



OTTAWA  
VALLEY  
LAND  
ROVERS



October 15<sup>th</sup> 2020

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

Volume XXXVII, Issue 10, No. 427





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Serial number entered into CALVIN - 866978

Results back from CALVIN - *Prototype Land Rover Defender 110, no further details available*  
Keith Barrett - *WOW. Digging deep into the old box of spare parts! That's Land-Rover for you.*

Greetings,

Another month of COVID-19 imposed limited Land-Rover activities. After last month's issue was put to bed, Justin renewed the border closure for another month. Now until the 21<sup>st</sup> of October. At this rate, the Club Executive can start planning the Christmas Party early, mid-December, albeit as a reduced affair due to restrictions.

So, what's happening? More hiatus really. A few things are going on. *Peter Gaby* and *Michel Gagne* have been helpful up in Shawville. Events continue to be cancelled as seen here -

*A note from the Executive:*

*It is with profound disappointment that we must inform our membership that due to the continued COVID 19 pandemic your OVLr club executive has decided to cancel the upcoming Rovers Out At Minden (ROAM) 2020 off road weekend.*

*LRAA and OVLr are committed to jointly hosting this event when it is more favourable and safer for our members. If you registered may be contacted by LRAA to survey interest in a non club outing. Some more stalwart members may still head out on the trails for a few days. It is important to note that if this does occur it will not be a club sanctioned event.*

The Virginia club (ROAV) Mid-Atlantic Rally went ahead, albeit with reduced numbers and campsite distancing. Any Events page, or column would be cancellations, so that is omitted this month.

So, another event-free issue of the newsletter. This month, carrying on from last with Series One headlamps, we touched upon the term NADA. This is another one that seems to have a myriad of interpretations and origins. Some which did not entirely make sense. So, some sense is added and a synthesis of the various thesis made with some help from *Keith Barrett*, *Michael Bishop* and *Ben Smith*.

*Ben Smith* writes on the three month sojourn that the famed Oxford took at his place in New Jersey. It isn't pretty, and speaks to some interesting ideas. Part two is next month. Yes, that long...

A fourth article on postage stamps with Defenders on them, bringing us to 2001. This is the seventeenth article in this particular series if anyone is counting. That supplements another article on Land-Rover toys. The elephant in the

room is Oxford Diecast. Their offerings are truly massive (300+ toys/ models), so this looks at just their Series One offerings to try and keep with the theme of the Matchbox 12A.

*David Place* writes some more from Manitoba on his amateur radio equipped Series III, while *Rod Steele* writes from Sudbury in Northern Ontario on further proposed Winter refinements to his 86 inch Series One. Seems he desires heat, and now that he addressed the engine needs (see pages 6 & 7 of the November 2018 Newsletter).

*Robin Craig* returns with an interesting article on cleaning the Defender 90/110 and Wolf fuel filters. Longtime readers would remember Robin's columns from the Nineties on military Land Rovers, a market that JLR has abandoned in their move up-market.

Some background for the above quote - 866978 is the number off of an early Series One gearbox, probably 1949

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CELEBRATING 20 YEARS  
AND  
OTTAWA VALLEY LAND ROVERS  
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OTTAWA VALLEY LAND ROVERS

**ROAM**  
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ONE DINNER  
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\$75 per vehicle  
\$20 per additional person  
children under 12 free  
cabins & accommodations  
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OCTOBER 2-4, 2020

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Minden, Ontario

ovlr.org  
lraa.ca  
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ROAM

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 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

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<http://www.ovlr.ca>

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

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

## Newsletter Archive

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

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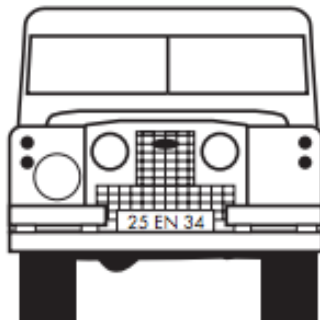
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**Submissions:** Articles and photographs may be submitted to the Editor, Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if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

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

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Bruce Fowler, Rod Steele, Ben Smith,  
Jeff Meyer, Terry King

Cover: *WashMe in the Fall foliage in NE Pennsylvania (Jeff Meyer). Page 2 - WashMe in the Fall woods of NE Pennsylvania (Jeff Meyer). Back cover note - there is an 88" Searle at 3 Brothers for restoration if interested. Needs a lot.*

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



 A photo and note from *David Place* in Manitoba - "Because my wife Wilene is afraid to eat in a restaurant, we had a fancy chicken cranberry supper in my Land Rover. We started in my first Land Rover and 51 years later we are in number seven."


 A note from *Kevin Newell* on Sunday, September 27<sup>th</sup> - Yesterday a couple of OVLRS finest helped out another member with some serious constructing. *Linda Fairhead* the lovely wife of long time club member *Vernon*, who recently died of cancer, had asked the club to help build some doors for her out buildings.

Several members volunteered. Under the guidance and advice of another long time member and construction guru *Peter Thomas Gaby*, felt that no more than a couple people were needed. Club member *Michel Gagne*, along with Peter, has also been assisting Linda with various chores around the property since Vern's untimely passing. Michel had also spent a lot of time helping out when Vern was still alive.


Lumber was readily available on site and they got straight to work. So Michel assisted, with Peter doing the bulwark of design and assembly. Doors were built in a day.

Thank you so much to those who volunteered (*David Pell*, *Andrew Jones*, *Terry King*, *Michel Gagne*, *Peter Gaby*, *Jerry Dowell*, *Mike Mcdermott*) to help out *Linda*. Huge shout out to *Michel* and *Peter* for getting it done. Now to hang the huge doors!

What a fabulous group of people and club we have here.

 *Kevin* spent some quality time with CTX the other day. He finally finished wrapping her dash and steering wheel in leather.



 A historical note - "Okay folks so with ROAM 2020 being cancelled it seems a couple of our members have decided to set up some INDEPENDENT weekend trail runs Oct 2-4 (or so).


1- For the GTA crowd contact *Andy Jung* who is coordinating several trucks running trails in Minden just no event and gatherings.

2- For those in Eastern Ontario contact *Ryan Carman* who is organizing a long distance run in the empty quarter in western/northern Quebec. You'll need to be self sufficient for both runs, this means, your own food, fuel, water, recovery points, stamina and of course a sense of humour. If one of these runs interest you, contact either member.

Neither of these runs are club sanctioned events and you are on your own with the people with you. No club support is provided.


Enjoy and cheers everyone."

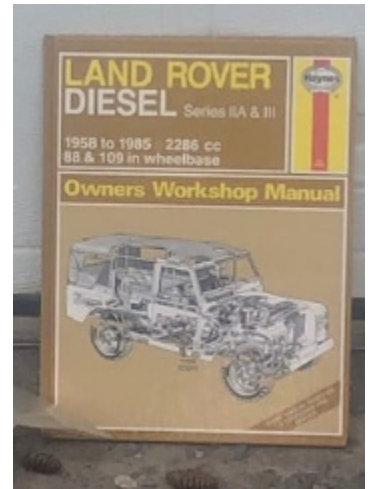


 A note from our member in Wisconsin, *Steve Owen*. He was off to the last Ardy & Ed's Drive-in Fall car show. They close for the season on September 27<sup>th</sup> 2020. Steve was stuck in the out back, away from the "show" cars. I note from the collected photos, "show cars" get asphalt parking and TCM gets nice grass.



Steve also sent the above photo noting - *I will always allow kids and Big kids to climb on the Rover, with adult supervision. This little girl was all smiles.*

 A note from *Robin Craig* - I need to acknowledge a very generous gift a few weeks ago from a long time OVLR club member *Dale Desprey*. I have known him for likely over 25 years but not seen him for maybe ten years. Dale contacted me and offered me this Haynes manual and the chassis bushes. Sadly Dale wasn't able to meet me in person and likely a sound idea considering Covid. So these were left outside his garage for a remote pick up. Thank you very much Dale Desprey, hope to see you in person one day.



 As reported earlier, Dave Pell expressed indecision on a name for his new plushie-pretender, "BD the 130". (*Ed note - he turned my suggestion down immediately...*). He was hoping for some suggestions. Well, after a weekend that included some fun and frolic (*right*), a name has been revealed. "Fergusson"



As Dave explained, the logic was simple - "*Well Massy Ferguson makes tractors.. and tractors are designed to make furrows in the dirt...*"


*In spite of my best efforts I couldn't prevent him from doing what he was designed to do...*

*And we put a couple of furrows down some of the trails"*

"Ferguson, the single furrow plough". We should celebrate this naming with a toast to *Ferguson!*




# Some Non-OVLR News & Rumours

 Spotted on an on-line auction. A pre-War Rover Standing Viking Factory Mascot.

Nickel-plated brass construction, marked 'Rover' to shield, and produced somewhere around the 1919 - 28 period, offered in good condition. The statue is about four and a quarter (4.25") inches tall (10.5cm for those who grew up after they dramatically simplified weights and measures for the worse). The statue sold for £230, or approximately C\$400 or US\$300.



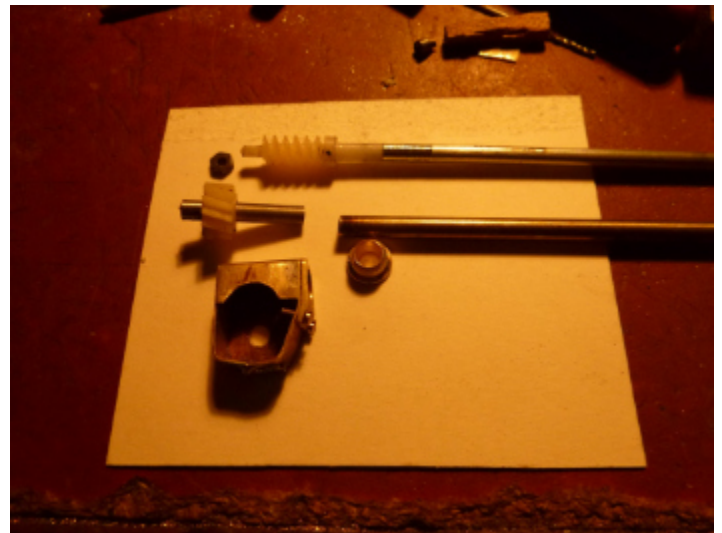
 Came across this video of a hobbyist building a 1:87 scale (approx) radio control Defender 110 to use on HO scale model railroad scenery. The video shows, over seventeen minutes, what it takes to build an extremely tiny car that you can drive on your desk. The video is essentially a tutorial that makes it look pretty easy to do and offers guidance where the builder believes it will be required. Some is useful, like heating some of the brass parts to reduce the likelihood of them cracking. Add in some patience, and you have a cute toy to play with..

The author writes - *"I've been building models and realistic scenery for a while and I've always wanted to shrink down and walk around my creations... but since that is not an option just yet the next best thing is to be able to do it in a third person view by driving a tiny HO scale car through my scenes, and with this tutorial you too will be able to go on a tiny road trip."* □



The model kit costs US\$79 and was purchased from tiny4x4.com. At time of writing (late July) it is not currently in stock. When asked, Tiny4x4 said that they will be receiving a shipment in the not too distant future. In the mean time the Das87 kit can be found on eBay, Amazon and a few other retailers but finding the ESC and nano receiver can be a bit more challenging. If 1:87 is too small, they also have a 1:32 scale kit available for US\$59, though it is also out of stock at time of writing.


