SHOWS.
The new Land-Rover all-purpose vehicle will be shown, in various forms, by the Rover Company, Ltd., at the British Exhibition at Copenhagen from September 18th to October 7th to 17th, and at the Toronto Motor Exhibition from August 27th to September 11th.
Rover 60 and 65 cars will also be exhibited at these shows.
The Lodge people have issued a new wall chart for the guidance of their retailers and customers. Besides showing the grade of plug recommended for every well-known



8. The Globe and Mail, 24 August 1948.

The British were in town and they were not hiding. Sir William Rootes was staying at the Royal York Hotel, and a parade of the British cars travelled from the Hotel to the Princess Gate at the CNE on Automotive Day (27 August) to

Plan Cavalcade Of British Autos

A cavalcade of British motor vehicles, led by a police escort, will travel from the Royal York Hotel via Fleet St. to the CNE on Friday for the official opening of the British section of the Exhibition's governments' building.

Before the opening, representatives of every exhibit in the section, plus Commonwealth high commissioners and trade commissioners, members of Dominion, provincial and municipal governments, will be guests at a dinner in the hotel. Guests of honor will be Sir Alexander Clutterbuck, United Kingdom high commissioner in Canada, and Lady Clutterbuck.

You are invited to see

CANADA'S FIRST BRITISH MOTOR SHOW

at the

CANADIAN NATIONAL EXHIBITION
in the entire NORTH WING of the

BRITISH GOVERNMENT BUILDING
Just south of Dufferin Gates

24 Different Models of
BRITAIN'S LATEST CARS AND TRUCKS

9. The Globe and Mail, 26 August 1948.

Rovers and Land-Rovers, along with the other British vehicles, were not displayed in the Automotive Building, but were relegated to the British Section of the Governments Building. CNE records show that the Rover Company Ltd. Represented by their agent, Church Motors (Toronto, Ontario)

exhibited in booth no. 72. Next door, in Booths no. 68, 69, 70, and 71, were Rootes Motors Limited. In 1948 Rover and Rootes were still competitors, it would not be until the Spring of 1950 that Rootes would become the North American distributor for Rovers and Land-Rovers.

11. TP/108/A, Rover Company Ltd. June 1948

Rover were successful in setting up a Canadian distribution network for their new Land-Rover. The first Operation Manual lists:

CANADA

Ontario Rover Distributors
1638 Bloor Street West, Toronto
Telephone: Not to Hand
Telegraph: Not to Hand

Western Messenger and Transfer Service
371 Notre Dame Ave., Winnipeg, Manitoba
Telephone: 26316
Telegraph: Moman

10. The Globe and Mail, 31 August 1948

Dunlop Tire proudly announced that "68% of all cars at the CNE are equipped with DUNLOP TIRES". Under Rootes Motors Ltd, were listed Sunbeam Talbot, Hillman Minx Saloon, Hillman Minx Coupe, Commer 1/2 Ton and Commer 5 1/2 ton. Under Rover Co. Ltd was listed "LAND-ROVER".

THIS IS AUTOMOTIVE DAY

68% of all cars and truck manufacturers exhibiting at the C.N.E. are displaying vehicles equipped with DUNLOP "Armored" TIRES.

DUNLOP Congratulates

All Car and Truck Makers on Their Magnificent Display of Vehicles at the CANADIAN NATIONAL EXHIBITION

BY FAR THE GREATEST PROPORTION OF ROAD TRAFFIC THROUGHOUT THE BRITISH COMMONWEALTH IS CARRIED ON—

DUNLOP ARMORED TIRES

CARS

TRUCKS



SIX CYLINDERS

ROVER

One of Britain's Fine Cars

THE CAR OF TODAY — DELIVERED TODAY

THE SENSATIONAL BRITISH-BUILT CAR (SIX CYLINDERS)

Which Received So Much Praise at the Canadian National Exhibition

CAN BE DELIVERED NOW

Phone or Call On Any of Our Dealers for Demonstration

CAR SALES and SERVICE
215 Dundas St. East
PL. 1494

EAST PARK MOTORS
3116 Danforth Avenue
GR. 4431

CHURCH MOTORS
1624 Bloor St. West
LA. 4421

LYNDHURST MOTORS
815 Danforth Avenue
GL. 8406

CHAS. SIMPSON MOTORS
Weston — LY. 3175

HAMILTON—LOCKWOOD MOTORS, 49874 and 28542

ST. CATHARINES—LES RUSSELL MOTOR SALES

NIAGARA FALLS—FALLS MOTOR SALES

WELLAND—WELL STAR SERVICE LTD.

