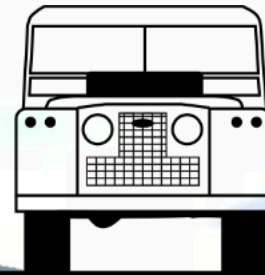


OTTAWA VALLEY LAND ROVERS



September 15th 2020

www.OVLR.ca

Volume XXXVII, Issue 9, No. 426



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Some prewar British-car maintenance advice: "... thoroughly inspect the oil feed tubes and inside of the crank case for evidence of having been damaged by flying shards of broken crankshaft."

Greetings,

COVID continues to remain the main event of note. On August 14th, the border closure was extended to the 21st of September, with 86% of Canadians, who were polled, agreeing with the closure. This newsletter brings us to six (6) months of no domestically organised Rover events, surely a record for any club who has had to cancel or postpone events. The situation south of the border is similar, with many events falling by the wayside.

Normally by this issue there might be articles on Evenement Pierre Gauthier, and any other smaller event that was underway. Supplemental articles on Blacker than Night, such as the RTV. This coming weekend would be supplying material for October's issue with Metal Dash, the British Invasion at Stowe and British Car Day at Bronte Creek. Alas, not.

However, for some positive news, the Rovers Out At Minden (ROAM) application/ registration form is out. It has been emailed to all members and is available on the OVLV Facebook group. Just scroll down a lot. Given this newsletter seems to have grown a little, it has not been reprinted here.

To the south, while many Fall Rallies have been cancelled, Rover Owners of Virginia is still moving ahead with a reduced Mid-Atlantic Rally in western Virginia. The camping area is divided by Rover type. Information in the MAR can be found on the Virginia club site at <http://www.ROAV.org>. At time of writing, if you are in Canada, you will have to fly down, rent a car, and continue on. I am not hopeful that the border will be open.

Oh well, despite the lack of events, filling these pages there are hopefully a couple of things that will be found of interest.

Some conversations on the previous NADA article on licence plate lamps on the 80 inch prompted further discussion in email, and as a result, a couple more articles on early Land-Rovers in North America. As well, another discussion arising from some questions that John Smith sent on headlights prompted the headlamps article in this issue, How the term NADA is used or applied was also completed, but got moved to October at the last minute to balance out things.

As well, there is a seventh article on the Land-Rover toys series and a sixteenth article on Land-Rover postage stamps. (not to worry, there are many more to come),

Jane and Keith Barrett have another interesting article mining early news articles about Land-Rover in Canada. This time about the four dealerships Mr. McLennan managed to establish on his visit to Canada in 1948 (see last month's newsletter for that story).

We also continue with some more images of the model 109 station wagon that a dentist in Georgia (former republic in the USSR, not the state in the USA) is building. And you thought that building an Airfix Land-Rover was complicated.

And finally. Terry King has been mulling another event along the lines of the Opeongo Colony Road drive that he organised a couple of years ago. Everyone is socially distanced in their own vehicle, one has a lovely Saturday or Sunday drive in the countryside, and you learn a little about the history of the Ottawa Valley. The last drive showed mills, farmsteads returning to nature, and a former military base that was established to watch for low flying Russian bombers heading to the United States, amongst other places. Contact Terry if you have any interesting suggestions for activities along these lines. Club activities are a reflection of the members interests.



**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.

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.

Radio Frequencies

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

Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/147733366589818/>

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

Newsletter Archive

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

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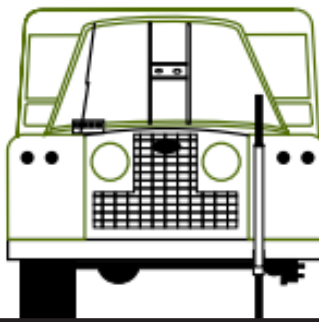
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The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

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 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.

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

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Cover: A scene not being seen this year. British Invasion Rover line-up (photo Dixon Kenner). Page 2, Photo from William Hauser in New Jersey. If you have a cover worthy photo, please send it to the editor.



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



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VALLEY
LAND
ROVERS

ROAM

ROVERS OUT AT MINDEN



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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

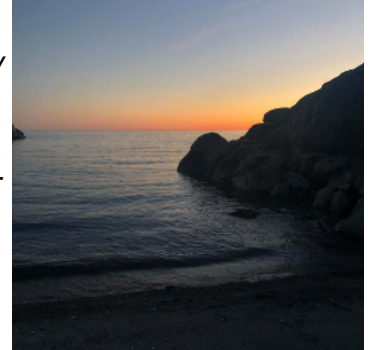
Ray's Place
6254 Haliburton County Road 121
Minden, Ontario

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

 How accurate is your speedometer? Well, short of using Waze or some other app on your phone to say how fast you were going depends on tire size. And knowing that, you can work backwards to figure out what 45 mph actually means. What should it mean?



 A couple of photos from a vacationing *Jeremy Magne* while stopped in Rivière-au-Tonnerre, Quebec. He sends the following note along - “*Defender allows you to go the extra mile for the perfect camp spot*”. Judging from the setting sun, he found an excellent spot to stop.



First, there are some identifying marks on the face of the speedo. They are different between 88 and 109 given the different sized tires they came with. These numbers will look something like SNT 6209/22 1504.

First some calculations and facts: Series Land Rovers [1] have a 4.7 : 1 reduction differential and a 2.2 : 1 speedometer drive gear reduction from prop shaft to speedometer. 4.7 divided by 2.2 = 2.136 which means a 1 : 2.136 step up from rear wheels to speedometer. For every revolution described by the wheels we get 2.136 revolutions in the speedometer. This is a constant relationship (K) that can be use in every speedometer calculation.

Now, here are calculations for speedometer marked 1504 turns per mile. Turns per mile divided by K gives the number of rotations of the wheel per mile.

1504 divided by 2.136 = 704

So, a speedometer marked will do 704 turns of the wheel for every mile clocked up on the speedometer. A mile is, 5280 feet, divide this by 704 rotations gives 7.5 feet of travel per wheel rotation. That is a wheel circumference of 7.5 feet or 90 inches.


Dividing this by 3.14 (close enough to Pi) gives the diameter of wheel. 90 inches divided by 3.14 = 28.6 inches. Hence, it is calibrated for 6.50 x 16 Tyres.

LWB speedo it'll have the figures 1408 somewhere on the dial. SWB ones are 1536 or close but often not stated. Some are 1376 if intended for bigger tyres. These figures are speedo revolutions per mile.



Note 1: I have no idea about non-Series vehicles, but would be happy to print it if supplied.



 A quick note from *Dave Bobeck* in Washington DC - “Got the engine running yesterday. <<woohoo>> Changed the oil (was at least a quart over filled), and added 5 gallons of fresh Maine diesel from a jerry can filled on the way to Winter Romp. On starting it immediately ran up to 2500 rpm or more. I shut it down quickly by pulling the wire off the injector pump. Current theory is the flyweights on the pump governor are stuck from sitting for 9 years. Go figure. Should be an easy fix as the engine has been mostly out of the elements at least. Did a




great job of filling the tent/garage with acrid white smoke though. Still, felt great to get in and push the starter button and actually have a running engine in it after all this time. No video or photos of that part since the phone was dead at that point."



Photo 1: Old truck, new tank, old diesel. What could go wrong?

Photo 2: EZ-pour extendo thing. Spent lots of time cleaning this up and then found a nice clean one in the shed later in the day. Typical.


 A note from *David Place* in Selkirk Manitoba - "It was quite interesting to compare these two side by side but only thing they seem to have in common are the wheels. Every other visible part had been modified. The baby looks like a tool roll would contain enough tools to totally strip it."



(Ed - Dave's SIII next to a 1951 SI)

He continues - "The other pictures are the military weather covers I have installed so we can run my all band all mode ham station and still close the doors during inclement weather, i have one on each rear corner of the tub, so I can keep the AC power from the generator away from the RF from my antennas to the ICOM 706 MK2G. I have all bands and all modes in the truck for disaster work." Dave Place, Prairie Rover. VE4PN



 Nigel (above) has a new issue. *Russell Dushin* reports that the brake pedal occasionally makes its way to the floor, but the symptom is inconsistent. Pump it a few times and it usually holds. Sometimes, though, it just slowly drops. It seems like it is more apt to do this when driving than when parked. Only a little disconcerting....

There's no sign of leakage anywhere I can see, and no sign of fluid loss in the reservoir. (I have the fluid level just above the top of the inner compartment for the clutch master and it hasn't dropped at all, even after about ten to fifteen pushes of the pedal to the floor.)

If I pinch off a line the symptom may or may not appear....like I said, it's inconsistent.

I'm thinking it's a (CB) master issue. Leaking back past the (recuperating) seal, perhaps?

This is a new trick for Nige. Anyone ever observed this before? Uh, if not, you might soon

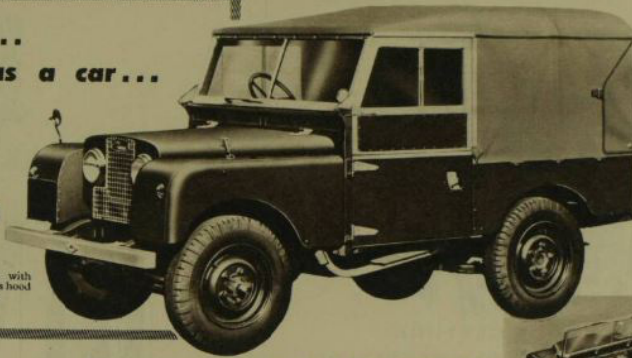
(Ed note: This is not a test. This is a potential Nigel's Disease pandemic warning! All Series Land-Rover owners are advised to social distance their Series Rovers away from all Internet access points. Nigel is a known carrier. Even having your cell phone turned on with data enabled could be a vector of infection. Nigel can even infect other trucks over dial-up...)

Tough as a tank...
comfortable as a car...

the improved

LAND-ROVER

Standard model with detachable canvas hood and side screens.



COMMERCIAL MOTOR SHOW STAND No. 85

By increasing the wheelbase to 86" the designers have given the Land-Rover a 25% bigger bulk carrying capacity. This extends the already impressive range of tasks which the vehicle can take in its stride. At the same time, the greater axle movement resulting from the longer propeller shaft gives much improved suspension.

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LAND-ROVER

the 4-WHEEL DRIVE
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going to go that route though.

Are there any members north of Toronto in Caledon (or there about)?