The video can be found at <https://tinyurl.com/yyvogtkn> or search for Luke Towan on YouTube.




 Yes, a couple more photos from Tbilisi of the Series IIA that is slowly coming together. Looking at the photo above, the attention to detail is going to ensure that this model will have working steering, that will fairly well approximate the original "arm strong" no power assisted steering that the Series Land-Rovers enjoy. While this design does not duplicate the internals of the Series steering box, it will prove to be just as functional as the real thing. Stay tuned for more photos as this project evolves.






 A note from *Dave Short* - Oxford update - Oct 5, 2020: she gets a much needed bath. That is 30+ states worth of mud and dirt and 90wt. Today I also learned that Oxford's frame is painted blue - who knew?

 Centre Steer Podcast no. 90 - *Giles Chapman*, automotive journalist, joins the CSP to talk about his new book -- *Land Rover: Gripping Photos of the 4x4 Pioneer* -- owning a Range Rover he has never driven, Reliant Robins, Jaguar and other automotive stories. *David Short* calls in from the passenger seat of Oxford for another Oxford in America update as it crosses America on the Trans American Trail.



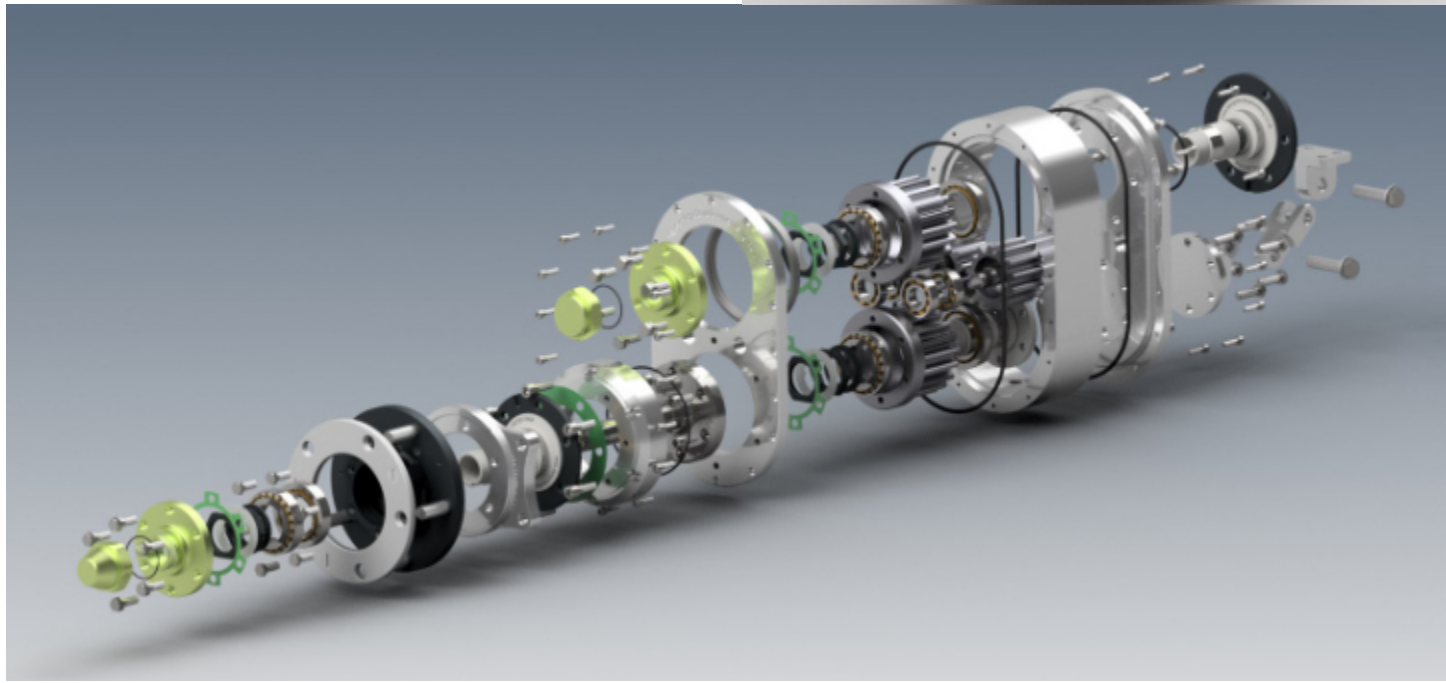
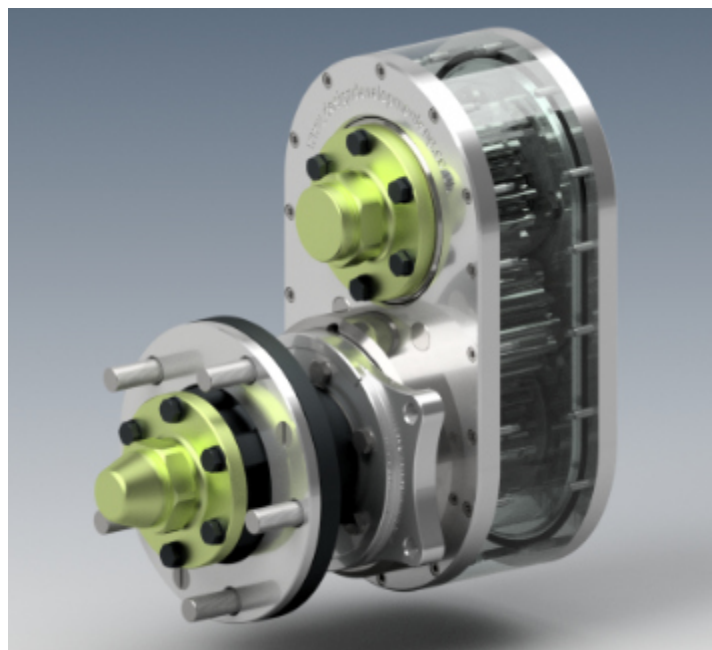
 *Design and Development* have been active and have posted these two images of a design they are playing with to make. Portal axles for a Series vehicle. You no longer need to goto Sweden for some portal axles off a Volvo C303 or similar.

Still in the R&D phase, for the first set they are not playing with the gearing. It will be a 1:1 drive just to see how it runs and what breaks. The current design allows six inches of ground clearance so you can run much larger tires and realise that stock are probably best idea. Just imagine, with a set of these. *Francois Juneau* could have an 80 inch that he has dreamed about that would look just like his prized Unimog!

Design & Developmeny also believe that it appears that with a very small tweak to the design, the Portal Axle will work with Defender 90/110 models as long as you use the earlier Pre 2006 Stub Axle.


It also means there is a possibility to run Defender Hubs on a Series which would help support running our Disc Brake Upgrade


In the news, new Defender engines, PHEV and the 90. Land Rover branded cell phone, series II. And John Meyer goes outside.








 An interesting graphic contributed by Kevin Newell showing the evolution of the Range Rover over the years, with the found major variants.

 Shore Automotive has moved to 1064 St Laurent Blvd from their original location on Short Street. They will be up and running by the time you read this.



 An interesting note from Michael Green of West Coast British in California -

FYI if you're in California, or trying to Licence a LAND ROVER 1976-on... you'll find it even more difficult now days as the BAR & CARB have ordered the DMV to not re-register known "Grey Market" (meaning LRNA did NOT import this vehicle);

My friend's 1989 110 SW 200TDI had his plate canceled when it expires Sept 30th, 2020; The car MUST now go through Test Lab in SoCal and pass BEFORE you'll be able to re-license the car. This isn't just LAND ROVER's. California does NOT have the "25 year rule" stupidity of the past Gov Pinhead Brown, and those before him, and this total BoneHead we have now WILL NOT SIGN IT! Your Rover could be illegal, even with a Diesel. And if you have a NAS RR/Disco/Disco-II and had it converted to a Land Rover diesel and it's licensed in Calif.. i can be confiscated and destroyed! You can only do a conversion to a "Certified" engine same year or newer than your vehicle, emission equipment must be of the latest date.

I have been on a number of conference calls with the BAR & CARB trying to put this to bed, or come to some sort of agreement. Please contact me with the following detail and photos of ; VIN # on Chassis, VIN# plate, photo of front, back, each side with licence plate showing, a clear photo of the Engine, and of Speed-o with mileage. Send to Michael@WestCoastBritish.com



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C75-19


Sport & Country, 22.9.48

*OVLRL members have been involved with the WinterRomp from its beginning, showing up to this unique event, helping out in various aspects. With the acquisition of the lands upon which the event is held, things are slowly changing to ensure its longevity. For clarity, the WinterRomp takes place on the Millennium Green, the name for the lands. Now for a note from Bruce Fowler -*



plan is to have major infrastructure complete before board is elected by you folks in 2022, so the board can focus mostly on maintenance first few years if need be.

Since the Green is separate from Romp and allows the Romp to use it's trails during winter months when soil damage is minimal, folks attending Romp can also sponsor the Millennium Green's endeavours without compromising Romp's no fee admission.

 Hi all... Chat time over the Dickey Rd. and how it's maintenance is crucial to the Millennium Green's existence.

First most of you understand the Green's purpose. If not poke about the Facebook group dedicated to the Romp for blips previously posted or give a call, will gladly explain... Don't IM and ask, nothing directly to the point written out that can be pasted and sent as a reply...

Simply put... the Green is an open green space for all to use recreationally and is overseen by an elected board. The Green needs to be self sufficient. The

The Green was open to the public last year ... The only complaint was it is mostly inaccessible. IE: A two wheel drive extended cab with four bikes couldn't make it to the hydro cut/ power line and it got pretty scratched up trying to back out of the first mud hole.

Folks can camp on the property through HipCamp, [1] but again normal passenger vehicles can't make it to the parking area. It's a great road as is for accessing the property with four wheel drive, but it excludes everyone else.

So, 2020's goal has been to make land accessible to everyone, or put simply, fix the F#!n road.

Simple right? First let's mention... from Parris & Linda's 6 Dickey Road common boundary there is 7,865 feet of frontage to our northern boundary which is also the town line. Other then maintaining a street sign, the town hasn't performed any maintenance to the roadbed since the early Sixties. It has been made clear that they don't plan to start now.

Land owners need to maintain the road as they see fit for their use, we are also responsible for damage that others using the road cause. We can not refuse anyone from using the road and can not obstruct the roadway.

I must say for an 180 year old road, it was well built. Most of the stone underlay is intact so resurfacing is all that's needed. Some places frost has forced underlay to the surface. That requires digging and relaying before resurfacing. Those areas also need re-ditching so water doesn't work under the road, freeze, then push rock upward.

For years we've had fun fording the section of road under the beaver compound... It's been great fun... Trashing the stone under layment as the beavers swam off with the disturbed dirt to plug a hole somewhere. Not to mention the road sides had grown in allowing trees to slap the sides of your vehicle and barricade the sun and wind from drying off the road.