AURORA—J. E. TULLOCH, LTD.

GALT—SUGDEN SALES & SERVICE

WINDSOR—SUPER SERVICE CENTER

ONTARIO ROVER DISTRIBUTORS BLOOR AT INDIAN ED. LA. 4431

12. The Globe and Mail, 21 September 1948

At the end of the 1948 CNE, a considerable network was established. The various Toronto Area Rover dealers are shown in this ad for Ontario Rover Distributors. To note is Church Motors, who represented Rover at the 1948 CNE.

60035	27 AUG 1948	21 SEP 1948	GREEN	Mr. Myall Rover Co. Solihull
60036	11 AUG 1948	1 APR 1949	GREEN	Messrs Bennetts Ltd. Birmingham
60037	26 AUG 1948	6 SEP 1948	GREEN	Jordan Armstrong Ltd. Hull
60038	23 AUG 1948	1 SEP 1948	GREEN	A. Parnell Ltd. Bradford
60039	13 AUG 1948	15 APR 1949	GREEN	Mr. Stronach Rover Co. Glasgow
60040	31 AUG 1948	3 SEP 1948	GREEN	Frigo Ltd. Northampton

14. Legend 164, April 2012.

British Army Lieutenant Colonel V. A. Myall (spelt "Myhall" in a Spanish newspaper) demonstrating L03's off road capabilities on a hillside in Spain



13. Land-Rover despatch records, 21 September 1948.

Land-Rover records show that L860035 was despatched to Mr. Myall, Rover Co. Solihull on 21 September 1948; the next day (22 September) L860167 and L860174 were despatched out to Land-Rover Distributor Western Messenger and Transfer in Winnipeg Manitoba. Ten weeks later, a Canadian newspaper reports Myall driving a Land-Rover across Canada.

15. Legend 140, April 2008.

Lieutenant Colonel V. A. Myall's position as a demonstration driver for Rover's technical department took him to Spain and to Canada in 1948. This photo shows him closer to home, testing HUE 730 (861547) over the bomb shelters at Lode Lane.



Briton Predicts Jet Autos Ready for Sale in 5 Years

Jet-turbine automobiles may be on the market in five years, according to V. A. Myall, of Birmingham, England. Representing a British car firm, Mr. Myall is at the Royal Alexandra Hotel.

A jet-turbine engine with a rotor six inches in diameter had been developed by his firm, he said. Many British firms were working on similar projects but all were experimental at present. His firm's engine would deliver 200 h.p.

Jet-turbine autos would be cheaper to run than present ones, he predicted. Kerosene, coal gas or any continuously-burning fuel would do.

In Britain war-time mechanical advances outstripped training of skilled labor, he said. After a car trip from Toronto to Winnipeg, Mr. Myall had one regret: He hadn't installed a heater.

A marionette show will be presented in Home Street United Church Dec. 20 under the auspices of the Jean D. Armstrong Service Club. Performers are the Wellington School puppeteers under the direction of Miss Ethel Sutherland of the school staff. Proceeds will aid the parcels for Britain drive.

16. The Winnipeg Tribune (Winnipeg, Manitoba, Canada), 15 December 1948

In December 1948 Canadian newspapers report 1948 V. A. Myall "crossing Canada in a model of the Land-Rover". At a stop in Winnipeg he discussed Rover's development of Jet-turbine automobiles. He also notes that he did not have a heater in his car (Land-Rover) for his trip from Toronto to Winnipeg.

17. The Leader-Post (Regina, Saskatchewan, Canada), 29 December 1948.

In Regina, Myall described the Land-Rover: "A new British-made vehicle similar in appearance to the jeep will be sold across Canada within the near future. We hope to promote the Land-Rover among farmers as a specialty." He had left Toronto on 9 December and travelled to Winnipeg via the US.