 The Fall maintenance regime has started. First out of the gate is Derrick Hammond, who has embarked upon a clutch renewal process over the Labour Day weekend and called out to who else is working upon their aluminium friends. There were a few responses.




 From our President on ROAM - This is still a go... LRAA is the lead club on this event.

Please check your email (all paid full members) for the registration form. If you plan on attending please post here so we can all get an idea of who is intending to participate. Otherwise email Ted at the email addy below. We're still on, pending any serious change in the Covid-19 situation, so please register with us to this email address using the attached form, and book your campsite (mention you are art of our group) cabin or motel directly with Ray's Place.

Cheers, Kevin

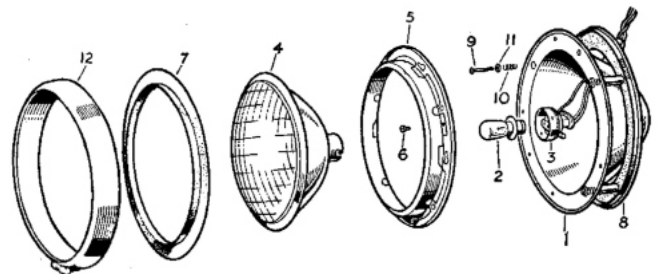
matthewsted@aol.com.

 Iain McRuvie writes - I just mailed my membership info away today. I have been looking at posts for a few months, good advise and nice people willing to share (much different than so much on FB these days).




I have a 1964 2a that I have been working on and Covid has given me more time so have been getting much done. Looking at getting her painted this winter original colour wa Poppy Red, not sure I'm

 A note from Jerry Dowell - Labour day weekend in Perth. No Perth Fair , no derby this weekend due to covid. Took both of my classics out on tour today. Had a blast taking the 96 down the Old Kingston Road. I had forgotten how much fun it is to drive the old car.



Some Non-OVLR News & Rumours

 Continuing on from last month and the Rover Underground Railroad, there was another loose, informal organisation that arose out of the Land-Rover Owners (LRO) mailing list. This was the BirmaBright Brotherhood, established by *Trevor Easton*, a Series Land-Rover owner, editor of the Toronto Area Rover Club, newsletter and owner of a Series Land-Rover named Miss GoLightly.

The *BirmaBright Brotherhood* was first established in February 1996, replacing a more informal system of aid that existed via the LRO mailing list. It was a simple list of names of people wishing to offer their services in assistance of fellow members. The list was only circulated to those who had joined, so if you wanted to know who can help you when out on the road, you had to be willing to help others also. The list showed you name, email address and phone number, plus the services you could provide.

Operation was by telephone and email, with email prefaced any "helper" related mail with 'BB'. The Brotherhood had no secret handshake, mystic initiation ceremony or solemn promises, though there was an identifying badge.



For those not familiar with the Brotherhood, it was a list of Land Rover owners that are willing and able to help fellow Land Rover owners in the event of a breakdown or other emergency while traveling far from home. The lists were divided up with one for the US, one for Canada. There were two different formats, Word and .html. Members printed off a copy and carried it with them in their truck.

In 2020 one had to remember, this list is almost pre-Internet in a big way, and pre-widespread cellphone use. DSL rolled out in Canada in 1997/8, the Blackberry phone was introduced in 2001, and iPhone arrived in 2007, though email and the rest was a year

or so afterwards. For long distance journeys, paper lists like the BirmaBright Brotherhood were very helpful, especially for the 50th anniversary gathering at Greek Peak, New York, put on by ANARC (OVLR, ROAV, and BSROA)

What it was not, however, was a bulletin board, message board, classified ad space or chat room. There were lots of other places for that sort of thing. What it was, simply and profoundly, was a list of members that are willing to help fellow members in their time of need. The list quickly grew past 200 members. However, as the Internet landed in more and more homes, and cell phones became more popular and widespread, combined with Trevor Easton passing away, the list slowly vanished. In a sense, technology made it obsolete. If you had a problem, your smartphone put you in contact with a wide network of people almost instantaneously. Combined with the resources of the internet, parts suppliers like Rovers North or Atlantic British, FedEx for fast delivery, and on-line workshop manuals, youtube videos, and very cheap long distance calling, the list was superfluous.

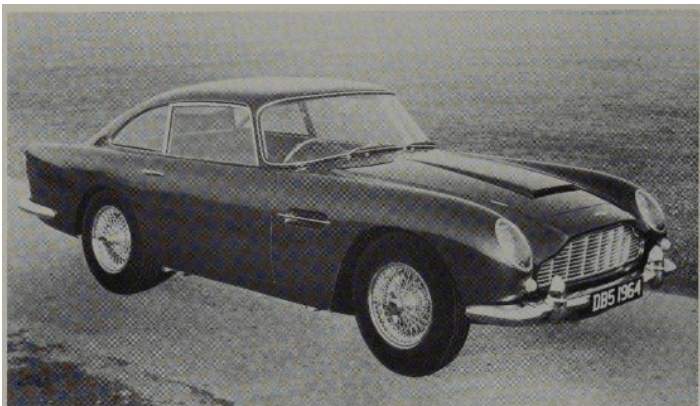
However, in 2010, there was another initiative, based out of BirmaBrightBrotherhood.com to resurrect the list and encourage others to join. Where the first iteration of the Brotherhood was Series based, the second was much more Defender focussed. This second version was also web based and seems to have lasted to about 2016 when the website owner sold his D90.

This second version also had a grille badge. Two in fact. The first, apparently numbered 1-100 with a red background to the crossed spanners, the second being identical but for a beige background, and numbered 101-200.




When the domain name expired, the URL was subsequently taken over by a Land Rover parts business which are holding for rejuvenation. There was also a .org version, which is now owned by a different, non-related entity and seems to be a dead blog.


Rules for the original version can be found at <https://www.lrfaq.org/FAQ.5.clubs.internat.html> under BirmaBright Brotherhood.




(above) Although Lucas alternators had been supplied for ambulances and police cars since 1960, it was not until 1964 that the Aston Martin became the first production car to be equipped with an alternator, which by 1975 had almost entirely taken over from the dynamo

kerosene, or even petrol? There are a number of possibilities. And, yes, kerosene has been used as a coolant, generally in tractors. In Maine.

 Looking at the rear cross-member of older Series Rovers (and Defenders) they usually show signs of corrosion around the rear mounting tabs.. This is due to the dissimilar metals attacking each other. Their site writes - *"During our 109.5" rebuild we tried to come up with a "better mousetrap" to prevent this in the future. We CNC machine a 6061T6 alloy block to sit behind the body panel (this is alloy against alloy) then we supply a laser cut 3M gasket that separates the rear cross-member tab from the bodywork. To prevent the bolts from rusting we use A2 stainless steel flange head bolts to keep the rear Cross-member from corroding with the bodywork for many years to come."*

 Per the above excerpt, Land-Rovers used generators, or dynamos, up until January 1969 when the Lucas 11AC alternator was introduced (ref: Land-Rover Service Newsletter, volume 3, no. 3, January 1969, Item 25, page E-5p)

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*

 Eric Riston submits this interesting photo of a late IIA or III engine bay. Follow the fuel line from the Rochester carb to the fuel pump as well as the heater hose from the front of the heat to the heater. Why is that part and what is it doing? Several possibilities have been suggested: (1) pre-heat the fuel to ensure vapour lock; (2) the cooling system is using diesel or



 Another product from the U.K.firm "Design and Development Engineering". They write that they are doing *"final checks and trial build of our Series disc brake kit complete using the first pre production parts. The first batch will be finished around the end of October and we can confirm the kit price will be £370 + VAT and Shipping"*



Q: Can you use the existing drum brake master cylinder? **A:** We have a set working on our S2a. Using a LWB servo single line master cylinder.

Q: t's obviously engineered for back space clearance on standard series rims ? and wolf style rims? **A:** You have to run a rim which is designed for calipers so wolf,



Disco Steel, modular... we are going to see if they work with others tomorrow.

Q: Will the Kit , come with an MoT/engineers approval letter of some kind? **A:** There wont be any official certificate for these. The Brake discs are being manufactured by a brake component

company and the calipers are stock LR.

Q: Is the price £370 per axle? **A:** Yes. The kit includes the caliper mounts, Hub Spacers, Fixing screws and a larger 320mm Disc. You would need to purchase the early 90/110 calipers and pads and do a bit of machining to your hubs to take the discs.




Q: Are the discs unique ? And I already have 30mm spacers so wouldn't need these ones am I correct ?

A: The Discs are a custom part we are having made for us. Unfortunately the stock LR discs are not large enough to work with the series swivel castings and we did not want to be grinding parts off. The spacer would need to be used as it replaces the drum and




keeps the track the same. Pair of replacement disc would be around £45

 From *David Black* on the OVL R Facebook group - "It appears that my key to my 1959 Series 2 has officially wore out. Have been able to remove it while driving for years but recently it has lost connection while driving (which results in losing all ignition). My SWB has the light knob and ignition key (one unit) with the separate starter button. My question is how difficult is it to replace the cylinder and key? Does anyone know a part # or supplier? Any instructional videos as could not find any. Thanks in advance..

To which *Doug Lang* responded - "Send me the key number and I'll see what I can do. We gave Famous Four the key number and they got us one..."


Yuri Botero added - "They sell new barrels with new keys. It's easy to replace your existing one, the switch has a couple of holes through which you would push in 2 pins that will release the bakelite knob first, then the old barrel out. Many places sell the new barrels: Ike Goss, Rovers North, and any of the vendors in UK." (*Ed note - 3 Brothers in Canada too*)

There are videos in YouTube showing how to do it. I did it to mine without any issues. This video shows it at 1:10. <https://youtu.be/o1K0uV8VIBg>

 *Roy Caldwell* from WHAFE (*pronounced "waif"*) announces that they have successfully arranged with the Virginia Rover club to host every running Frelander in the Hemisphere, with space to spare for any last minute restoration projects coming to fruition (and not flames). He sends along this map of the Mid-Atlantic Rally site with Camp Frelander in a place of honour, next to the Rovers North RTV course, and in the centre of all of the action and attention, apologies, of course, to Oxford.




Note: WHAFE is the Western Hemisphere Association of Frelander Enthusiasts. The entire hemisphere was the smallest area possible that would allow a quorum of running NAS Frelanders.

 Shore Street Land Rover is moving - It's Official!!! Shore St Automotive is moving to a bigger premises to help serve you better! We will be moving all our equipment between the 14th and 18th of September aiming to be fully operational by the 21st September. During our move it will be unlikely that we will be able to answer calls so if you have any

questions please email us at scott@shoreautomotive.ca. The new address is 1064 St. Laurent Blvd, commonly known as the old Midas location. (See image below) We'll post more pictures as we prepare the new location and keep you posted



on further developments.