So, this year, volunteers have spent many work weekends, cutting back the roadsides to allow construction vehicles to pass. Our goal was to start with the washed out road sections, but had to make road passable to get to the wash outs.

We tried a frugal approach, hoping it would work... 10 yards of shale and 32 yards of 4- gravel. A week later the under muck had wicked up through and squirted victory mud at the Series 1. We worked our way towards the washout fixing only the dump truck impassable spots. The first truck loaded with 16 yards of gravel bent a steel wheel and blew a tyre on protruding rocks.

So out with the protruding rock via an excavator, which made a hole that now requiring more gravel. Stone that Parris donated was brought down to fill in a four wheeler pit ... It was not enough... A truck load of riprap was brought in for that.

Now the washout... There was no underlayment left... just the corduroy we've put down over the years to attempt unsticking stuck vehicles. This required excavation, removing muck and debris and replacing it with very large stone then overlaid with lightly smaller stone, riprap filter fabric, bankrun then install a 30 " culvert. Then repeat on the far side of culvert.

This is where we stopped this year. We will grade the road in mid-September. More gravel and ditching is needed before ground freezes to stabilize what we've done. As of early September, road reconstruction costs average \$2.80 per foot of frontage.

The Winter Romp donated \$2,360.00 towards the Green's road work this past February. Several of us donated our time and supplies clearing roadway. I put in many tractor hours working that road bed and covered the additional road work expenses, surveyors invoices, and property taxes this year.

I would like to see around half of the monies spent on road work return, so we can continue more road work this fall. This can be accomplished via purchasing -

- Left over t-shirts from WinterRomp years past at \$22.50 (my private stash and separate from the shirts Paula flogs for Oxford),
- Property markers \$50.00 (see *image top centre of proceeding page*), which many people are affixing to the grille of their vehicles, and
- Our new road sponsor plaques . These are green series plaques with your business logo and says you are a road sponsor. Our first road sponsor is *Brooklyn Coachworks*. They are sponsoring 722' of road @ \$2.80 a foot. Minimum sponsorship is 72 feet. (contact me personally if interested)

Shirts and boundary markers can be ordered through paypal at: shirts@winterromp.me

We will also be having a raffle this coming February which will allow you to contribute and possibility win some really sweet items.... (more on that later...)

1. <https://www.hipcamp.com/maine/winter-romp-s-millennium-green/winter-romp-s-millennium-green>.



Hey... who's that? Where did you come from?

Breaking news from the Millennium Green in Benton Maine. (Note the photo below) - This is George... George turns twenty (20) soon and there is no leather chair waiting for him at the bank...

Greg Black and family have nurtured him through his teens.... Feeling he was now old enough to fend for himself, they released him into the wilds of the Millennium Green... (Thank-You).



# General Servicing: Repairs, Humour, Tales & Trivia

## Supplemental heating in a Series One 86" (Rod Steele)

Most of my articles are related to summer maintenance for winter ploughing. In this case I am working out how to utilize a non-Land-Rover but typical Canadian remote cabin component to enhance my winter ploughing experience.

I first saw these radiator pipe / fins in a friend's very remote cabin. He had a single line mounted around the wall at head height. He had it above and connected to the drum of water sitting above the wood stove. Forty five minutes after we entered the cabin, made a fire, the hot water had risen to replace the cold water in a natural thermal circulation cycle, and the aluminum fins had radiated enough heat to create a thermal air cycle in the cabin, and it was a comfortable 20 C (68f).

I removed this radiator segment from an 86 inch. The owner had it placed below and behind the bench seat cushion brackets. One of the three attached photos approximates this.

I presently have an early Jeep mini 12 Volt DC fan and radiator under the right hand wheel wing. I draw cold air through the round hole I cut in the wing. I duct it through the passenger side footwell up to the regular series 1 windshield vents. This has been highly effective at maintaining a defrosted windshield even at -40f/c. But, unfortunately, it adds no warmth for the driver at all.

I have stalled on adding the radiator element because i worried it might over strain the water pump which already pushes hot coolant around the carburetor, around the fuel pump, and through the wing radiator. [1]

Discussion with Dixon might have resolved my concern, namely place the radiator in front of the driver rather than behind. In the photos I have quickly held it in below and then above the steering wheel. No decision yet. Clearly neither one is going to replace the snow mobile suit I wear to plough. But it will definitely shorten the rad hose needed.

More to follow, suggestions welcome. Laughing is also allowed

1. See "Sequence of winterising Series 1 Land Rover 1954 (86") hardtop" in the November 2018 newsletter, pages 6 & 7



# Land-Rover Toys, an ongoing series

## XIII - Oxford Diecast, a modern copy of the Matchbox 12A

**Oxford Diecast.** What can one say? It seems like Oxford dominates the small, limited production run models today. Their target clientele are adults, their small models being far too detailed for children. They really are not "toys" any more.

Oxford Diecast started in 1993 and now has developed a range of promotional stylised vehicles. It maintained its manufacturing base in Swansea until 2000 when it relocated its production to China.

As such it was the last large scale producer of diecast models to manufacture in the UK, although it chose to own and build its own Chinese factory rather than outsource production entirely.

Oxford Diecast produces a massive range of model cars, trucks, airplanes, and trains. Of course, there is a healthy, if not frightening, representation of Land Rover diecast scale model vehicles at different scales.

Searching on "Land-Rover" turns up 331 hits, which as of early 2020 represents 222 different models in 1:76 scale [1], 22 in 1:147 scale [2], and 71 in 1:43 scale [3]. Granted, some of these are noted as being sold out, like the Land-Rover transporter set on the next page.

The numbers and what is available is staggering. For example there are about 98 different offerings from the 1940's and 50's. 160 from what would be considered the 1960s. They are 107 from the



2010's to date, up to some of the latest models, including the new Defender2.

This particular article deals with the Series One 80 inch models. There may be future articles were other themes are explored.

So, what is available in the Series One 80 inch? Thankfully for space, not that much.

There is an early LBTG (Lights Behind The Grille) in Bronze green. This particular one comes with the wind-screen down (*photo below, lower left*).

This allowed this particular one to be reused in a limited set. The rear box has the hoop set, canvas top and any other accessories packed in the back, no doubt for export.

Of course, HUE-166 makes it into the line up in the original Land-Rover sage green colour with a light beige canvas top. (*Photo below, lower right*)

There is an AA Roadside Assistance vehicle (*photo top, next page*) in their familiar bright yellow and black colour scheme and sporting the original AA badge. Very similar to the first mentioned 80 inch, but with spare tire in an empty rear box.

Not to be outdone, there is also a RAC Road Assistance 80 inch in blue (*photo second down, next page*). Sporting the RAC logos on the front wing and on the blue canvas top.





There is a Royal Air Force early 80 inch as used by the RAF from the late 1940s to the early Seventies. *(Right, third down)* It is complete with RAF military number plate and the RAF roundel on the offside front wing. It is painted in RAF blue-grey with a chrome grille, bumpers, window surrounds and door hinges. The canvas back is a drab olive green.



There is a second RAF 80 inch. A soft top from the 34th Light Anti-Aircraft Regiment at RAF Firdan. This one is in a light beige. *(Right, second from bottom)* This particular model is a 1952 or 53 from the inverted T grille.

In their future plans, there is an desert rescue 80 inch, as would have been stationed at RAF Tripoli. *(Right, bottom)*

A related product is the Land-Rover transporter. Land Rover commissioned Leyland to build them a number of specially built transporters, designed so the Land-Rovers could be delivered with their windscreens folded flat on the bonnet and the hoops and canvas folded onto the rear body.

As seen in the photo at the top of the opposite page, loading and unloading was done by decoupling the trailer and driving them down the truck. The real truck and trailer, loaded, it is said it could get up to 30 mph between Solihull and the docks on the coast. Probably downhill at that.

The Rover car transporter was duplicated in a set. The set came with eight 80 inch Land-Rovers, the transporter truck and trailer. This set came out several years ago and is no longer available. It can be found on eBay and elsewhere. To try and rebuild one, the eight Land-Rovers can be acquired, as well as the transporter. However, the trailer, (part 76LTR001T) has been sold out for a couple of years.

If you are looking for Oxford diecast locally, I would suggest Fares Please. They are found annually at the All British Car Show at Britannia Park in July. If you don't want to wait, they can also be found at [www.faresplease.ca](http://www.faresplease.ca). Regardless of what Land-Rover product you own, there is probably a diecast for it somewhere from Oxford Diecast.

There will be some more articles on Oxford Diecast in the future, probably with looking at a selection of their Series offerings, given this series of articles is trying to follow Land-Rover toys from the Fifties

References:

- Images from eBay, Oxford Diecast and the Land-Rover Series One Club photo archives,





**Notes:** Matchbox toys came in a range of scales, depending on the toy, roughly a 'Matchbox' size. It should be remembered though that most producers of smaller diecast did not stick regularly to one scale – they stuck to one size – approximately 2.5 to 3 inches long, meaning trucks and sports cars were made the same size to fit in similar packaging and small hands – and not to a strict scale.

1. 1:76 scale: Popular mainly in Canada, Britain, Australia and Hong Kong for highly detailed cars, buses and lorries. These models were originally intended as OO scale model railway accessories, but became collectibles in their own right. Oxford, as noted, has a massive offering at this scale. In comparison, HO model

railways are at 1:87 scale.

2. 1:148 scale: compatible with British N scale model trains. USA/ Canada N scale is 1:160
3. 1:43 scale: The most popular scale for model cars worldwide and dating from as early as the 1930s. This scale was made popular by Dinky as compatible with O gauge model railways. This scale is the most commonly used in Britain, Europe, Japan and Australia, but less so in the USA. In the 1950s and 1960s 1:43 scale models were sold more as toys while later in the US, Canada, Europe, Japan, and even South Africa.



## Cleaning Defender 90/110 and Wolf fuel filters (Robin Craig)



So, to be clear, I am not a mechanic, mechanically inclined yes. This is my opinion and you are welcome to read it but form your own opinions. Now we have the disclaimers out of the way, some coil spring diesel Land Rover 90 / 110 and Wolf tech stuff.

The diesel fuel systems have a sediment bowl tucked up in the right rear wheel arch on most applications. They live in an inhospitable location and I always am amazed how they survive. Anyway, if you are new to these vehicles, maybe you just bought a hammered ex BATUS wagon or something came from Europe in sea can, same issues affect you both.

These are a relatively generic type of device, no moving parts, all fluid dynamics. The basic intent is to slow down the flow of fuel by cascading it over an upturned cone and allow sediment and water to come out of suspension, not rocket science. We have these on Land Rovers and various other vehicles of different brands.

So your truck was running before you started tinkering and now you are looking at this. STOP STOP AND STOP.

Wash the whole unit well and get a brush around the joint between the top and the bottom and do some scrubbing. Use brake cleaner or whatever, but get the outside clean. Nice and clean, when

you think it is clean do it again, especially around the back.