It is not yet known for sure which Land-Rover Myall drove across Canada. Records show L860035 was originally despatched to Myall on 21 September 1948, and "Redelivery Mr. Myall" 11 October 1948. The vehicle displayed at the CNE would have been the first Land-Rover in Canada. Myall is described as having the "second". The evidence suggests that Myall was crossing Canada in L860035. Where is it now?

New auto in Regina

A new British-made vehicle similar in appearance to the jeep will be sold across Canada within the near future, V. A. Myall, of The Rover Company, Ltd., Birmingham, England, said in Regina Tuesday night.

Mr. Myall, who is crossing Canada in a model of the Land-Rover, as it is termed, is endeavoring to organize distributors and service depots for the Rover cars, which have sold well in the three months they have been exported to Canada.

"We hope to promote the Land-Rover among farmers as a specialty," he stated. Mr. Myall has the second of two models of the vehicle now in Canada.

A four-cylinder-driven vehicle which he has driven across Canada at about 55 miles an hour, and with gas consumption close to 25 miles from a gallon, the Land-Rover has four-wheel drive only, but a free-wheeling system in the drive shaft permits the front wheels to move at a greater speed when turning corners, thus relieving the transmission of strain, Mr. Myall reported.

The controls, which are for left-hand drive, differ slightly from the conventional designs, but are simple to operate and respond to a light touch.

Canadian roads were far better than I had thought they would be," Mr. Myall said. He reported he had had no trouble throughout his journey which began at Toronto to Dec. 9, and took him to Winnipeg via the U.S.

Rovers & Parts for Sale

For Sale - 1956 86", Prince George, BC, \$4,500

I have for sale an 1956 s1 utility, truck is complete minus the original engine. Engine was swapped over for a 6cyl rambler, can easily be reversed back to land rover specific. Truck still has original s1 drive train. Comes with a spare cab roof to make it a pickup also a spare hood and some other small parts. I also have registration for this s1. \$4500 Canadian. Located in Prince George BC Canada. Seller is Carson Toth. Contact via Facebook.



For Sale - 1957 88", Regina Sask, \$5,000

For sale a 1957 Land Rover Series 1, currently registered/plated (Saskatchewan). I purchased this a little over a year ago with the aim of a restoration. Having got the engine running sweetly, health problems mean I cannot see this through to completion. I can provide a link to the video of this running. The Land Rover is in very good condition, with its original 2.0 l spread bore petrol/gas engine, 4-speed manual transmission and 4 wheel drive Hi-Lo transfer case, and front and semi-floating rear axle, and radiator (dated 07/1956). Chassis is solid, in A1 condition, with no evident repairs or welded sections, and only slight surface rust. Bulkhead is similarly in good condition. Includes (but unbolted for easy access to the engine bay) a pair of front wings/fenders and front bumper, removable hard top with cat-flap (upper tailgate), rear lower tailgate, removable driver and passenger doors, seat base and seat back frames, extra set of 4 Series steel wheels and tyres, oil bath air filter and hose, under seat fuel tank and rare (restored) fuel sender, instrument panel and gauges, pair of FW2 Lucas wiper motors. Speedo reads 88,119 miles.

Recently fitted new parts include: 650 CCA 12v battery (June 2020 with 3 year warranty), Lucas

ignition coil, Solex carburettor, ignition switch (knob).

In addition to the above, I have available a collection of new, new old stock and replacements parts, purchased mainly from the UK (Land Rover Series one club, and other suppliers) to help complete its restoration. These are valued in excess of \$2000, but are offered to the buyer of the Land Rover at \$1000 obo. I can provide a complete list to interested parties, but parts include, exhaust system, SU fuel pump, brass fittings and fuel line, a Series 1 wiring loom, headlamps and other lights, front radiator grill, under seat fuel tank, all brake hardware, including brake cylinders, shoes, and cunifer lines (Automec), axle rebuild kits, seals, filters... Kijiji advert no - **SOLD**



For Sale - Early IIA 88', Toronto, \$7,500

Project Land Rover. Excellent solid frame, complete engine and running gear. Solid hard top with rare rear lift gate in solid shape. Bulkhead is solid with only minor pitting, apart from foot well(bolt on piece) which needs replacing. The body has a really nice patina if you're into that kinda thing. Easily painted. Will include two new fenders. Kijiji advert no. 1509570723