 The Centre Steer Podcast, no. 89. The Final Alloy+Grit. CSP has a conversation with Bryan Joslin about Alloy+Grit's end of production.



David Short calls in from Oregon to update listeners on Oxford and preview his journey east behind the wheel of Oxford.

In the news, JLR has a new boss, V8 engine production moves in-house, what of Jaguar and Land Rover's future and Defender's aircraft style side mirrors.

CentreSteer can be found at <https://tinyurl.com/yxetcpt3>. The podcast website page always has an interesting selection of links to the news articles discussed in the podcast, and makes an interesting reference to go to rather than searching out JLR and general Land Rover news in general.

 As this newsletter evolves, Oxford is working his way across America. He made it through Montana, and eventually over to Washington and Oregon. While in Oregon, Oxford visited Springfield, the "home" of Homer Simpson (*photo top right*). While in Oregon, just as *David Short* and *Mike McCaig* were heading out to drive Oxford back across the USA, he got another round of spa-like treatment at the hands of *Ike Goss at Pangolin 4x4*.

It seems that more wear and tear from the journey from Singapore to London was manifesting itself and needed to be addressed immediately. One quote was "it's bad as in it was extremely dangerous to drive even for short distances. It really needs a more substantial overhaul. The right rear wheel and axle shaft was about to fall off and it had no brake fluid and the tie rod was completely loose.




Repairs were undertaken and Oxford was off again. As this is written, towards mid-September, Oxford is entering Arizona after escaping the fires of California.

In related news, Steve Hoare and Mark Van Lenten are off to find Oxford in a 107 Station Wagon. The photo showing the bonnet up, so close to the start of the adventure, has raised questions of Nigel's Disease, and Oxford's engine issues in neighbouring New Jersey



wafting over the state border and infecting other nearby Series Ones. Bill Cooper, in northeastern New Jersey has expressed concern that both Oxford and this 107 might be carriers for Nigel.

 Some numerical trivia from an ongoing project. As many know, Rootes concession for the North American Dollar Area (NADA) was not just Canada and the States. They also got Latin America and the Caribbean in their 1950 arrangement with Rover. So what were some of the other sales in 1951 when Rootes took over?

Cuba received 311 vehicles, some via the USA
 Dominica received 42
 El Salvador received 25, a "Salvador" and a "Salvidor" received 55, for a possible total of 80.
 Guatemala received 30
 Honduras received 14
 Costa Rica and Haiti each received 4
 Nicaragua received 32
 In South America, not Rootes, but included, Brazil imported 32 and Uruguay 4

Certainly an area of research for someone in the future or just for curiosity

 *If anyone has any other worthy news...*

General Servicing: Repairs, Humour, Tales & Trivia

NADA: Series One Head Lamp Trivia (Dixon Kenner)

The other day, while in discussion with Keith Barrett about Series Land-Rover lighting, we went off on an interesting tangent. What headlamps were supplied with the North American Dollar Area (NADA) Land-Rovers that arrived? In fact, what headlights were used by British cars back in the late Forties, after the War, when the British, in a huge export drive, started to look to North America as a potential market. But first, We should ask what was the situation in North America vis-a-vis head lights?

First, the obligatory history lesson. What seems to be a simple thing today certainly wasn't in the Thirties. There was such dissatisfaction with headlamps in the U.S. that a common solution was needed. Headlamps, of that era, had metal reflectors, with a silvered reflecting surface, which, like silver coins, or your mother's fancy dinner set, tarnished in the air, and needed to be regularly polished. Bulbs were not standardised, they had metal bases, there were no common rubber o-rings to try and seal the unit from moisture. There was no common method for aiming the lights, either mechanically or visually.

The solution? A glass sealed beam headlamp was patented and it solved most of these problems. The sealed beam was made from two pieces of glass, one, a lens with optics, the other a parabolic aluminised reflector. Add in some tungsten filaments supported my metal lead wires. Fuse (melt) the assembly together and fill it with an inert gas to prolong the life of the tungsten filaments.

Within two years, 1940 & 41, all American and Canadian car production switched to one common headlamp size. 7 inch round, with two headlamps per vehicle. Because of some patent restrictions, some "sealed beam" headlamps used a metal reflector, soldered in bulb and a glass lens fused together. These would be phased out in the mid Fifties. [1]

At the end of the Forties all U.S. headlamps were as follows: 7 inch (178 mm) round sealed beams with high-beam filament on focus, low-beam filament off focus, visual aim, and more consistent lighting than previously obtainable. European headlamps had replaceable bulbs with an internal bulb shield on the low-beam filament, a symmetric low-beam pattern, visual aim, and continued emphasis on the accuracy of the filament location.

So, what was happening in England?

Dated 1948, this sounds exciting, but is re-



ally only wishful thinking from the marketing division of the Joseph Lucas company. [2] Although standardized in USA, and by default Canada, in 1940, no one British company had sufficient volume to justify the expense of producing sealed beams. So, what happened?

In England, there was competition that Lucas dominated, Looking at Rover and Lucas publications, they reference the Lucas F700 unit for head-

lamps. Curiously 7 inches in diameter like the American sealed beam. At a time when there was little standards for headlamp sizes. [3] But, when you look at the detailed spare parts books, starting in 1950, one sees the list of parts for North America, but there is an asterisk for the bulb which reads "lamp supplied less bulb". [4]

What we have is a bit of a conundrum. The United States required sealed beams. But nobody in the U.K. made them. So, what happened? Well, we are left with a choice. Either (1) the vehicles came over

without headlamps, and they were installed at the port of entry by Rootes, or possibly Rover, (2) Rover bought supplies of sealed beam headlamps from North America and installed them over there, of (3) Options one or two for the American market cars, and the Lucas F700 headlamps for the Canadian market. Given the balance of payments situation, import restrictions, and William of Occam, it should be pretty clear.

What else comes into play? Well, in February 1950, Rover, for a variety of reasons, as well as seeing what a challenge setting up a dealer network would be, signed an agreement with Rootes Motors, and from that point on, all Rovers, the P3 and Land-Rover, would be sold and services by Rootes. Quite a unique arrangement, though not surprising. Both Reginald and William Rootes had visited Canada prior to the War. After the war, Brian Rootes, William's younger son, was sent to New York to set-up Rootes Motors Inc on Long Island, NY, and establish a network of dealerships. In May, 1948, Rootes was incorporated in Canada in Toronto. [5]

According to Lucas, post February 1950, Rover cars and Land-Rovers were supplied with Lucas part 553724, which is an adaptor made by Ward and Goldstone, which was a piece of harness with a three spade connector for the North American sealed beam unit. This neatly ties in with the Rootes-Rover agreement, and one can postulate that all vehicles coming over after a particular point would reflect Rootes desires.

Looking at 80 inch imports into North America, we see five (5) imported into Canada in 1948, one (1) in 1949, and then 75 into Canada and 14 into the USA in 1950. We already know that all 1951 model Land-Rovers are imported and sold by Rootes. [6]

Going to that fount of production data, the Land-Rover FAQ, looking up 1950 we quickly see that the Rootes-Rover agreement was in effect when the destinations for all of the Land-Rovers exported to Canada or the USA from April 1950 are to Rootes in Vancouver, Toronto, or simply Canada, or to New York, or simply

USA. [7]

So, for the anorak or rivet counter restoring a 1950? If your vehicle is one of the 32 Land-Rovers delivered to Yorktown Motors, or 6 to Weir Motors, before April 1950, you should be looking for a set of the smaller "Butler" or L/WD/HO headlamps for your Land-Rover. (Image top right) [4] Do note, there was a Canadian bolt-in replacement available (ran out of space to footnote!)

If your vehicle serial number corresponds with a vehicle dispatched to Rootes, [5] well, Rootes would have installed sealed beams to meet US requirements, and for Canada, well, the jury is out for the time being. [8]

Really, if comes down to what other British cars were supplied locally with sealed beams, so what would have Rover, or later Rootes, have done? An interesting question for the aspiring anorak or rivet counter.

The history of Lucas points out that Austin and Morris were supplying vehicles without headlamps. They were fitting when they arrived. One would expect that Rootes, realising service issues would ensure that all of the vehicles they supported would be the same.

This issue would go away in 1959 when three UK manufacturers combined efforts and formed the joint company 'British Sealed Beams Limited' (40% AEI-Mazda, 20% Osram-GEC, and 40% Lucas.) [3, p179]

So, if your NADA spec 1950-59 has Lucas sealed beams, they are not original, nor concours. Head on over to Canadian Tire and pick up a set of cheap General Electric or similar domestic sealed beam headlamps.

As this is being written, checks are being made with the current custodians of a number of pre- and post-Rootes Land-Rovers for F700 assemblies. Sometimes, observations of actual vehicles have to trump what might be written in some parts catalogue somewhere. This article is part of a larger series of articles on NADA Land-Rovers being undertaken in parallel with Keith Barrett and will evolve. [9]

LUCAS

SEALED BEAMS

**offer all*
British cars
the most advanced
headlights
in
Europe**

* Most British Cars are now fitted with Lucas Sealed Beam Headlights as original equipment.

- 1 Improved Dipped Beam. Better filament and Beam control.
- 2 Better Main Beam. More even spread of light giving less eye fatigue at night.
- 3 Longer Life. The whole unit is one big bulb giving increased life.
- 4 Easy replacement on almost all British cars made since 1950.

Price 29/6d. each
Adaptor 3/- each

HELP YOURSELF TO BETTER AND SAFER WINTER NIGHT DRIVING - YOUR GARAGE CAN CONVERT YOUR CAR IN A FEW MINUTES.

JOSEPH LUCAS LTD - BIRMINGHAM 19



Acknowledgements: *Jane and Keith Barrett* for discussion, photos and arranging physical substantiation. *Anon* for arguing all NADA Series Ones had F700s, less the bulb. The combination led to this article.