When you look at the unit, you will see a wing nut type thumb and finger hold for a removable drain on the bottom. I have marked it with a red arrow on it on the upturned unit picture. Resist all temptation to touch it, just don't. If you break it you are pooched. Try fixing that mistake at minus 31 after an enthusiastic operator decided to fiddle with something he didn't know about.

Instead take a socket or wrench and remove the top steel bolt. Usually the lower part will hang in place, almost bonded. Watch out for the O ring on the bolt stem.

Ease it gently from its seal on the O ring and take it down and peer inside. Most are utter science experiments, fine sand and algae and crap. This is a Wolf sediment bowl, never been to BATUS. I wash them out with brake clean and use a small brass brush on the inside and the outside of the case.

In most cases the O ring up inside the head stays in place, don't pull it out. I often put a camera up and snap a picture to have a better look see. If all is good, leave it, spray with some cleaner. The upturned cone will slide down off the stem as it is





held in place by an o ring and comes by easily, clean it too. When putting it back together watch for dirt falling onto the top edge of the bowl, hence the first cleaning you did. Once assembled and the bolt tightened down to snug you can start the engine and the bowl will fill and the engine



should not stumble, I don't fill them with fuel as I wear it usually. Hope this helps someone, somewhere, sometime.



One of the forgotten items on a diesel.

## An update from David Place, our Prairie HAM operator

This is my all band HF/VHF/UHF, SSB, Teletype, voice and CW station in the rear of my 1974 Series III. I have both mobile antennas for all bands that you can see, and by using an AH4 wire tuner I can fire a 23 foot or longer wire into trees etc and run long wires. I also have a 10 meter to 80 meter fan dipole I can string between supports for different conditions.

At the moment I am using my VE4PN Call, but once I get the auto programs running on the laptop which are programmed with my second call I will run digital on my secondary VE4PL call and mobile and fixed portable SSB on my primary call sign.

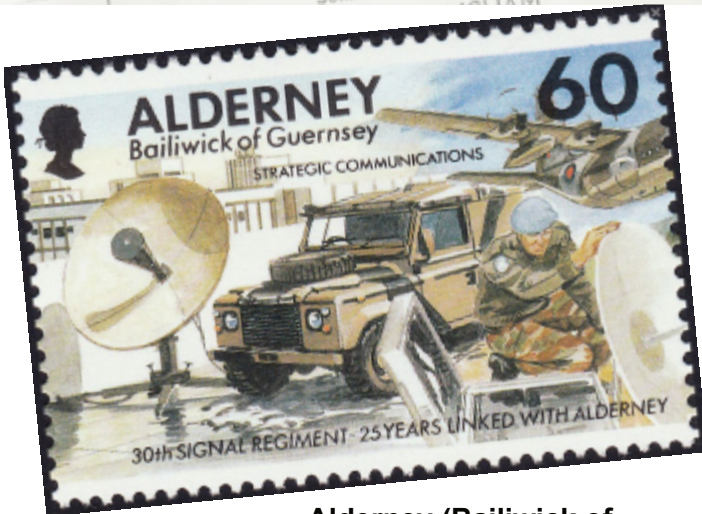
I am teaching my granddaughter for her exam later this year. She is 10 years old and loves the Rover. We have participated in JOTA, Jamboree on The Air, with her cub group and we both received a patch from England, for communicating with the Lord Baden Powel Cub Group, in London England. Dave Place. VE4PN

If you are interested in Amateur Radio, there are several sources of information available. Industry Canada, which regulates licences is an obvious starting point, but another is the Radio Amateurs of Canada, or <http://www.RAC.ca>. They have quite a bit of information available, from how to start, to links to courses, finding people to invigilate your exam, and all sorts of other supplementary information. It is well worth a visit.



# Land Rover Stamps

## Land Rover Stamps, Defenders, part 4 by Dixon Kenner



**Alderney (Bailiwick of**

**Guernsey), 1996**

UN Operations - 30th Signal Regiment

On January 24th, 1996, Alderney, an island in the Bailiwick of Guernsey, issued a set of four stamps commemorating the 25th Anniversary of Adoption of 30th Signal Regiment by Alderney.

Designed by Anthony Theobald, it was printed by Walsall Security Printers using offset lithography. The sheet size was 16 stamps (2 panes 4 by 2) with a perf count of 14.

The four stamps have a series of drawings that flow into each other depicting various activities, missions, or taskings that the 30th Signal has been involved in. In the third and fourth stamps there are a pair of 110's, the 60p stamp in khaki, the 75p stamp in white.

For the collector:

Issue: Anniversary of Adoption of 30th Signal Regiment

Date issued: January 24<sup>th</sup> 1996

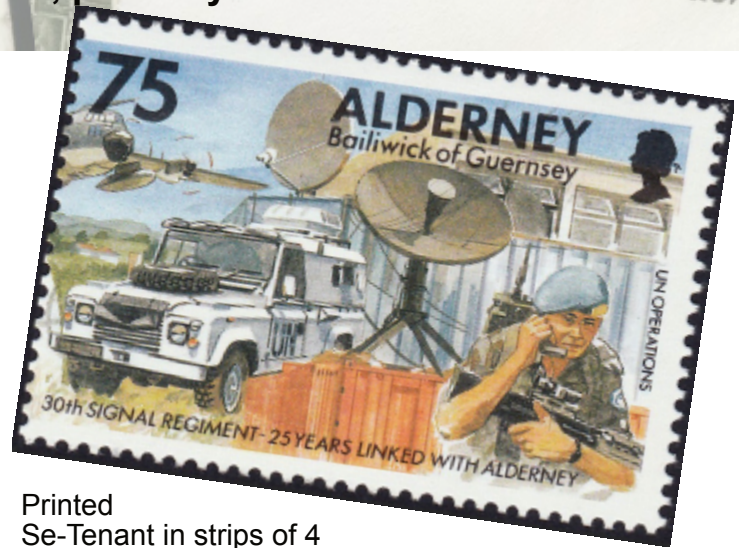
Value: 60 p - Guernsey penny

Perforation: 14

Printing: Offset lithography

Catalogue no: SG 88; Scott 91d; Michel 93; Yvert 93

Size: 42.5 x 28.5 mm



Printed

Se-Tenant in strips of 4  
(SGA85 to SGA88)

**Alderney (Bailiwick of Guernsey), 1996**

Strategic Communications - 30th Signal Regiment

Fourth stamp in a set of four

Issue: Anniversary of Adoption of 30th Signal Regiment

Date issued: January 24<sup>th</sup> 1996

Value: 75 p - Guernsey penny

Perforation: 14

Printing: Offset lithography

Catalogue no: SG 87; Scott 91; Michel 92; Yvert 92

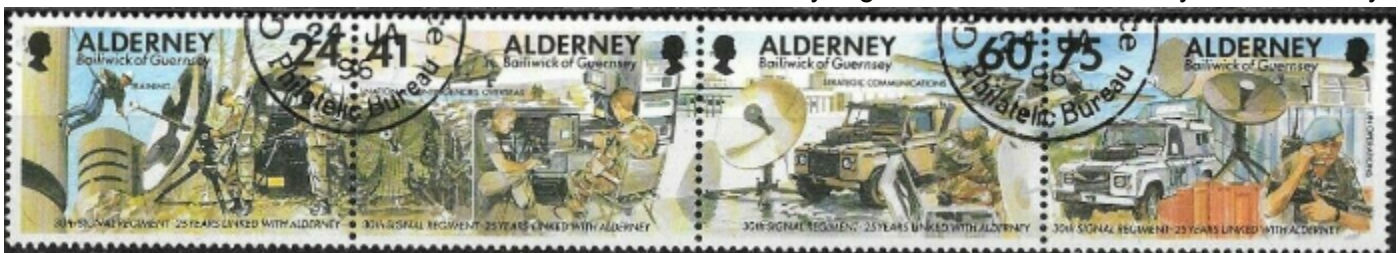
Size: 42.5 x 28.5 mm

Printed Se-Tenant in strips of 4 (SGA85 to SGA88)

**Brunei, 1996**

The 75th Anniversary of Royal Brunei Police Force

On January 1st, 1996, the Kingdom of Brunei, (a former British protectorate which is now the fifth richest nation in the world per capita, and possibly the only country in the world with no public debt at all (Libya was the only other until it fell apart during the Arab Spring)) issued a set of three stamps to commemorate the 75th anniversary of the Royal Brunei Police Force. The Brunei police is a paramilitary organisation, as the country lacks an army,





that role being still filled by the British who have a Gurkha battalion stationed there. The three stamps have quite a few different images upon them, the 50s stamp having a black 110 station wagon in the centre of the stamp. There are three stamps in the set

For the collector:  
 Issue: 75<sup>th</sup> Anniversary, Royal Police  
 Date issued: February 10<sup>th</sup>, 1996  
 Value: 50 s Brunei sen

Perforation: 13 1/2  
 Printing: Offset lithography  
 Catalogue no: SG 553



**Ascension (British dependency), 1998**

Christmas series

On the first of October 1998, Ascension Island printed its second stamp with a Land Rover upon it. Designed by a N. Shewring, and printed by Questa using lithography, this set of four stamps was issued for Christmas and shows various Christmas scenes on the island. The 40p stamp shows the Christmas parade, and there is a red 90 pulling a float for the parade. This stamp too has 14 perforations per inch.

For the collector:  
 Issue: Christmas  
 Date issued: October 1<sup>st</sup>, 1998  
 Value: 40 p - St. Helena penny  
 Perforation: 14  
 Printing: Offset lithography  
 Catalogue no.: Scott 713; Michel 774  
 Size:



**Tuvalu, 2001**

Fire Safety - On March 9th, 2000, a fire broke out at the only main school in the islands, killing eighteen young girls and their matron, who were asleep in the girls dormitory. On March 9th, 2001, Tuvalu issued five different stamps, all depicting fire trucks (Tuvalu has one fire engine, not a Land Rover). Designed by Derek Miller the \$2.00 stamp shows a pair of 110 fire appliances, specifically Anglo 450 Water Tenders.

The stamps were printed by Cartor Security Printers using lithography. They were printed in sheets of 50 (2 x 25) with gutters; the stamps being 30.56mm x 38mm in size with a perforation of 13 x 13. Given problems with stamp issues in the 1980's, control over the numbers printer is maintained, though none ever really see the islands. 10,000 stamps for all values with an additional 2,000 specimen stamps produced for each value.

For the collector:  
 Issue: Fire Safety  
 Date issued: March 15, 2001  
 Value: 2 \$ - Tuvaluan dollar  
 Perforation: comb 13 1/4 x 14  
 Printing: Offset lithography  
 Format: Sheets of 50 (2 x 25) with gutters;  
 Quantity: 10,000 of each stamp  
 Designer: Derek Miller  
 Printer: Cartor Security Printers  
 Catalogue no: SG 997; Scott 851; Michel 995  
 Size: 38 x 30.56 mm

Overprinted "specimen". See reference to Tonga-Niuafu'ou for a description on specimen stamps.