For Sale - 1961 Series II 88', Claremont, Ont, \$3,000

Land Rover Series Parts Truck. Complete truck being sold. Rare pickup cab model. If you are adventurous and would like a project to restore or a parts truck. Lots of good bits and bobs. Truck complete sale with Cab roof \$3000.00 OBO - Seat box out of truck; - engine is stuck but is complete and can be rebuilt; - Transmission and transfer case complete; - 16" wheels; - Frame is beyond repair; - Roof headliner intact; - wiper motors and banjo steering wheel are getting rare to find; Also have a set of Series 3 axels for sale \$250.00. Kijiji advert no.1511583736 (Note: Claremont is just north of Pickering)



For Sale - 1970's Landrover series II rolling chassis and drivetrain, Toronto, \$500

As the title says, frame is too rotten to save. Engine is not seized! Transmission is not seized either but is currently stuck in gear and the clutch assembly has been taken off so it will not come out of gear. Locking front and rear differentials. Does not come with wheels and tires. Does not come with firewall section shown in picture but does come with a title. So if you wanted to build a landrover series II then just with the title you can start from that. \$500 OBO, text or email. Kijiji no. 1511965995



For Sale - 1973 Land Rover Defender Hard Top Sport Utility 2D, Ottawa, US\$14,900

1973 Land Rover Series 3 88" all original. All original, Runs/drives ver well. Asking USD\$14,900 and certainly open to reasonable offers. Located in Ottawa, Canada (about 1hr north of NY border). Contact Alan Overlander via Facebook.



For Sale - 1964 IIA 88" pick-up, Redcliff, Alb, \$13,500

Would look at a partial trade for a enduro style street bike, super motard, etc. Has had many new parts, sat for a couple years now. Rare truck style. Don't low ball offer.. \$13,500. Kijiji advert no. 1512444965



For Sale - 1973 III 88", Dayspring, N.S., \$5,800,

Posting my series III for sale. Needs some work for the road as it's been off for a few years now. It's titled as a 73 series III however has a series II bulkhead as the old dash was wrecked.

Frame is in great shape as it was refurbished a few years back (wire wheeled and painted). Rocky mtn parabolic springs; Old man Emu Shocks; Brand new proline fuel tank; Zenith knock off carb; Proline distro; New driveshafts front and back;

Built the truck from the frame up about 10 yrs ago. Currently does not run, however the carb probably just needs some attention, fires and runs with the choke but dies under load; Rear main seal leaks a bit. Brakes are good.

Great project for someone with some time, I however lack that and hate to see it waste away. Comes with a number of spare bits, like gauges, tie rod ends, seals, rear door, spare wheel/tire/ spare hood and hard top. Kijiji advert no 1512282403



For sale - Series one Land Rover, Quesnel BC, \$1,500

1950's landrover series one aluminum body solid frame. Contact Phil Demers on Facebook



For Sale - 1967 NADA Station Wagon, Orillia, Ont. \$23,450

A Land Rover Series 2a 109 5 door. VIN# 34300529A This wagon is # 525 of 811 ever made for the North American market (Wikipedia). Engine replaced with a 1998 land rover discovery 4L with power steering and power breaks. This will be the coolest resto-mod on the road when the right person finishes the job. Too many parts new and original to list purchased for resto. This wagon is very rare. Too many projects on the go. \$23,450.00 OBO. Or cash and something interesting. Tag Heuer Monaco? Kijiji advert no. 1513322588

For Sale - 1971 IIA 109 station wagon, Vancouver, B.C., Swap/Trade

Putting the feelers out on my 1971 Land Rover series 2A. Rare 4 dr model, 2.2 gas, 4 spd manual, locking diffs. 3 owners from new. Originally from South Africa. Runs and drives. Safari Edition, Alberta Registered. Will be slowly rebuilt and painted over the next year or looking for quick sale. Serious enquires only. Trade for large cabin boat, Defender, lwb, 109, landrover. Kijiji advert no. 1512436188



For Sale, 1959 SII 109 SW, St. Jean sur Richelieu, PQ, \$5,800

Up for sale is a 1959 Series 2 109" Station Wagon. Serial Number (VIN): 164900060. Price: 5800\$ CAD. Location: St-Jean-sur-Richelieu, Québec, Canada. Possibility of delivery. Truck was used at R. F. Fry & Associates (Pacific) Ltd, a well-known mining and milling contractor in Canada. Original 2.25L petrol, swan neck exhaust manifold, body panels are straightforward, frame needs overhaul. Odometer reads 13000km. Engine turns, differentials turn, tranny is not seized. Rescued from ten



plus years of sitting. Looking for a new family.