Notes:

1. *Better Lights offered, Sealed Beams maintain efficiency, New York Times, October 15th, 1939, p 168*
2. *"The Phoenix Star, Arizona, September 25th, 1948.* From Keith Barrett's Series One library
3. In November 1948, the big six auto manufacturers in the UK got together, with Lucas, to standardise parts. Amongst the agreed changes were 7" headlamps. *Lucas, The First 100 years, Harold Nockolds, 1978, p 122*
4. *Lucas Quality Equipment and Spare Parts, CE648, February 1950.* F700 for both, Export USA, includes Ward & Goldstone adapter, "less light unit"
5. Brian Rootes was assisted in New York by John T Panks, who was a member of Rootes senior management. John Panks would move to Canada in 1949 to become CEO of the Canadian operation as Rootes Motors (Canada) Ltd. In 1950, Rootes purchased 32 acres in Scarborough and built a factory to assemble CKDs. All this to show the presence Rootes had in Canada and the USA. Austin was planning a CKD factory in Hamilton. Source: *A History of Rootes Canada, Peter S Badenoch, 2019*

Excerpt from CE648, Rover and LandRover, February 1950



Above, the Lucas F700 unit showing the various parts. (From 1957)

Right, Lucas part 555447, or the LHD light unit, less bulb from a popular UK supplier of Lucas lighting supplies.

6. *Land-Rover 80" in North America, by Benjamin Smith, OVLN Newsletter December 2012, revised January 2016,* abridged and published in the Land-Rover Register's Full Grille. Available at www.NASOR.org
7. *www.LRFAQ.org*, since 1998, the pages on serial numbers, production data and sales for NADA Land-Rovers.
8. 1950 model year Land-Rovers would have a 061 prefix, with a leading L or R for left or right hand drive. Non-Rootes vehicles would be Land-Rovers with a serial number of L06109218 or lower, the last being dispatched to Weir on March 10th, 1950. The first Land-Rover sent to Rootes was L06110886 on April 1st, 1950. All subsequent Series Ones were sold by Rootes in Canada and the USA, the North American Dollar Area of NADA.
9. There are photos of F700 equipped 1950 Cdn 80"s, as well as vehicles with sealed beams. Seventy years later, originality begins to become difficult as working headlamps are important, and if you cant find a Lucas bulb, a sealed beam is a fast replacement.

Left hand drive (N.A.D.A.)

Part No.	+51984A
Model	F700
§Adaptor, with cables	553724

Left hand drive, Europe (not France)

Part No.	51782A
Model	F700
§Light unit	553940
§Adaptor	554602
§Bulb	370

Excerpt from CCE905F, Rover Cars and LandRover, February 1957. The asterisk by the part number denotes "Lamp supplied less light unit and bulb"

Land-Rover Toys, an ongoing series

XII - The JR21 & Molto Thunderbirds copy of 12B (Dixon Kenner)

JR21 1966 - 1970(ish)

Some of the most sought after toys by Thunderbirds collectors is the JR21 range, originally produced by J. Rosenthal (Toys) Limited

In 1965, Jack Rosenthal started a joint venture with Gerry Anderson's company A.P Films. Gerry Anderson created the whole concept of animated marionettes, of which the Thunderbirds is a salient example for anyone growing up in the 1960's. Jack remained Managing Director and the company was renamed Century 21 Toys in September 1966. However packaging retained the "J. Rosenthal Toys Ltd" name and address, and the JR21 logo was added.

The first toy was announced in January 1966. The Thunderbird 2 was issued in June 1966, and was the third toy produced. It has red feet.

Demand far exceeded availability, the British company "Herts Plastic Moulders" (HPM) - licensed to produce the models - had problems sourcing the friction motor. A hasty discussion was made to replace the motor with a bag of sweets until a solution could be found.



HPM lost the contact to a Hong Kong based factory, who were given the license and produced all further models, these (unlike the British made) all had the "JR" Diamond symbol and "Made in Hong Kong" stamped on the underside of the model.

The fold down legs if the craft had white feet, the underside had the "Made in Hong Kong" and the Diamond JR logo (later versions had the logo moved to the front underside), otherwise was the same size and colour as the UK version.

The box art work was very slightly darker than the UK one, and the words "Empire made" on its side.

The Hong Kong version had either a red, grey or green "jeep" inside. The grey version of the Land-Rover had red wheels, while the red and green had black wheels.



While the second kit is more common, searches will find the "Mole" more often than you will find one of the Land-Rovers on-line, simply because these toys were lost into larger collections of diecast and plastic toys over the years. (See photo upper right of the Land-Rovers book ending a Mole, which is very much not to scale)

An interesting link that occurs is with the twelve inch action figures. They were made by Fairylite, another British company. Fairylite would go and make a Rod Construction Set, which includes a Land Rover. I mention this as this Land-Rover is an



ideal replacement for lost Land-Rovers with the ThunderBird 2 toy. Unfortunately, the road construction set is even harder to find than the ThunderBird 2 toy.

If you are hoping for one of these Land-Rovers, lady-luck will have to smile upon you, as about the only way to get one would be with the rest of the ThunderBird 2 toy. And given how easily the Land-Rover is lost. A boxed set. Be prepared to open that wallet and dig rather deep for a good boxed set.



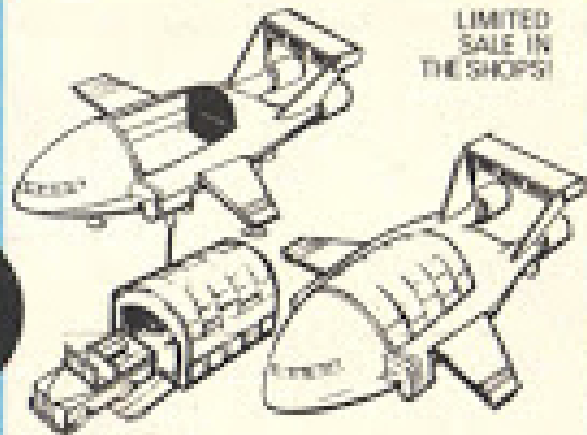
STAND BY FOR

**FRICITION
MOTOR**

THUNDERBIRD 2

SPECIAL FEATURES...
FOLDING LANDING GEAR
AND DETACHABLE POD
CONTAINING JEEP

1411



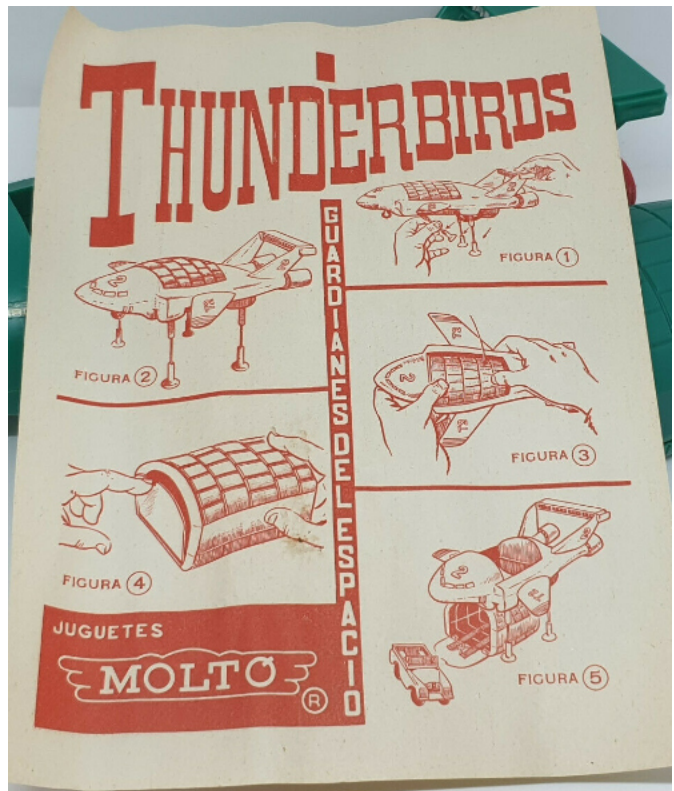
As previously mentioned, the British 'Empire Made' was issued with a "Jeep" / Land-Rover Pod Vehicle in three colour variations. There was also a Spanish release made by "Molto". Molto was founded in 1955 by three young men all between the ages of 20 and 25, all three bearing the same surname of Molto. Two of them were brothers: Antonio and Pedro and the third was José. Their first toys were made from wood and tin in a 430 square foot shop. By 1963 they were up to 10,000 square feet, producing plastic injected moulded toys. In 1966, they went to the Nuremberg Toy Fair where they made all sorts of contacts and established an export department..

Issued in 1966, and also in plastic, one can see that the Molto release is almost identical to the British toy proper. Though all of the Molto Land-Rovers have red wheels. As well, the boxes are obviously rather different. Again, finding just the Land-Rover is essentially an impossibility. It means going on auction sites, or eBay and buying a mint boxed set.

If you thought the JR21 set was expensive, the price of these mint boxed will begin to make your eyes water. \$400 to over a thousand dollars depending on the set.

If you already have one of these Land-Rovers, but have broken the windscreen off, there is at least one company making a replica windscreen cast in green, red, or grey to approximate those colours. About US\$8 if you need one.

References: There is a good article on the Thunderbirds toys in general in the October 2015 issue of the Collectors Gazette - https://issuu.com/fernandolago0/docs/collectors_gazette_-_october_2015.



Only LAND-ROVER offers you:

- * a choice of engines—Petrol or Diesel
- * a choice of chassis lengths—Regular or Long
- * a choice of 9 body styles, 8 colours, 76 optional extras for specialised duties and
- * reliability and toughness born of 10 years practical experience in all conditions and all climates.

MODELS TO MEASURE



Regular Land-Rover—canvas top



Regular Land-Rover—truck cab



Regular Land-Rover—hard top



Regular Land-Rover—Fire Engine



Long Land-Rover—truck cab



Long Land-Rover—Station Wagon



Regular Land Rover—canvas top

There's no substitute for the 4-wheel drive Petrol or Diesel



By Appointment
to Her Majesty Queen Elizabeth II
Manufacturers of Land-Rovers
The Rover Co., Ltd.

THE ROVER COMPANY LIMITED · SOLIHULL · WARWICKSHIRE and DEVONSHIRE HOUSE · PICCADILLY · LONDON

CVS 217

Land-Rover Times

Land-Rover in Canada, 1948 By Jane & Keith Barrett

Last month, we discussed the British Motor Manufacturers' first steps into post war Canada. Many companies were gaining footholds; Nuffield, Austin, Rolls Royce, Rover and others were advertising in newspapers across the country. The Rootes family were themselves active in showing their company's line of vehicles. At a show in Winnipeg a reporter was examining the "central point of interest in the display ... a Hillman made of transparent plastic so that one might see all it's innards."; as he was looking at the "Ghost Minx" he heard the quiet English voice of Sir William Rootes: "Of course if we were showing this at home we'd have a skeleton sitting behind the wheel. That would be the Englishman who had ordered a new car

and was still waiting for it." (Winnipeg Tribune, Winnipeg, Manitoba, Canada, 27 January 1949). Rootes told of how British manufacturers were concentrating on export trade to aid in the nation's economic recovery.