For the collector:  
 Issue: Fire Safety  
 Date issued: March 15, 2001  
 Value: 2 \$ - Tuvaluan dollar  
 Perforation: comb 13 1/4 x 14  
 Printing: Offset lithography  
 Quantity: 2,000 of each stamp  
 Catalogue no.: SG 997; Michel 995  
 Size: 38 x 30.56 mm

## Bensfold Backlog no 13: Oxford in New Jersey



By now many of you have heard the stories of Oxford and Cambridge, which are the two 1955 Land Rover Series I 86” that were driven by graduates of those two Universities on the “first known overland trip” from London to Singapore. If you don’t know of the trip, go read “First Overland” by Tim Slessor.

After driving back to London, they were split up. Oxford went on an expedition to count birds on Ascension Island and then was given to someone on the island the end of the trip as the Series IIs were out and Rover didn’t want Oxford back. She ended up becoming derelict and then shipped in the late 1970s to St. Helena island and rotted.

In the mid 2010s an English enthusiast found Oxford, bought her, shipped her back to the UK and restored Oxford. In 2019 he sent Oxford with a group of video bloggers and the grandson of an original expedition member to Singapore on the “Last Overland”. They drove Oxford back to London ending in December 2019. What could go wrong?

Well, a lot it turns out. The v-bloggers weren’t car enthusiasts and seem to have driven Oxford hard. The head was off in Bangkok for a new head gasket. It was off gain in Darjeeling, India with the valves lapped using brick paste and the head gasket re-used. In between spark plugs lasted 500 miles, there were carb issues, and she broke a

rear wheel bearing and shed a wheel. A month after returning to the UK she was put on a boat and shipped to the USA for “Oxford in America” under the stewardship of the ROAV club.

Upon arrival in the USA, Oxford was unable to get herself onto a trailer due to a slipping clutch. Investigation found that the wading plug was installed and once removed a significant amount of oil drained out. Reportedly the plug was in all the way from Singapore to London.





Bill delivered Oxford on a trailer to my house the next day. We took a test ride around the field so that he could show me the gearbox sound. "Bill, that isn't a gearbox issue, that is a blown head gasket". Oxford was pulled into the Bensfold Barn for repair and overhaul. Oxford would then sit over the pit for the next three months.

A shop in Virginia replaced the clutch and Oxford was sent to Maine for *Bruce Fowler's Winter Romp* in mid February. At Romp Oxford was overheating. *Bruce, Dixon Kenner* and myself swapped the thermostat and had a devil of a time getting the housing to seal (used an o-ring in the end).

Plus Bruce had to bypass the fuel tank selector valve and there was an issue with high/low range. After Romp Oxford went to an off-road weekend in Vermont with Vermont Overland, then a static event in Boston with BSROA, and finally ended up with enthusiast Bill Cooper in northern New Jersey. Then COVID-19 hit and the music stopped. Around mid April I received a call from *Bill Cooper*. Oxford had a bad gearbox sound, was low on power, was stuck in 4wd so the front prop shaft was out, and had a burst muffler. Could I please fix Oxford? Yes.

First up was the engine. A compression check showed that #3 and #4 had little compression and were leaking to each other. Off came the head. Yes, indeed the copper head gasket was blown between #3 and #4. Coolant was leaking from #4





passage into #4. Plus other parts of the gasket around #4 were eroding away. The #4 piston had been steam cleaned. *(Photo above and previous page. Note the difference in colour between the left piston and those to the right. Three black, one*



*very not black)* There was also evidence of permatex used near #1 to help seal the head gasket. This was not a happy engine.

With that known the gearbox was investigated. That turned out to be simple. When one mashes down on the yellow knob a lever pivots on a bolt and raises a pin out of the front output housing. This engages 4WD in high range as a slider moves and blocks the pin hole. When one pulls the red lever back that slider moves uncovering the hole. The yellow knob spring forces the pin back in the hole, so when you push the red lever forward all is held in place and you stay in 2WD.

Well on Oxford that pivot bolt was missing. No bolt, no pivot, no pin back in the hole. Hence permanent 4WD. Easy fix with a part.

Armed with a parts list, Dixon (now hopelessly trapped in Canada and unable to enter the US to help work on Oxford), contacted *Peter Baker at Three Brothers Classic Rover in Paris Ontario*. Three Brothers donated the muffler, middle pipe, pivot bolt, and head gasket kit to get Oxford running.



I took Oxford's head down to an old school machine shop to check for warp. All was well and the head cleaned up with a 0.001" skim. *(Photo above)*

Shipping from Paris, Ontario to New Jersey took forever as Canada Post was even less efficient than usual under COVID-19. I eventually got parts a few weeks later. *(Ed. Note: The package was tracked. There were stages where walking the package between some of the points would have been faster. A bicycle courier would have beaten the package moving between 3 Brothers and New Jersey. Walking the package from 3 Brothers to the border would have been faster. And to note, Customs was very fast)*

While I was waiting for parts, I took a look at the thermostat housing. *(Photo to the left)* Someone had used a bit of force on it. The ears with the bolt holes had been bent down about 0.070" lower than the bits in the middle. One could slide a dime into

the gap! No wonder Bruce couldn't get it to seal. I took the part down to my father-in-laws to use his engine lathe. It was a quick job to take off the high points and get an even surface to mate on. I then had to take a little off the end so that one could put in a thermostat and get the two surfaces to mate.

Once the parts arrived I thought, I can soon get Oxford back on the road. I was badly mistaken. With the head back on I did a compression check. Now three of the four cylinders had good compression, but #4 was still almost zero. To add insult to injury when I put water in the system it leaked out from the intake manifold.

With the 2.0L spread bore engine, coolant passes through the intake manifold. I had removed the manifold and then used a little permatex to seal the manifold. But there was still a leak. Not from the head surface, but from the manifold itself!

The manifold was removed and inspected. The water passage has been severely eroded over time. This was an original part for Oxford. Who knows if this was the sea air or some caustic coolant way back when. *(Photo upper left - note how the bottom intake manifold had been eaten away when compared to the "Sudbury" manifold on top of it)*

The fatal blow was that the manifold is cracked



near one of the mounting bolts to the coolant passage. *(Photo above - The dental pick points to a hairline crack in the manifold, which is opened up when the nut tightens up the flange against the gasket and manifold.)*

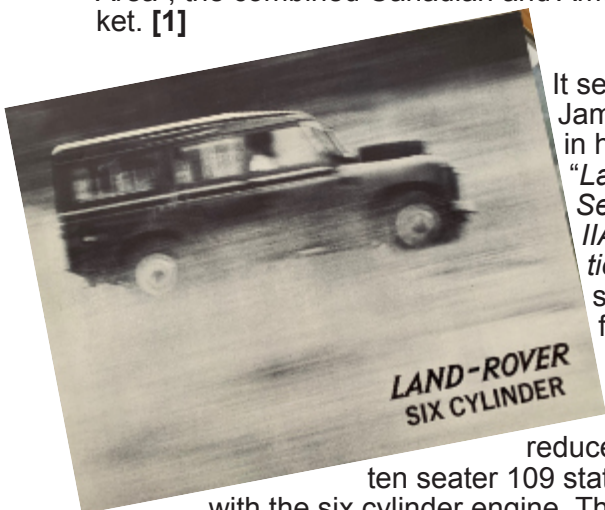
As it turns out I have a 2.0L engine from an 86" that Dixon picked up from Rod Steele that lived its life by Sudbury, Ontario. That manifold was in good shape, so I have something to get Oxford back on the road. *Photo lower right. Yes, that is galvanized water pipe that is being used as a breather on the engine side cover)*

*Continued next month in Bensfold Backlog 14, Oxford over the Pit*



## NADA: A Discussion on the term (Dixon Kenner)

While chatting with Larry Simpson (Grover, IIA, Kansas) the other day, the term NADA came up. As many readers will know, NADA, or properly N.A.D.A. is an acronym for "North American Dollar Area", the combined Canadian and American market. [1]



It seems that James Taylor, in his book "Land Rover Series II and IIA Specification Guide" says that from mid 1966, the 109 model range was

reduced to the ten seater 109 station wagon with the six cylinder engine. This model was referred to as the NADA 109. [2] This started a discussion, as the term NADA predates 1966.

To start, on the vehicle side, there were two "NADAs". The first was the Land-Rover NADA. It was a specific 109 station wagon with the Rover 6 cylinder with an aluminium Westlake head. 811 were made and sent over. There are a couple in Ottawa.

However, there was also a second NADA. This was the P6 3500 S variant, where some 2,006 were built and some 1,500 exported to the US and Canada from 1969 to 1971.



This NADA had the Rover V8, wraparound bumpers, three air scoops on the bonnet, electric windows, power steering and air conditioning, all of which was very unusual for the U.K. and European market of the day. One large problem was modifying the engine to meet US emissions controls (Canadian emissions standards kicked in for 1972 as opposed to 1968 in the USA). The balance of these NADAs were sold into Europe. [3]

But, for the term NADA, when did that appear? To pick the first date I came across, *Rover Service Newsletter, Vol 2 no. 4, November 1965*, p. 1 under Frost Precautions where it reads "With effect from 30th October 1965 (1st October for NADA vehicles)...".

From there, it is looking earlier. Bear in mind, Series Ones were sold by Rootes into Canada and the USA until the introduction of the Series II. So, how Rootes and the differences is an open question. Rover handled

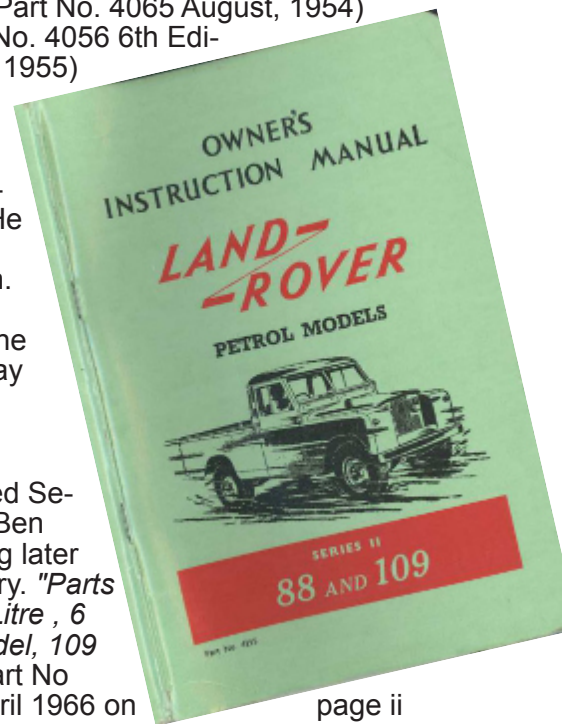
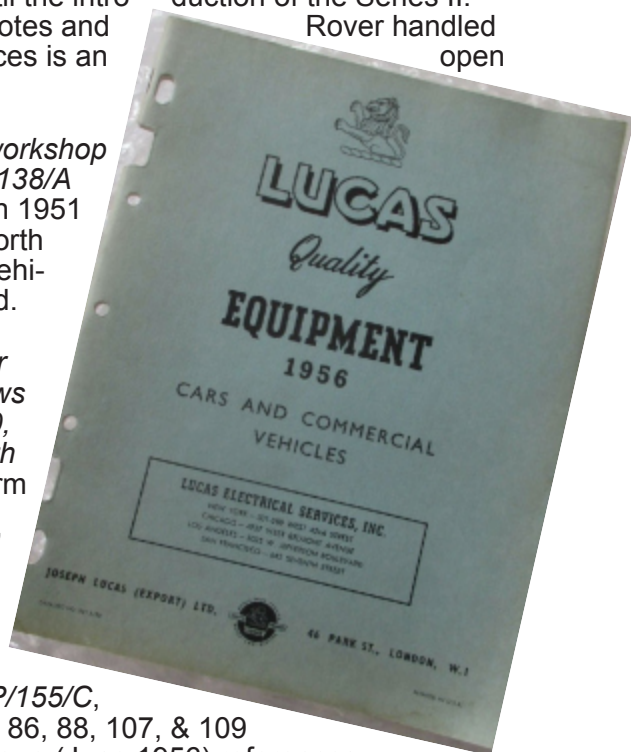
In the *L/R workshop manual TP 138/A* dated March 1951 the term "North American Vehicles" is used.