If interested, contact Samuel Laflamme-Ringuette via Facebook. This advertisement is also posted to the OVLR facebook group.



For Sale - 1957 88" soft top, Kansas City, Missouri, US\$14,500

1957 series 1 Land Rover - Range Rover 88 inch - excellent condition / new paint / runs and drives / Comes with new interior just needs installed. New paint. Kansas City. Contact Lindsey Tom on Facebook for more information on the vehicle.



For Sale 1963 IIA 88, Candle Lake, Sask, \$11,500

A 1963 Series 2A station wagon for sale in great shape, runs very well and licensed in SK . You can drive as is or complete a full restoration on it, a very solid example. Partially finished preparation for paint. Comes with new 'In the box' Britpart front deluxe seats, as new tires, free wheel hubs, recently replaced radiator, stainless steel exhaust, heater and older replacement headliner and safari top. Solid chassis with renewed suspension monopoly leaf springs, shocks and bushes, steering joints and new slave cylinder. Great sound investment for full restoration. I have one other Series 2A under full restoration and a Defender requiring some work, as with



many enthusiasts I've got too many projects on the go, so I'm willing to let this one go. Only serious enquiries please, no low ballers. I don't want to waste anyone's time. If it doesn't sell, I'll keep it to finish. The earlier Series Landrovers with only appreciate \$11500.00. Contact Adrian 306-956-1329

For Sale - 1966 IIA 88", Calgary, Alb, \$26,000

Completely rust free! 1966 Land Rover Series IIA. This is a Canadian rover and comes equipped with some very rare Canadian only options such as Kodiak 3 heater, and full interior hardura. Many more rare options. This vehicle is equipped with the tire on hood option and original hard top with cat flap and rear tail gate. Very desirable 5 bearing 2.25 engine which runs exceptionally well, and we speculate was rebuilt in the last decade. Transmission and 4 wheel drive system / high low gearing works absolutely perfectly. Fitted with original optional hand throttle for off-road or power take off. Floors and foot wells are original, rust-free, and unrepaired. Vehicle has undergone light restoration in 2020 which includes: - New generator - New Battery - New Starter - Zenith carb - New tires - seats recovered. All original Jaeger gauges in perfect working condition, 77,000 original miles. This vehicle has been babied by every owner and it shows. Previous owner owned for majority of its life. Have many more photos of common rust areas to show that this is truly a perfect rust free truck. My brother and I are letting go of this truck to make way for a 1951 Series 1 restoration. Shawn (403) 826-9477



For Sale - 2.25l Land-Rover engine, Troy NY. \$100

Unknown 4 cylinder Land Rover engine left behind by Bill Calocchia when he went on ahead. \$100 obo Located in Troy, N.Y. You must pick up. I'd like for both of these to go to a good home. 100% of proceeds will go to funding team.net. Contact Robert Bownes at bownes@seiri.com

NORMALAIR AIR CONDITIONING

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

**LAND-
ROVER**

COOL COMFORT

3. Jan. 1968



at the FLICK OF A SWITCH!
WITH NORMALAIR AIR CONDITIONING

Normalair air conditioning transforms the interior of your Land-Rover into a cool refreshing refuge from scorching heat and stifling humidity.

Three levels of temperature reduction can be obtained by selecting 'LOW', 'MEDIUM' or 'HIGH'. Even on the hottest, stickiest day, you can relax as you drive, in cool refreshing comfort, with the interior of the vehicle maintained at the temperature and humidity you require . . . with Normalair air conditioning.



NORMALAIR

INDUSTRIAL DIVISION

HEAD OFFICE AND WORKS:

NORTH HYDE ROAD HAYES MIDDLESEX ENGLAND
TELEPHONE HAYES 3800