Rover were actively pursuing the same goal; by October 1948 they had dealers across the entire country of Canada. In this issue we will discuss the four 1948 Land-Rover Distributors: Plimley Automobile Company Ltd. in Vancouver, British Columbia; Western Messenger and Transfer Service in Winnipeg, Manitoba; Ontario Rover Distributors in Toronto, Ontario; and Weir's Motor Sales Ltd. in Montreal, Quebec.

Plimley Automobile

1) "New Bicycles" Daily Colonist (Victoria, British Columbia, Canada) 18 March 1910. (Left)

2) "Auction" The Victoria Daily Times (Victoria, British Columbia) 13 October 1906. (Right)



When Rover representative Kenneth McLennan of Birmingham, England, was in Vancouver in May 1948 "establishing a B.C. agency for Rover Motor Car Company automobiles" (The Province, Vancouver, British Columbia, Canada, 10 May 1948), his first stop would have been to see Thomas "Horace" Plimley. Very early connections existed between Rover and Plimley. Thomas Plimley (Sr) had been selling bicycles since 1893. In a 1910 ad "Plimley THE BICYCLE MAN" listed ROVER bicycles for sale.



3) Victoria Daily Colonist (Victoria, British Columbia, Canada) 2 May 1907. As early as 1907 Plimley Automobile Co., Ltd. presented the 6 Horse Power ROVER as having "The Following Advantages; Simplicity, Ease of Control. Vertical Engine." It goes on: "Three speeds forward, and reverse; propeller shaft drive; no chain to break or clog; a record of unparalleled running during the winter. Spare parts here in case of accident." (No mention of break downs, I notice!).

VICTORIA DAILY COLONIST

HUMBER AND ROVER CARS

WIN the most important automobile races in the world during the past week. International heavy touring car race in England—Humber 1st; International tourist trophy race—Rover 1st, Humber 2nd. These races are open to all makes of automobiles, including English, French, American and German, all of which competed on this occasion. The winning of these races make the Humber and Rover cars the world's leaders.

Prices \$775 to \$3,750

Plimley Automobile Co'y,
LIMITED
15 Government Street
VICTORIA, B. C.

THE SPEEDY LITTLE ROVER

4) Victoria Daily Colonist (Victoria) 2 June 1907.

The "Speedy Little Rover" was touted as placing First in the May 1907 International tourist trophy race against English, French, American and German rivals. The Rover car left a lasting impression. In 1963 at the Plimley 70th anniversary celebration "Veteran employees of the firm recall that among the first cars Plimley's sold was the Rover, a one cylinder gas buggy that was the pride of the showroom". (Daily Colonist, Victoria, 29 January 1963.)

30*** THE VANCOUVER SUN: THURS. Nov. 16 1950

HANDSOME NEW HOME of Plimley Automobile Company Ltd. is this modern sales and service building on West Fourth Avenue. Not only has it every facility for its purpose and for the convenience of customers, but the penthouse on top, with plate glass view windows and luxurious dropes, will provide a meeting place for executives where they may confer, relax, or meet business visitors. The structure is one unit of the new British car centre.

Over the decades Plimley's moved and expanded several times; by 1948 they had showrooms in Victoria and Vancouver, British Columbia. (Above)

U.S.A. - - - Plimley Automobile Co. Ltd., 654, Burrard Street, VANCOUVER B.C., Canada. Telephone: Pacific 0264. Telegrams: Plimley.

5) Rover Operation Manual TP/108/B (courtesy Dixon Kenner). McLennan was successful; "Plimley Automobile Co. Ltd., 654, Burrard Street, VANCOUVER BC" is one of the four Canadian Distributors listed in TP/108/B (Oct 1948). Interestingly, U.S.A. owners are also directed to the same Plimley location.

6) The Vancouver Sun (Vancouver, British Columbia, Canada), 16 November 1950.

By 1950 Thomas "Horace" Plimley was expanding again. It had been a long journey beginning in 1893 when Thomas Plimley (senior) started his business selling bicycles. Rover was part of the Plimley line at the beginning, and again in the mid twentieth century.

BELGIUM	Mrs. Paul Stevens, 702, S.A., 102/104, Avenue D'Arques, BRUSSELS, Belgium. Telephone: 20010. Telegrams: Steevens, Brussels.
BRAZIL	Goedje, Caracas, Sociedade Anonima, Rua 154, N. 101-102, RIO DE JANEIRO, Brazil. Telephone: 23-5885. Telegrams: Caracas, Rio de Janeiro.
BURMA	North Borneo and Co. Ltd., 612, Main Street, KUALA LUMPUR, Burma. Telephone: Not to hand. Telegrams: Stolper, Rangoon.
CANADA	Ontario Rover Distributors, 1478, Bloor Street West, TORONTO. Telephone: Not to hand. Telegrams: Not to hand. Western Messenger and Transfer Service, 371, Bloor Street West, WINNIPEG, Manitoba. Telephone: 3018. Telegrams: Moman.
CEYLON	Colonial Motors Ltd., 97, Union Place, COLombo, Ceylon. Telephone: 3142, 44. Telegrams: Motta, Colombo.
CHANNEL ISLANDS	La Touche Garage, Droys Road, ST. PETER'S PORT, Guernsey. Telephone: 321. Telegrams: Guernsey 321.
FRANCE	Paragon Garage (France) Ltd., 45, Halsted Place, ST. HELENS, Jersey. Telephone: Jersey 60 88. Telegrams: Motors, Jersey.
CHILE	Importadora S.A., S.A.C. "Ismac", Avenida O'Higgins No. 1464, SANTIAGO, Chile. Telephone: 8431-8432. Telegrams: Ismac, Santiago, Chile.
CHINA	SO HOONG HOONG.
CYPRUS	Smyva J. Derodis, P.O. Box 4, NICOSIA, Cyprus. Telephone: Not to hand. Telegrams: Smyva, Nicosia.
DENMARK	Skandinavisk Motor Co. A/S, Strandvej 28, COPPENHAGEN, Denmark. Telephone: Central 8411. Telegrams: Semble, Copenhagen.
EGYPT	The Egyptian Import Motor Car Co., E. Lot and 247, El Kantara El-Takka Street, CAIRO, Egypt. Telephone: 58227. Telegrams: Elmotcar, Cairo.

Ontario Rover Distributors

- 7) TP/108/A, Rover Company Ltd., June 1948 (Courtesy John Smith).
- 8) The Globe and Mail (Toronto, Ontario, Canada), 13 October 1948. (Right)

Land-Rover Operation Manual TP/108/A names two distributors in Canada: "Western Messenger & Transfer Service" in Winnipeg (discussed in this issue) and "Ontario Rover Distributors,

In this ad, the price of \$2,997 approximates the average annual salary in Canada in 1948, placing the Rover in the high end of the market; the average price of a new car was \$1,250.

Church Motors appear to be the primary dealer for Ontario Rover Distributors; they represented Rover at the 1948 Canadian National Exhibition, showing a Rover car and a Land-Rover; and the address listed locates them immediately adjacent to Ontario Rover Distributors. Land-Rover now had a flag flying in the capital of Ontario, "the centre of the universe" (as our Torontonians like to brag).

here's what you get in a **ROVER** SIX CYLINDER

- IMMEDIATE DELIVERY
- A 6 CYLINDER MOTOR
- BRITISH STURDINESS
- AMERICAN SIZE
- EXCEPTIONAL MILEAGE
- SMART STYLING

Built by Britain for Canadian driving --that's the Rover.

Here is a car you'll drive proudly for years to come, for the Rover, more than ever, lives up to its reputation as one of Britain's Finest Cars Built Here. When you see the Rover, you will understand the enthusiasm it has created in those who have seen and driven this rooney British car. Self-ventilating overhead valves report up to 21 miles to the gallon. You'll be amazed, too, at the "extras" that are yours with the Rover. From the time you sink into the genuine leather upholstery and hear the powerful engine whirler into life you'll be a Rover fan. If you have waited for a smart car, you need wait no longer. See and drive the Rover right away; it's yours for immediate delivery.

\$2,997 delivered in Toronto, complete with air conditioning heater for summer-winter comfort. Spotlight, twin head-up lights.

- Standard Truck and wheelbase, 90 x 18 tires.
- Scratch top - special no-draught ventilation.
- 210" wheelbase.

For a Demonstration Call
CHURCH MOTORS
1624 BLOOR ST. WEST
(2nd floor at Indian Head)
LA. 4421

1638, Bloor Street West, TORONTO" (Ontario). A September 1948 ad for "Ontario Rover Distributors" (Legend 213, page 30, item 12) lists five main "Dealers": Car Sales & Service, East Park Motors, Chas. Simpson Motors, Lyndhurst Motors and Church Motors; and agents spread throughout southwestern Ontario, from Toronto to Niagara Falls to Aurora to Windsor.

Western Messenger & Transfer

892 Burnell
 "Mechanics Ltd Chas Cohen mgr
 258 Sherbrook

**WESTERN MESSENGER &
 TRANSFER SERVICE,
 J. A. McNAUGHTON, Manager,
 PARCEL DELIVERY, BAGGAGE,
 EXPRESS AND FURNITURE
 MOVING,
 371 NOTRE DAME AVENUE,
 PHONE 26 316.**

St Paul " D
 " John A (Margt) mgr Western Mes- " M
 senger & Transfer Serv and of " E
 McNaughton Motors Ltd h 342
 Maplewood " E
 " John A (Emily) contr h 276 Rose- " F
 berry " F
 " Kathleen opr Kaiman Sportswear r " G
 640 Selkirk " G
 " Lona clk Ashdowns r 187 Bartlett " M
 " Maybelle J steno Can Goodwill
 Indust r 10 Edmonton " L
McNAUGHTON MOTORS LTD., " J
JOHN A. McNAUGHTON, Pres. " J
379 NOTRE DAME AVENUE, " J
PHONE 932 567. " L

L860167	14 Sep 1948	22 Sep 1948	Green	Western Messenger & Transport Service
R860168	14 Sep 1948	16 Sep 1948	Green	Attwoods Garage Ltd., Stafford
R860169	14 Sep 1948	22 Sep 1948	Green	Cawdsay Motors Ltd., Colchester
R860170	28 Sep 1948	01 Oct 1948	Green	Marketts Bros. Ltd., Huntingdon
R860171	14 Sep 1948	28 Oct 1948	Green	Puzey & Payne, Salisbury
R860172	15 Sep 1948	06 Oct 1948	Green	Annand & Thompson, Australia
R860173	14 Sep 1948	06 Oct 1948	Green	Annand & Thompson, Australia
L860174	16 Sep 1948	22 Sep 1948	Green	Western Messenger & Transport Service

9) Despatch Records, Land-Rover Frequently Asked Questions <http://www.lrfaq.org>. (Above)

L860167 and L860174 are the first Land-Rovers recorded as being officially despatched to Canada. (NOTE: In Legend 213 I gave the incorrect chassis numbers for these vehicles, thanks to John Smith for informing me of the errors.) Despatch Records as published by lrfaq indicate they were "despatched out" September 22 1948 to "Western Messenger ..."; (actually to "Western Messenger & Transfer Service, 371, Notre Dame Ave., WINNIPEG, Manitoba" Canada, as listed in the June 1948 Operation Manual TP/108/A).