In the *Rover Service News Letter no 40, January 29th 1954* the term "America. Dollar Area" is used.

And more with what is on hand. *TP/155/C*, Land-Rover 86, 88, 107, & 109 parts catalogue (June 1956) references "America. Dollar Area" in that particular volume, so, NADA is not much of a stretch.

So, checking further I asked Keith Barrett, a fountain of North American Series One knowledge to take a look at his literature collection. He went through *TP155/B* (Part No. 4065 August, 1954) and *TP111F* (Part No. 4056 6th Edition Re-issue May, 1955) page by page (he doesn't think he missed any pages) and found no reference to "NADA". He did see "America. Dollar area" in both. Later, checking against *TP111/G*, the 7th Edition from May 1958 turned up the same references.

While Keith checked Series One sources, Ben Smith was checking later sources in his library. "*Parts Catalogue for 2.6 Litre, 6 Cylinder petrol model, 109 Station Wagon*," part No 4781, TP409A, April 1966 on



page ii



states "Land-Rover Series IIA 2.6 Litre Petrol 109 Station Wagon LHD, 12-volt negative earth vehicles for North America Dollar Area" and then uses "NADA" throughout the book.

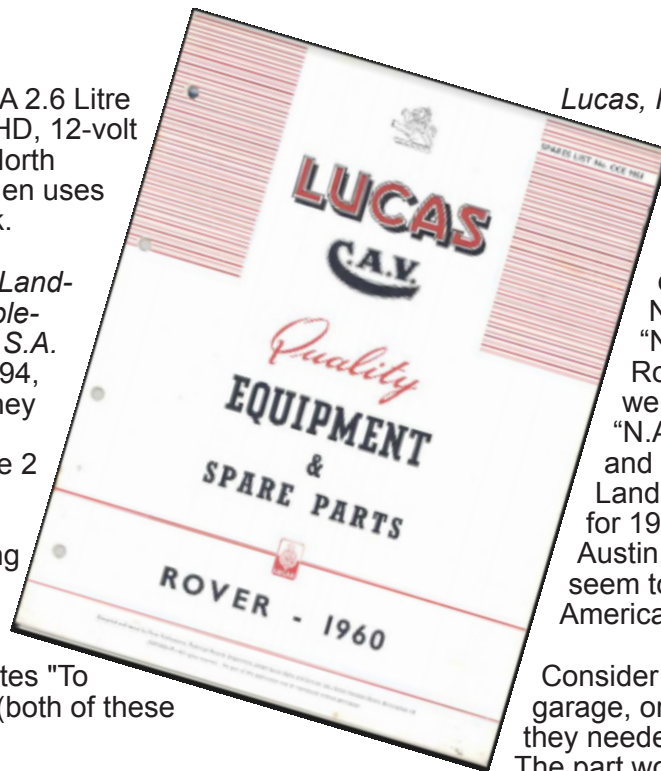
To confuse things we have "Land-Rover Parts Catalogue Supplement For Series IIA 88 To U.S.A. Specification" Part No 606494, April 1969. In this manual they refer to Stage 1 (Suffix D), Stage IA (Suffix F) and Stage 2 (Suffix G onwards). In the book "American Dollar Area conditions" is used for lighting which implies that is more than just USA because later on the same page for crank-case emissions control it states "To suit US Federal Standards" (both of these are on page ii.)

A later version of the same book dated September 1972 is "Land Rover Series 2A and Series 3 88 Parts Catalog Supplement USA Specification" Second Edition. All through the book it refers to USA. The SIII 88 with chassis numbers starting with 25900000A are described as 'USA LHStg. 88" 2 1/4 Litre Petrol' which we know was sold in the USA and Canada. For lighting for IIA and III it says "To suit American Dollar Area conditions".

Another data point would be how other suppliers, or companies referred to Rover, and specifically the Land-Rover what did they use, and is there evidence that they were copying what was used internally within Rover? One starting point would be the 1957 Lucas spare parts catalogue for Rover and Land-Rover vehicles (CCE905F to be exact) references N.A.D.A for North American Dollar Area.

Lucas Quality Equipment & Spares, 1939-54 (publication no. 400D) uses the terms "Export (N.A.D.A.)", as well as "N.A.D.A." for the 1954 Rover 60. For the 1939-40 and the 1946-47, just the term "Export" is used, though at this time Rover had no sales presence in the USA. That would happen later [4]. The Rover 75 for 1950-54 and specifically 1951 is using both "Export (N.A.D.A.)", as well as "N.A.D.A.". Specifically for Land-rover, the previous two terms are used for 1951-54, for various parts, such as the number plate lamp, though there is a specific side light for the "U.S.A." In 1951. In the subsequent volume of this publication, 400E, that covered 1946-60, N.A.D.A. is used

Ottawa Valley Land Rovers, October 2020 Newsletter



Lucas, Popular Spares, 1950-63 (publication no. 1324). Let's take a quick look. While Triumph and MG are using "Export USA" or "Export USA and Canada", under Rover we have "Export N.A.D.A." Or simply "N.A.D.A." In fact, looking at Rover Landrover for 1955-56 we see a separate line item for "N.A.D.A." As well as for 1957, and 1963. For side lights, Rover Landrover has a "N.A.D.A." entry for 1951-58. For completeness, Austin, Riley, Singer Wolseley, seem to have preferred "North America". [5]

Consider this. Customers, or a garage, or dealership, would find that they needed a part for their vehicle. The part would be researched in a parts catalogue. They would see that after some part there were added descriptive text. An easy example is with headlamps were many different countries had different requirements, so you would order the parts, using the terminology, in the catalogue to ensure you got the right part.

Given that Lucas seems to be using the terminology of the manufacturer, I would postulate that NADA was a Rover term and Lucas' use of the term reflects what was common in the company. Lucas is clearly using different terms for parts on Canadian or American vehicles with other manufacturers.

We can also look to see where the term "American Dollar Area" is used more generally. Ben Smith, OVLAR archivist and Land-Rover fanatic, went and looked for other sources of the term. A quick Google found "Proceedings - Meeting of the Technicians of Central Banks", Volume 4 1954



which stated, "If we exclude the dependencies of the United Kingdom and of Continental European countries, total exports of all independent countries outside of the American dollar area and Europe averaged \$15 billion." (p.612). In the same book there is a section "Position of Canada and other Dollar-area countries in world payments". So it appears that "Dollar Area" was a commonly used term in the 1950s include the US, Canada and other nations by the financial world. The use of North American Dollar Area would spring naturally from that for the US and Canada.

And just to demonstrate some "thinking outside of the box", NADA in Spanish means "nothing" and this could be said to generally refer to service, parts, and general knowledge of Rovers, in the North American Dollar Area in the 1950's and 60's, because if you weren't a mechanic, you learned to be one. As one long time owner said - "they are perfectly serviceable... they never run right, but they always run". [6]

Normally, this is where the article would have finished. When well on its way to being finalised, it was passed around to a couple of people for comments. Lo and behold and I received an email from *Michael Bishop* over at *Jaguar Land Rover Classics* in Solihull. He kindly sent this image [7] -

234360	1/4	ARRANGEMENT OF TOWING ATTACHMENT
234361	1/4	TOW-BAR ATTACHMENT.
234362	1/4	CROSSBAR FOR TOWING ATTACHMENT.
234363	1/4	ASSY OF CROSSBAR & TOWING ATTACHMENT.
234364	1/4	TUBE FOR REAR CROSS MEMBER.
234365	AGS	F700 HEADLAMP SHELL (N.A.D.A.)
234366	AGS	F700 HEADLAMP SHELL (N.A.D.A.)

This is an excerpt from the engineering log for the parts and is closely linked to the parts catalogues used for vehicles, both Rover cars and Land-Rovers. It clearly shows that very early on Rover Motors was referring to the North American market as the "North American Dollar Area" or N.A.D.A.

There was not always a perfect match between Rover and suppliers, While the engineering log clearly says NADA, the Lucas spare parts catalogue says "Export USA". This will raise another question, which is addressed in another article on Series One NADA Headlamps [8]

<b>HEADLAMP, F700</b>		
Left hand Home and dip right	...	50799
Adaptor, double contact	... ..	858543
Otherwise as 50579.		
<b>HEADLAMP, F700, Export U.S.A.</b>	...	50807
Adaptor, Ward and Goldstone	... ..	553724
Less light unit, otherwise as 50579.		



In conclusion, the term, or label, NADA certainly predates the "Land-Rover six cylinder" as the advertising literature of the day calls what we now refer to as a NADA. In effect, all Land-Rovers (note the hyphen) sold in North America post April 1950, through to the abandonment of North America by British Leyland in 1974 would be NADAs. For completeness, Land Rovers sold in North America after their re-entry in 1987 would be NAS, or North American Spec vehicles.[9]

If anyone has further material on North American Land-Rovers, I would be pleased to hear and could then update this, and other articles on this variant of Land-Rovers.



There are further articles in the queue for publication looking at the differences between a NADA Land-Rover and the Rest of the World (RoW) Land-Rovers supplied elsewhere, and where the "C8" suffix comes into play for the "Canadian Spec" Series Ones.

**Acknowledgements** - This could not have been done without the help from Keith Barrett, Benjamin Smith and Michael Bishop & JLR Classics. Their much more significant libraries of reference material sped this article far more than I was able with the internet alone.

**Notes:**

1. There are references that can be taken to show that NADA, at times, also applied to the Caribbean, but that is secondary to this discussion.
2. To quibble, the 109 NADA was also available in Canada. It was not a US specific model. As well, the four cylinder Station Wagon continued to be available in Canada. The introductory sales literature for the NADA referred to the vehicles as the "Land-Rover Six Cylinder".
3. [https://en.wikipedia.org/wiki/Rover\\_P6](https://en.wikipedia.org/wiki/Rover_P6)
4. In 1958 with the arrival of the Series II, Rover terminated its sales agreement with Rootes, and sold the Rover and Land Rover directly. Series One owners now had to figure out an entirely new sales and service organization that was unfamiliar with the Series One.
5. Of course, one must acknowledge exceptions. *Lucas publication CCE902/65* for Standard, Triumph, and Leyland cars and light commercial vehicles, uses the term NADA and even spells it out. Check out page 3.
6. Ascribed to Quintin Aspin, longtime Land-Rover owner and OVL R member.
7. Reprinted with kind permission from Jaguar Land Rover Classics, Solihull, UK. The reference was located by Michael Bishop.
8. *NADA: Series One Headlamp Trivia* (Dixon Kenner), OVL R Newsletter, September 2020)
9. A fairly massive spreadsheet that documents much of this has been shared with several people, such as John Smith, and will be made available on <http://www.NASOR.org> at the conclusion of the NADA articles.