11) Henderson Directory (Winnipeg, Manitoba, Canada), 1948 & 1950. (Above)

Western Messenger & Transfer Ltd. (westernmessenger.ca) describe themselves as "a family owned Winnipeg based courier company which has been in business for over 90 years." Over the years I have attempted to discover their history while they were Land-Rover distributors, but had no success until recently, when John Hanna (LRSOC/LRR member in Colorado, USA) pointed out that the Henderson Directory for Winnipeg showed a connection between Western Messenger and McNaughton Motors. My follow up search confirmed that John McNaughton was indeed listed as President of McNaughton Motors, and Manager of Western Messenger & Transfer Service. The businesses even shared the same location on Notre Dame Avenue in Winnipeg.



10) The Winnipeg Tribune, (Winnipeg, Manitoba, Canada), 1 January 1948.

(above) This newspaper ad ran frequently in the Winnipeg Tribune under the category: "Messenger Service", the Henderson Directory showed they also offered "Parcel Delivery, Baggage, Express and Furniture Moving". Land-Rovers certainly would be able to serve well in any capacity, especially in the rough rural roads in the outskirts of Winnipeg. Any required service/repair could be carried out by the mechanics "next door" at

McNAUGHTON MOTORS LIMITED
 Announce the Opening of their
NEW SHOWROOMS
 379 Notre Dame
 21 881 - Phone - 21 882

The Home of NUFFIELD PRODUCTS Of Oxford, England

Morris, M.G., Wolseley And Riley Cars, Morris Trucks And Vans Morris Marine And Industrial Engines
 DISTRIBUTORS... Manitoba, Saskatchewan and Western Ontario

SAFETY that's been proved the world over
 Meet the new age of safety in the new truck
 It's the only commercial and motor vehicle that has been tested for 100,000 miles
 It's up to you to see that you get the best value for your money
 See how well it compares with your present truck

CONGRATULATIONS TO McNaughton Motors Ltd. on their New Home

Mealy & Wynn
 General Motors
 Credit Finance Corp.
 of Canada Ltd.
 Toronto, Ont.

H. S. Matheson Agency
 General Motors
 Credit & Finance
 Toronto, Ont.

Trucking Auto & Body Works
 Evans, Cook & Day Co. Ltd.
 Guelph, Ont.

John Francis & Sons Ltd.
 Gills & Wynn Ltd.

John Hamilton Company
 Richard White Canadian
 Credit Corporation
 Toronto, Ont.

Canadian Trucking Ware
 Co. Ltd.
 H. S. Gibson & Company
 Toronto

Loop-On-Tails
 of Canada

Wing Point & Stone Co. Ltd.
 Windsor, Ontario

Whitcomb Trucking Ltd.
 Scarborough, Ontario

Schumacher-McKenzie Ltd.
 Greater Toronto Company

12) Winnipeg Tribune (Winnipeg, Manitoba, Canada), 14 June 1948.

A June 1948 ad celebrating the opening of the new McNaughton Motors Ltd. showroom announced:

"The Home of NUFFIELD PRODUCTS Of Oxford, England.

Morris, M.G., Wolseley And Riley Cars, Morris Trucks And Vans, Morris Marine and Industrial Engines DISTRIBUTORS Manitoba Saskatchewan and Western Ontario.

McNaughton Motors/Western Messenger would have been a natural stop for Kenneth McLennan or any Rover representative who was looking for a new Rover/Land-Rover distributor; a great central location with a network of dealers from Saskatchewan to Ontario, and familiarity with British vehicles. A deal was struck; "Western Messenger and Transfer Service" are listed in TP/108/A & B. Land-Rover was officially established in the Canadian prairies.

Weir Motor Sales, Montreal

CANADA

Ontario Rover Distributors, 1638, Bloor Street West, TORONTO.
Telephone: Lakeside 4421.
Telegrams: Onrodi.

Plimley Automobile Co. Ltd., 654, Burrard Street, VANCOUVER, B.C.
Telephone: Pacific 0264.
Telegrams: Plimley.

Weir's Motor Sales, 115, Mansfield, MONTREAL, Canada.
Telephone: Plateau 4623.
Telegrams: Weirauto.

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

Fascinating **FIRST INTERNATIONAL AUTOMOBILE SHOW** Entertaining

FEBRUARY 5-10
ARMORY
25th St. and Lexington Ave., New York City

Sunday through Thursday: 11 A.M.-11 P.M.
Admission 75c including tax

FASHION SHOW "HIGHWAYS TO FASHION" DAILY 4 P. M.
TELEVISION SHOW "KIERNAN'S KORNER" DIRECT FROM ARMORY 9 P.M.

VEHICLES FROM \$300 to \$30,000
1949 Models—Immediate Delivery

Among the famous automobiles and motorcycles shown:

ALLARD	HILLMAN	PEUGEOT	SKODA
ARIEL	H. R. G.	PREFECT	SOLEX
ARMSTRONG	HUMBER	PUCH	STANDARD.
SIDDELEY	JAGUAR	RENAULT	VANGUARD
AUSTIN	LEA FRANCIS	RILEY	SUNBEAM
BENTLEY	LAMBRETTA	ROLLS ROYCE	SUNBEAM-TALBOT
B. S. A.	M. G.	ROVER	TATRA
CISITALIA	COOPER SPECIAL	MORRIS	THAMES
HEALEY	ACCESSORIES	MORRIS	TRIUMPH
		SINGER	WOLSELEY
			PUBLICATIONS

13) TP/108/B, Rover Company Ltd. October 1948 (Courtesy Dixon Kenner).

By 1948 Weir's Motor Sales Ltd. was already an established automobile dealer for Hudson Motor Cars and had moved up from their former "Weir's Garage" location on Union Ave. into their new showroom at 115 Mansfield, Montreal, Canada. When Rover Company representative Kenneth McLennan placed his 9 April 1948 "looking for Dealers" ad in The Gazette, Montreal, Canada (Legend 213, page 28), Weir's answered his call. By October 1948 they were listed in Land-Rover Operation Manual TP/108/B.

15) Daily News (New York, New York), 6 February 1949.

The three Land-Rovers sent to Weir's would not have reached North America in time to be shown at the "First International Automobile Show" in New York City, 5-10 February 1949. But Rover was present, as were Rootes. Sir William Rootes, chairman of the British Motor Manufacturers' Association said at a Press conference in New York that "British cars were not being exhibited in competition with American cars." (Birmingham Daily Gazette, 5 February 1948)

Note: The first "Lights Through" Land-Rover was introduced a year later at the New York British Automobile & Cycle Show 15-23 April 1950.

L 862061	14 JAN 1949	31 JAN 1949	<i>Weir's Motor Sales Montreal Canada</i>
L 862062	14 JAN 1949	31 JAN 1949	
L 862063	14 JAN 1949	31 JAN 1949	

14) Land-Rover Despatch Records, 31 January 1949. Rover records show that three Land-Rovers; L862061, L862062, and L862063, were "despatched out" to Weir's Motor Sales Montreal Canada on 31 January 1949.

You'll love **roaming**
in the
LAND ROVER
... Britain's Sensational
New Utility Car

- Rugged
- Reliable
- Economical

The Land Rover is everything you've ever wanted in an all-purpose car. Low initial cost . . . low upkeep . . . high gas mileage and many outstanding construction features make the Land Rover the ideal car for country, estates, farm and industrial use.

See the Land Rover at the British Motor Show, March 3/5 at the Cote des Neiges Armoury

WEIR'S MOTOR SALES Ltd.
1115 Mansfield Street • Just South of Dorchester • PL. 4623

Now on Display at

16) The Gazette (Montreal, Quebec, Canada), 3 March 1949.

L862061, 62 & 63 did certainly arrive in time for the 3-5 March 1949 British Motor Show in Montreal, Canada. Weir's announced them as "Britain's Sensational New Utility Car".

Weir Motor Sales

Armory Houses '3-day Exhibition Of U.K. Car Makers' New Models

In an atmosphere of gayety resembling that of a country fair, with cars and trucks substituted for horses and cattle, the British Auto Show was opened officially last night in the Hussars' Armory, Cote des Neiges Road, by Air Marshal Sir William L. Welsh, K.C.B., D.S.C., A.F.C., North American representative of the Society of British Motor Manufacturers and Traders.

Amid trimmings of flags, neon lights, flowers and tincl, British manufacturers have on display 27 different makes of cars and trucks, small and medium in size, and a variety of spare parts, tools and other accessories. There are many models of the vehicles—sedans, coupes, runabouts—in a variety of color ranging from yellow to black, with red, green and blue predominating. Dealers' representatives are on hand at the show, which closes on Saturday evening.

More than 12,000 square feet of space has been taken over by the local dealers at the exhibition, which is sponsored by Remembrance Branch No. 73, Canadian Legion. Proceeds from the show will boost the branch's welfare fund.

Welsh said that British cars industry in the last three years were has built up its production which is now surpasses the world's largest car exporter. In 1948 more than 14,000 cars were shipped to North America. It is only since the war that we have turned seriously in this market, and the results have been encouraging.

He said that the history of the motor industry has always been interesting, but during the last 12 years it has been one of vitality and achievement; it was in 1938 that the industry was turned over to the British Government for production of war weapons.

Continuing, the Air Marshal pointed out that the British motor industry has always been in the forefront of the world's progress.



OFFICIAL AUTO SHOW OPENING: Air Marshal Sir William L. Welsh, K.C.B., D.S.C., A.F.C., North American representative of the Society of British Motor Manufacturers and Traders, officially opened the British Auto Show at the 17th D.V.R.C.H. armory, Cote des Neiges Road, last night. Left to right: Henry A. Newmark, president of the Remembrance Branch, Canadian Legion, sponsor of the show; L. Arthur Simon, chairman, show committee; Councillor William E. Bullock, representing Mayor Hoode; Sir William L. Welsh, United Kingdom representative of the Society of British Motor Manufacturers and Traders; W. V. G. Nash, president of the Quebec Command, Canadian Legion; and Lt.-Col. Bruce C. Hutchinson, honorary lieutenant-colonel of the unit.

17) The Gazette, 4 March 1949.

At the opening of the British Motor Show Air Marshall Sir William L. Welsh, North American representative of the Society of British Motor Manufacturers and Traders noted "It is only since the war that we have turned seriously to this market, and the results have been encouraging. Engineers have been over to study conditions of your country and we believe that we can produce the car that will suit you."



18) The Gazette.

Weir's advertised in the Gazette throughout 1949; a 24 March ad invited "Dealers' Inquiries", on 18 April the Rover 75 was proclaimed to be: 'Britain's Finest Car!', and the "!" was repeated in the "Canada's New Workhorse" clipping on 26 June. Weir's served all of Quebec, from the Ontario border easterly to the maritime provinces and the Atlantic Ocean.

these features prove it . . .

The luxury of genuine leather upholstery and comfort possible only with a chassis that is completely rubber-mounted. Safety, too—because of independent front-wheel suspension and double-safe brakes. Economical, because each oil change is good for 3,000 miles.

Check these points . . .

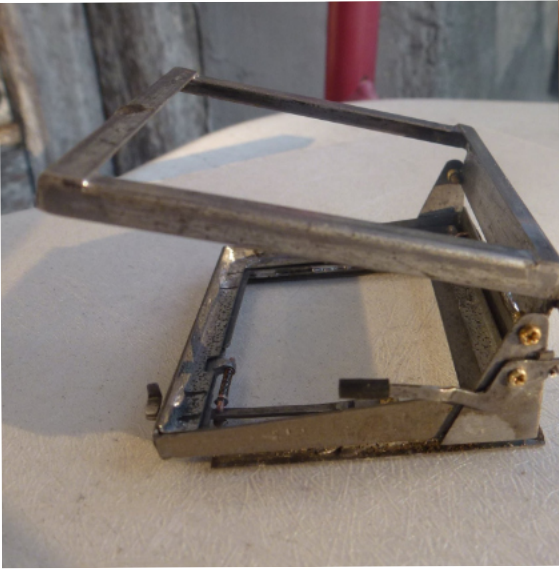
- Weight 3200 lbs.
- Length 175 inches
- Six cylinder engine
- 110½ inch wheelbase

see the Rover today at:

WEIR'S MOTOR SALES Limited

1115 Mansfield Street • Montreal • PL. 4623
Just Below Dorchester Open Evenings
and Saturday Afternoon

By October 1948 Land-Rover was represented across the breadth of Canada. The 4,400 km from the Atlantic to the Pacific welcomed "Canada's New Workhorse". Pack your gear – sounds like a road trip!



A homemade Series IIA Station wag- ons, part 2

A second set of photos from *Alexandr Agajanov*, a dentist and Series Land-Rover enthusiast in Tbilisi, Georgia. In this installment, there has been quite a bit of development.

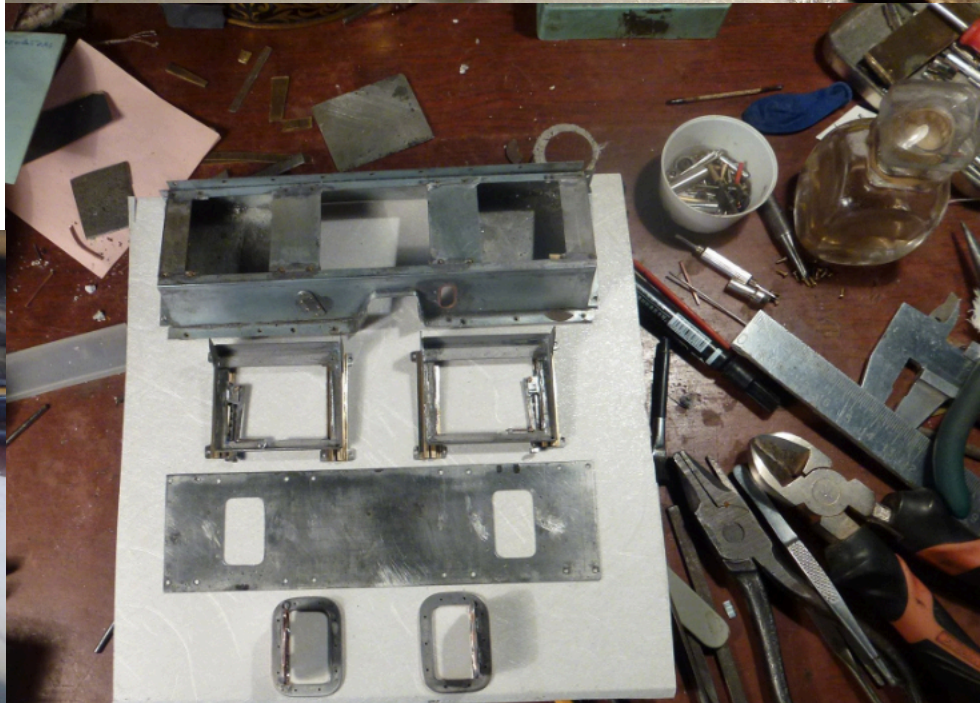
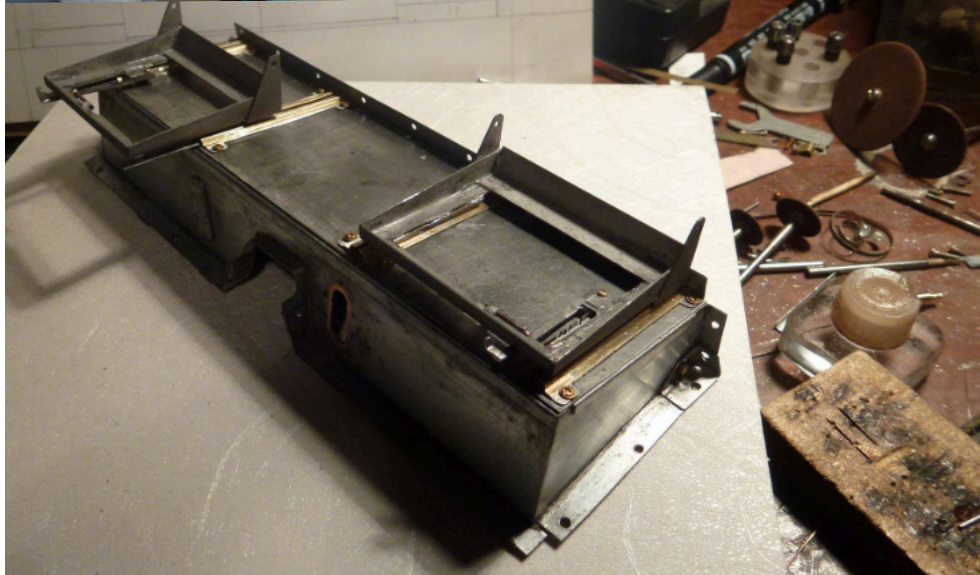
Clockwise from above: Seat framed for the drive and passenger seats. The chassis looks galvanised.

Upper right - the previously shown chassis, with T-pieces, seat box, seat frames, and the completed bulkhead.

Right - The completed seat box with the seat adjusters prior to installation.

Lower right - The various pieces of the seat box and seat frames. Makes seat-box repair seem simple.

Below - A partially complete Series IIA bulkhead prior to completion and less the footwells.



Land Rover Stamps

Land Rover Stamps, Defenders, part 3 (Dixon Kenner)

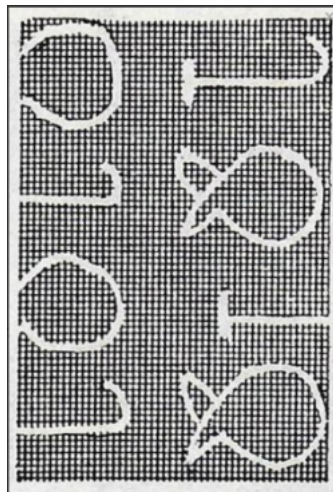
In 1995, a number of countries got together to have a common theme for their stamps celebrating the fiftieth anniversary of the United Nations. Barbados, Bahamas, Jamaica, Liberia, Pitcairn Island, St. Kitts, Saint Lucia, Samoa, Tristan da Cunha, Virgin Islands all joined together for a series of stamps all done in a similar and recognisable fashion. Given how common Land Rovers once were in peace keeping missions, it should not be a surprise that three of the countries would have stamps with a Land Rover depicted upon them.



Jamaica, 1995

The 50th Anniversary of the United Nations - Signals Land Rover, Former Yugoslavia

As part of a much larger series of stamps to celebrate the fiftieth anniversary of the United Nations, Jamaica joined a number of other countries (1) in issuing some stamps that depicted various aspects of UN transportation. Overwhelmingly oriented towards flight, this series did have three Land Rovers, one of which is a Signals Land Rover 110 in the former Yugoslavia on a peacekeeping mission with a satellite dish for communications. Issued on October 24th, it joins a Russian tanker truck and a pair of aeroplanes in the series. It



has a perforation of 14.

What makes this stamp interesting is that it is watermarked. A watermark is an identifying image or pattern in paper that appears as various shades of lightness/darkness when viewed by transmitted light (or when viewed by reflected light, atop a dark background), caused by thickness or density variations in the paper. Watermarks have been used on postage stamps, currency, and other government documents to discourage counterfeiting. For example, the world's first postage stamp, the Penny Black, issued in May 1st 1840, had small crown watermarks on the back and check letters in the bottom corners prevent forgery. Watermarks are difficult to detect with the naked eye. On the other hand, watermark fluid is easily obtained to find and look at them.