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# Land-Rover Times

Canada, 1949 by Jane & Keith Barrett

Rover representative Mr. Kenneth McLennan's 1948 excursion to Canada had gained Land-Rover a tenuous foothold in North America; McLennan set up four distributors, a Land-Rover was displayed at the 1948 Canadian National Exhibition (Toronto), and in December, Rover demonstration driver V. A. Myall drove a Land-Rover "across Canada". Land-Rovers were exhibited at the British Motor Show in Montreal, Quebec in March 1949. (See Legend(s) 213 and 214.)

McLennan returned in 1949; he "arrived on April 19 aboard the Empress of France and established his base camp in Toronto." (James Taylor in the LAND ROVER enthusiast, September 2001). McLennan's assignment was to increase sales and to expand Land-Rover's distribution network. It must have seemed to be a daunting task, other manufacturers were already well established.

## 1) Star-Phoenix (Saskatoon, Saskatchewan, Canada), 25 May 1949.

Foremost amongst the North American competition was the Willys-Overland Jeep, the very vehicle from which Land-Rover "borrowed" so many design features. Jeep distributors blanketed the vastness of Canada and the United States. "The sales of the civilian Jeep had reached over 200,000 vehicles in the four years after World War 2."

**THERE'S A 'Jeep' FOR YOUR JOB!**

**1. Tractor**  
The Universal 'Jeep', with 4-wheel drive, serves as a powerful light tractor. It has a draw-bar pull of 250 tons for tractor or farm implements. Special low-gear ratio provides steady-pulling traction for continuous heavy service.

**2. Truck**  
As a pickup truck the Universal 'Jeep' renders year-round service. It carries 1,200 lbs. . . . goes anywhere in all kinds of weather. It has 2-wheel drive for highway speed and economy; 4-wheel drive for power and traction where the going is tough.

**3. Mobile Power Unit**  
With 3 power take-off points, the 'Jeep' delivers "on-the-job" power to make any work of countless chores in business and on the farm. Rear take-off runs shaft-and-hub-drive equipment, V-belt-drive air compressors, power welders, generators and compressors. Which can be used at the front.

There's a Willys-Overland utility vehicle that's exactly suited to your needs—the 4-wheel drive Universal 'Jeep', 2- and 4-wheel drive 'Jeep' Trucks, 'Jeep' Station Wagon (4 and 6 cylinders), 'Jeep' Panel Delivery and the 'Jeepster'. Visit your Willys-Overland dealer today. Ask for a demonstration right on your job! New reduced prices. Purchase arranged on convenient payment plan.

**WILLYS-OVERLAND OF CANADA LIMITED**

**TWO-FISTED - TIGHT-FISTED - WILLYS-OVERLAND VEHICLES!**

FOR DETAILS, CONTACT LOCAL WILLYS-OVERLAND DISTRIBUTOR.  
**HARRIS MOTORS**  
312 FIRST AVENUE, SOUTH — PHONE 5569

## 2) Photo Curbside Classic

[www.curbsideclassic.com](http://www.curbsideclassic.com). (Below)

"Barney" Roos, the "Engineer's Engineer".



*If the Willys G.P. prototype had any one particular strength over its competitors, it was the "Go-Devil" engine. Delmar G. Roos (left), "Barney" to his friends, reworked the Whippet four-cylinder engine, and history was changed forever. Roos can also take credit for getting the original Willys prototype down to the Army's restrictive weight limit by redesigning every nut, bolt, and screw.*

## 3) JEEP THE UNSTOPPABLE LEGEND, Arch Brown, Publications International, 1994. (Left)

One of the reasons the Jeep was so popular was the "Go-Devil" engine, credited to Mr. Delmar G. "Barney" Roos. Barney was a former president of the Society of Automotive Engineers and became executive vice-president and chief engineer of Willys-Overland. It is worth noting that Barney Roos had spent 1938 in England working for the ROOTES GROUP.

4) Illustrated London News, (London, England), 17 November 1949. (Right)

U.K. auto makers were hungry for the Canadian/U.S. dollars. Rootes was already well represented: "U.S.A.: Rootes Motors Inc., 27-11 Bridge Plaza North, Long Island City 1, New York. CANADA: Rootes Motors Ltd., 170, Bay St., Toronto."

National Post, (Toronto, Ontario, Canada), 17 April 1948 reported "Rootes Motors Ltd. (Canada) had been formed in April 1948 to distribute and sell all Rootes cars in Canada, and also act as the holding company for Rootes Motors Inc., which was in turn responsible for sales of all Rootes cars in the United States."

In the 12 January 1949, Globe and Mail, (Toronto, Ontario, Canada) a very chuffed Sir William Rootes announced that sales of the British Rootes Group cars earned "\$2 million in U.S. funds, and \$1,250,000 in Canadian funds .... for the first six months of operation."

National Post, (Toronto, Ontario, Canada), 8 April 1950 quoted Sir William Rootes: "some 33,000 U.K. cars were shipped to Canada in 1949. They represented a healthy 11% of the total Canadian market. ... Rootes accounted for 7,000 of those sales"



6) Fife Free Press, (Fife, Scotland), 16 October 1948. (Below)

Just as the Land-Rover had taken some design cues from the Jeep, the Willys-Overland advertising department was not shy in returning the "favour". Compare this October 1948 ad to the Jeep ad May 1949



5) National Post, (Toronto, Ontario, Canada), 4 June 1949. (Left)

Rootes advertised heavily; this June 1949 offering from Rootes Motors Limited touts "PARTS & SERVICE FROM COAST TO COAST IN CANADA AND THE UNITED STATES"





**7) Fife Free Press, (Fife, Scotland), 16 October 1948 (left)**

Just as the Land-Rover had taken some design cues from the Jeep, the Willys-Overland advertising department was not shy in returning the “favour”. Compare this October 1948 ad to the Jeep ad May 1949.

**8) Despatch Records, Land Rover Frequently Asked Questions [www.lrfaq.org](http://www.lrfaq.org). (Below)**

On 8 April 1949, L8664545 was despatched out to Mr. McLennan, Rover Co. Ltd.; on 19 April 1949 McLennan arrived in Canada. Evidence suggests that this vehicle accompanied McLennan to Canada.

L8664545	05 Apr 1949	08 Apr 1949	Green	Mr. McLennan, Rover Co. Ltd.
R8664546	07 Apr 1949	11 Apr 1949	Green	Darmanic ltd., Trinidad
R8664547	07 Apr 1949	11 Apr 1949	Green	Darmanic ltd., Trinidad
R8664548	11 Apr 1949	20 Apr 1949	Green	Puzey & Payne Ltd., S. Rhodesia



**9) Photo courtesy of Dixon Kenner (left).**

After recently emerging from the sugar maples of Quebec, this vehicle has been tentatively identified as L8664545. We are anxious to “put eyes on it” and to verify its authenticity.

**10) Photo by Jane Barrett (Right)**

It is remarkable that the only 1949 Model Year Land-Rover known to have been despatched directly to Canada still exists. Mr. Dave Davey (renowned Land-Rover collector and founder of the Canadian Series One Club) recognized the importance of this vehicle by its chassis number; L8667313. It left Solihull on 29 July 1949 to Loan and Transport Co., Canada. (Interestingly, no trace of this company has been found.) The vehicle was said to have been used as a demonstrator to introduce the marque to buyers, dealers, and distributors. With the Canadian National Exhibition opening on 26 August and Rover’s Kenneth McLennan in attendance it would have been a perfect venue to showcase this beauty. Keeper Dave Davey notes that most components are period correct and appear to be original to the vehicle. It is scheduled for a “sympathetic ‘soft’ restoration”.



# OPPORTUNITY

## For Automobile Distributor

One of Britain's foremost automobile manufacturers seeks a distributor for the Toronto and Central Ontario territory. Franchise includes service and parts distribution as well as Britain's most Versatile Vehicle, the **LAND ROVER**, which will make its debut at the Canadian National Exhibition. Excellent opportunity for an organization with adequate manpower, service and capital structure.

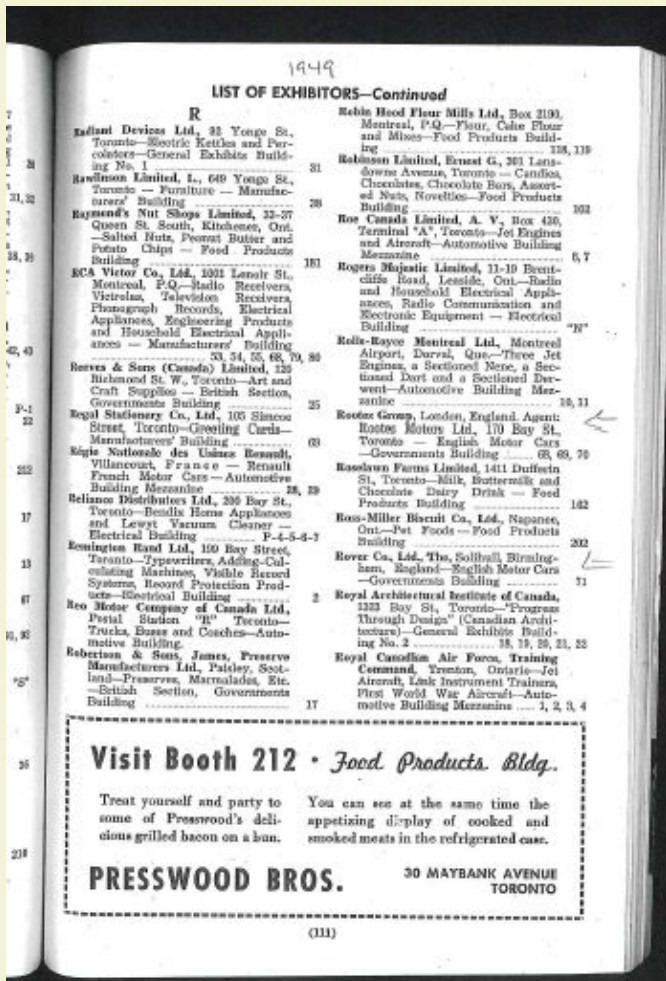
Apply Mr. K. McLennan, 790 Eglinton Ave. W., Apt. 102, Toronto  
Phone ORchard 1612

11) Toronto Daily Star (Toronto, Ontario, Canada), 22 August 1949.

Rover advertised for a "distributor for the Toronto and Central Ontario territory ...as well as .. the LAND ROVER". Interesting, because in the August 1949 Land-Rover Operation Manual TP/108/C "Ontario Rover Distributors" in Toronto was still listed as a Land-Rover distributor. We have found no evidence that any Land-Rovers were despatched to Ontario Rover Distributors.