For the collector:



Issue: UN (United Nations), 50th Anniversary

Date issued: October 24th, 1995

Value: 50 c - Jamaican cent

Perforation: 14

Printing: Offset lithography

Catalogue no.: SG 889; Scott 847; Michel 872; Yvert & Tellier 892

Size: 43.5 x 29 mm

Watermark: Multiple "J" and Pineapple sideways left

Liberia, 1995

The 50th Anniversary of the United Nations - UN Land Rovers in convoy

Another in the set of Land Rovers appearing



on the various sets of stamps issued to mark the fiftieth anniversary of the United Nations. (1) In this particular set we find a pair of land Rover's in the UN livery of white. The vehicle in the foreground is clearly a 110 soft-top with XCLs. The one behind can arguably be either a 90 or a 110 from the angle.

For the collector:

Issue: UN (United Nations), 50th Anniversary

Date issued: October 24th, 1995

Value: 25 c - Liberian cent

Perforation: 14

Printing: Offset lithography

Catalogue no.: Scott 1187; Michel 1643

Size: 43 x 29 mm



As a note, When one looks at the Jamaican and Pitcairn First Day Covers (FDC), one sees a certain common theme in the appearance. The one below, well, looks different. It was probably done by a third party, and not the Liberian post office. This was quite common back in the day. Companies would take it upon themselves, for a fee, to make sure that you received your FDC, postmarked on the correct day. To add value, they would make sure that the envelope was suitably marked to show what this was all



about.

In some cases, coins or other things accompanied them.

Pitcairn Island (British dependency), 1995

The 50th Anniversary of the United Nations

The third stamp issued in the same theme as Jamaica and Liberia commemorating the fiftieth anniversary of the United Nations. Pitcairn Island is, at time of writing, the least populated jurisdiction in the world with fifty-six inhabitants. The island was settled by the mutineers who booted Captain Bligh off HMS Bounty, returned to Tahiti, picked up some women, and headed in to the deep blue sea. Captain Bligh



Rovers & Parts for Sale

For Sale - 1973 Series III, Thornbury, Ont., \$19,500

Described as a - 1973 Land Rover Series 3. Daily driver, runs well. Chassis in great shape. Fitted with a Canadian made Roamer drive overdrive. Certified. Contact Rachael Woodcock, Thornbury Ontario via the message app within Kijiji. Kijiji advert no. 1515834340



replace with 22R but comes with both. The rover itself is in good shape but does need some work to be finished up. Wiring, brake lines, things like that. Not many of these around. Selling as I bought a samurai instead. Asking 3500 but am negotiable as I really would like to get it sold. Kijiji advert no. 1516948861



For Sale, "1965" Series One, East Kootney, BC, \$2,500

For sale - 1963 IIA 88, Lawrencetown, Nova Scotia, \$3,500

Land Rover series IIA. Western rig, frame is in good shape with no patches or rot on it. Tub is in good shape, no corrosion issues to speak of. Bulkhead needs a bit of work around heater box. Has Toyota motor, 4 speed trans, and axles in it. Complete with driveshafts and all. Motor is not in it, removed 20R to

1965 Land Rover Series 1 · Truck · Driven 123,456 kilometers. Land rover series 1 and spare frames and parts. Contact Mark Adams via Facebook <https://www.facebook.com/marketplace/item/314400443103272/>

For Sale - 1973 88 inch, Denman Island BC, Price on Request



1973 Land Rover S2a. Complete but hasn't run for a few years. Ideal for restoration or used for spare parts. Looking for offers. Needs to be trailered. Kijiji advert no. 1518364062 (below left)



For Sale - 1952 Series One 80", Ludlow Vermont, US\$23,000

1952 series 1 Land Rover, LHD, 5 new tires (700/16), center PTO, heater, manual throttle, hard top only. Runs good. Sold with bill of sale. \$23,000. OBO. Craigslist, post id - 7172217060



For Sale - 1959 Series II Pick-Up, Sexsmith, Alberta, \$9,500 or best offer.

Series 2 pickup, Mostly original and rare North American model, left hand drive, 2.25 litre 4 cylinder with 4 speed manual, factory kodiak heater and pto, removable cab and doors, runs and drives, everything works. Comes with lots of new parts I haven't installed- too many projects on the go and need the space. \$9500 obo. Kijiji advert no. 1519209691



For Sale - 1963 Defender, Ladysmith, BC, \$17,500

1963 Series 2a Land Rover: Everything works, it performs well both on and off-road. There is no power steering, no power brakes and you will need to learn how to double-clutch but it is capable of cruising on the highway without a problem. Mechanically it is in very good condition with a long list of upgrades and rebuilds over the past few years (has a log back dating back over the past 20+ years). The body and chassis are in good shape, it had a restoration and repaint many years ago that has held-up well. Chassis, bulkhead and door frames are solid with very little corrosion. The exterior has been left to get a patina, there are a few scratches and bumps from cruising in the forest but that's just cosmetics and it suits the vehicle. This rover is mechanically ready to go (pretty much anywhere) and driven often. If you're interested please call to arrange to see it. Comes with some spare parts as well. Contact Rob Hoban via Facebook.

For Sale - 1973 IIA 109 SW, Edmonton, Alberta, \$17,500



(Continued from previous page)

1973 Landrover 4x4 Safari Wagon series 2a LWB -

The ultimate 4x4! Ready for your next adventure !Sitting for several years, good body. Brand new tires. Lights, wipers horn etc all work. Last registered in AB, Canadian vehicle. Newer front seats. Back seats have been removed and are not included (don't have them) but are available online new. This could be a daily driver very easily but is a project with some rust at the rear. I do have a front bumper for it (not installed). Starts like a champ but will need the carb adjusted or tuned up. Open to trades (antiques, motorcycle etc). Located in Edmonton, Alberta. Kijiji advert no. 1520963648



For Sale - 1970 IIA 88, Dundas, Ont, \$23,500

North American Model with Koenig winch priced at \$23,500
If interested email for detailed description.
Kijiji advert no. 1520805412

For Sale - Former Series Land-Rover plough, Carp, Ontario, Free

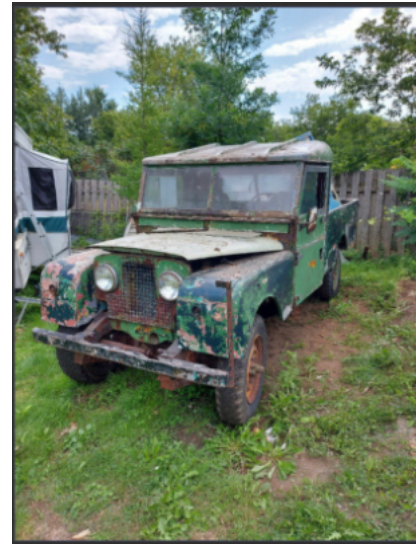
On Labour Day weekend, as our thoughts turn to planning ahead for Fall and Winter I'd like to offer OVLR members and Facebook readers (especially David Pell and Kevin Robert Chappell who seem to be on an accessorizing kick) an opportunity to get ahead of the pack with a wonderful seasonal special offer .. your very own Land Rover snow plough .. recently removed from a Series IIA and lovingly cared for in our temperature controlled conservation facility .. this splendid period piece



would add a magnificent dash of leaf-sprung testosterone to any coil-sprung plushie... looking equally good on a 90, 110, Defender D90 or Defender D110. And that's not all ... I'm pleased to be able to include the automotive equivalent of a Merkin .. a matching pair of wing top chequer plates. Price for all of these treasures is \$0.00 ... I just need them gone or else they're going for scrap

For Sale - 1957/58 Series One 109 Pick-up, Saint Felix de Valois, Quebec. \$2,800, or trade.

Pour projet a remonter, plusieurs pieces sont en double.model pick up tres rare. 2800\$ ou echange contre van dodge ram 1984 a 1999 (peu etre accidente) Kijiji advert no. 1519702620



For Sale - Land Rover Snorkel, Kars, Ontario, \$135

Contact Michael Thomas Anthony Calnan via Facebook





Worth looking at...

SMITHS supply dashboard instruments to the manufacturers of Britain's fine cars. All Bentley cars, for example, are equipped with speedometers, fuel gauges, oil-pressure indicators, temperature indicator and clocks, from SMITHS; and Radiomobile car radio is standard equipment, too.

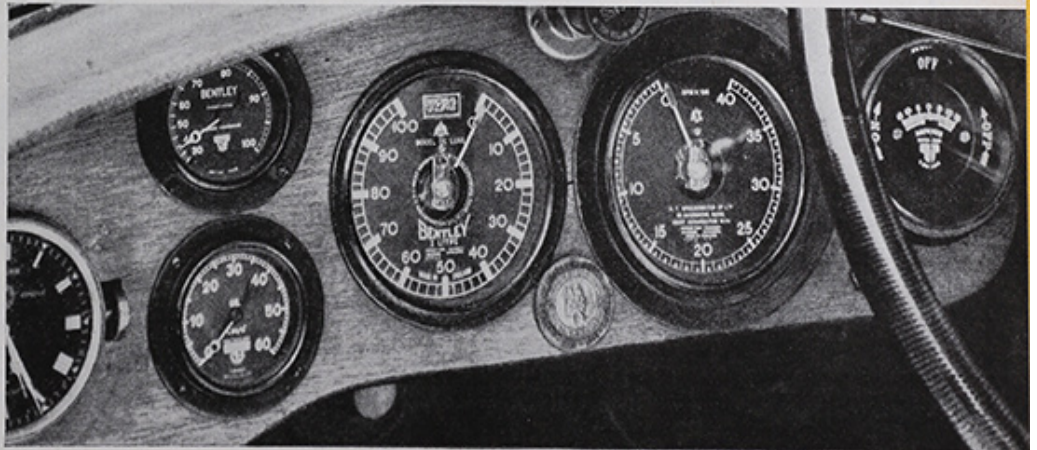
And look at the dashboard of the splendid 1927 3-litre Bentley illustrated here: some of the instruments bear the name SMITHS, and some "A.T. Speedometer Co. Ltd", a company which has been a part of SMITHS for many years.

Since the early days of motoring SMITHS instruments have matched British cars in efficiency and design; the accurate information they provide contributes equally to safe driving and to proper maintenance. They are worth looking at.

SMITHS

a name with a world of meaning

SMITHS INSTRUMENTS
 SMITHS CAR HEATERS
 SMITHS RADIOMOBILE
 K.L.G. SPARKING PLUGS
 BLUECOL ANTI-FREEZE
 PETROFLEX TUBING
 SMITHS BATTERIES



SMITHS MOTOR ACCESSORY DIVISION • CRICKLEWOOD, LONDON N.W.2

ROVER

2 litre

DIESEL ENGINE

AS FITTED IN THE

**LAND-
ROVER**