12) Canadian National Exhibition (CNE) archives, (Toronto, Ontario, Canada), August 1949. (Below two images)

The 1949 CNE Programme lists "Rover Co., Ltd., The. Solihull, Birmingham, England-English Motor Cars-Governments Building-(Booth) 71". Rover was attempting to break into the North American market. Coincidentally, right next door in Booths 68, 69, and 70 were Rootes Group; they already had a substantial distribution network throughout Canada and the United States. Perhaps Mr. McLennan had a chance to discuss the North American market with his "neighbours".



13) Toronto Daily Star, (Toronto, Ontario, Canada), 1 September 1949.

Although a Right Hand Drive vehicle is illustrated in this ad, surely the Land-Rover on display in Booth 71 would have had the steering wheel on the "correct" side. A likely candidate existed; L8667313 had been despatched out 29 July, in adequate time to hop a ride aboard The Empress of France which arrived in Montreal (Quebec, Canada) 23 August.

**YORKTOWN MOTORS LTD.**  
623 YONGE ST., TORONTO... are now

## ROVER DISTRIBUTORS

★ Now — the LAND-ROVER, Canada's most versatile vehicle  
★ Coming soon . . . the latest of Britain's fine cars — the 1950 Rover-6

Adequate parts-stock . . .  
Rover factory-trained mechanics . . .  
For fast, dependable Rover Service . . .




*the 1950*  
**LAND-ROVER**  
Check These LAND-ROVER Features

- Economical
- Powerful proven 4-cylinder engine
- 4-wheel drive, automatically self-compensating
- 3 forward speeds, 2 reverse, left-hand drive
- Exceptionally rigid box-section chassis frame
- Power take-off available
- High tensile, non-corrodible alloy body

WHEREVER THERE'S WORK TO BE DONE . . .  
A 4-wheel drive tractor, a mobile power plant, a towing and delivery wagon—fast and economical on the road—the Land-Rover is all these in one. Go anywhere . . . do anything . . . that's the Land-Rover—Canada's most versatile vehicle.

**NEW LOW PRICE  
DELIVERED . . . . ONLY  
\$1,950**

★ Dealer inquiries are invited ★  
**YORKTOWN MOTORS LTD. — 623 YONGE ST., TORONTO**  
Made by The Rover Co. Ltd. — Birmingham, Eng.

*See the NEW* **LAND-ROVER** **CNE**

*Britain's most versatile vehicle . . . at the* **CNE**



**DISTRIBUTOR TERRITORIES AVAILABLE**  
Apply: Mr. K. McLennan  
**BOOTH 71**  
British Government Building, C.N.E.

Next member of a world-renowned family, the Land-Rover is built to do the toughest jobs in farm or industrial transport. Fast, economical, sturdy . . . its powerful new 4-cylinder engine coupled with 4-wheel drive and quality body construction make the Land-Rover a mobile power plant for rugged terrain and tasks.

**THE ROVER COMPANY LTD.**

14) The Globe and Mail, (Toronto, Ontario, Canada), 29 November 1949.

In November 1949 Yorktown Motors (Toronto, Ontario) received their first Land-Rover; L06102959, the very same vehicle that the Wilkins brothers drove "Around The World" (Legend 194). By years end they had received 21 more. Apart from being Left Hand Drive and having vented scuttles, these 1950 vehicles were little different from the home market Land-Rovers.

15) Photo from University of Toronto archives (UofT), (Toronto, Ontario, Canada). (right)

Yorktown Motors loaned a Land-Rover to the UofT's Archaeological Field Party. The "scholars" always ensured that the left side was shown in photos; the sign writing on the other door incorrectly spelled Yorktown Motors' address as 623 YOUNG (not YONGE) St.





# Land-Rover Times

Notes: In 1949 Willys-Overland produced 31,595 Jeep Universal CJ Model vehicles (3); Rootes sold over 7,000 cars and trucks in Canada, alone. In the same period a total of 28 (1948/49/50 Model Year) Land-Rovers were despatched to the 4 distributors in North America. While Land-Rover was attempting to set up a network of distributors, their main competition was already well established. The writing was on the wall.

## REQUEST RE: GAYDON

If anyone is at the British Motor Heritage Centre in Gaydon (if/when it opens) we have a request: please check the records for L8667313.

www.lrfaq.org record L8667313 as being despatched to Loan & Transport Co., Canada. We have not yet found any record of such a Company. Could you please check to see if the written words could be interpreted differently. Perhaps the vehicle was a Loan and Transfer for display at the CNE in Toronto (Ontario, Canada), and stayed in Rover's ownership until after the show. Or, if anyone knows of Loan & Transport Co., Canada, please do let us know.

Please send your replies to keithbarrett@lrosc.com or legend@lrsoc.com Thank you.

## OVLR Fall Classic – 2020 Edition

Author : Terry King

Photos: Terry King & Kevin Newell



In the midst of COVID 2020, several intrepid few decided to do a small number gathering and offroad camping trip to Lanark area (secret location) on the first weekend of October. Originally there was supposed to be a joint LRAA/OVLR



weekend in Minden, but COVID forced that to be cancelled. So a few of us gathered our wits and Rovers and planned a low-key non Club camping trip for that weekend.

Originally a Fri-Sun plan, as the weekend approached, some family commitments arose and threatened the lift off. BUT the Perth area





contingent carried on and headed up Friday to secure the (secret) campsite. Almonte and Carp joined in. After a little yes/no/yes/no okay the Kanata contingent headed out with just enough daylight to arrive and raise their tents. There were happy smiles as the laggards showed up 40 minutes before dusk, thus providing entertainment as they (we) struggled in the gloom to claim our space. The only thing missing was rain KN had prepared all the dinners and breakfasts, DP had sidetracked to pick them up, so when we arrived, the food was all there, dinner nearly ready, the campfire going and a rain cover erected. Someone .... had climbed a tree apparently in order to hoist the ropes. Rumour has it that McD was elected to climb the trees.

With the tents up, and dinner organized, we all settled around the fire to blame the others for all their misgivings. Also, many cat and dog stories floated around with the wine and beer. After some star gazing and moon watching and cheering on the birthday babies of October, we went to our respective dwellings, heralded by the owl across the lake.

Saturday morning was a slow-intake day, early birds up at 7, middle birds at 8, owls at 9 or so. After a hearty (heart attack?) breakfast and



caffeine balancing, we all got in line, well, behind Kevin and I, to commence the day. It was a loose plan, but we started with the (secret) exit from the campsite over and through some 60-70% technical stuff, mud and rocks for 30 minutes. At the out, we were all still there, mostly Defenders, two never out before with their current owner, and one 1955 Series

Half an hour later on tarmac and then gravel, the navigator (me) suggested a dirt track towards Bolton Creek and or Ernie's land, as SHORTCUT! Yeah well we drove 10 minutes and encountered a HUGE downed tree across the trail. Kevin had a new electric chainsaw, which Dave Pell used to carve up the carcass. It was so heavy and big that we also needed a winch and a tug to get it out of the way. It was a pleasant hour using all of KN's recovery gear and DP's back.

15 minutes later we came upon 5 signs declaring PRIVATE LAND, so despite there being one possible trail out we dead-headed back to the known Elphin-Maberly road.

The target now was Ernie's land but also a short break for lunch. Of course it now rained. After a short break we headed into Ernie's, and it looked very different with new green growth and overgrown trails. With a little memory jog we found





the original trail, the old RTV, a newish technical trail then the easy uphill and more technical rocky paths that we had built over the past few years. With a little shunting and second tries we all cleared the paths and headed back out, but not before doing the up and down hill rock laden exit over the top of Ernie's. We left a few marks on the stones.

We were now 4 hours into the fun, but a quick vote showed that we were game to still run Bolton Creek. Most of us anyway.

One of the most poignant scenes came when we arrived at the top of the hill on Bolton, walked down and found 6-7 atv's sitting in and around the entrance to the creek. We said we were planning to cross and they asked what we were driving... we said trucks, they said buggies? We said Land Rovers....they said really?? ... they moved and we gave them a view of four Land Rovers crossing the creek and climbing the hill... much to their amazement and joy.

After that, we took the most direct route back to the campsite and arrived around 4:30, with a full day of off-roading behind us.

Another night of a KN catered dinner, another fire, more stories, a good sleep, a breakfast and we made our way home.



## Some Thanks to others with the Restoration of TCM (Steve Owen)



The 3 year restoration of TCM would not be possible without help, advice and parts from around the world. By way of "Thank You" I am listing all those that helped whether they be enthusiasts, suppliers and/or Land-Rover Lover's from around this very small rock we live on, called Earth. No order of importance. all helped..

First to the readers and followers hear and on Facebook that have kept me motivated. To those who stopped over to admire the on going work.

### Suppliers.

- Dunsfold DLR. Alford Rd Dunsfold Surrey GU8 4NP UK  
<http://www.dunsfold.com>
- P.A.Blanchard Clay Lane, Shiptonthorpe, York East Riding of Yorkshire YO43 3PU UK  
<https://pablanchard.co.uk>.
- Dingocroft, High Street, Downley, High Wycombe, Buckinghamshire HP13 5XJ UK  
<http://www.dingocroft.co.uk>
- WWSpares (Tom Pickford)  
<http://wwspares.co.uk/>
- Pangolin4x4 (Ike Goss) Srs 1 Specialist here in the USA  
<https://pangolin4x4.com/>
- Cox & Turner Engineering  
<https://www.coxandturner.co.uk/land-rover-series-ones>
- LRSOC Shop  
<http://www.lrsoc.com/forum/index.php?page=ClubShop>
- AutoSparks wiring looms  
<https://www.autosparks.co.uk/>

- Holden Vintage & Classics (electrics)  
<https://www.holden.co.uk/>
- Flannery Speedometer Repairs. Michael Flannery  
<http://www.magnetic-speedometer-repair.com/>
- Wisconsin Windshield Center West Bend WI Windscreen Glass.
- Pickarts Radiator Repair Fond Du Lac WI  
<http://pickartsradiator.com/>
- Lake Aire Auto Repair Tyres  
<https://www.lakeaireauto.com/>
- LR fasteners  
<http://www.landrover-parts.net/>
- John Wearing P4 Parts (Bartram LRS)  
<https://www.johnwearingp4parts.co.uk/>
- Radford Bulkheads  
<http://www.radfordbulkheads.lrsoc.com/>
- Bob Jones via LRSOC Legends Magazine

All the above have supplied parts, small and large shipped to the USA. Thank you for great service.

The following Individuals helped, supplied advice and/or parts for free.

- Verner Lundtoft, Jensen Denmark.
- Dixon Kenner, Canada.
- Ron Garford, Owensboro KY USA
- Tom Murdock, Shawano WI USA
- Thomas Hjlemberg & Brandon Bain, Oshkosh WI USA
- Stu Mart, Bolton UK
- Michael Stanton-Jones, Newbury UK
- Sean Sadler, Leicester UK
- Ronnie "Redneck Welder" Stockinger, Oshkosh WI
- and finally my most wonderful wife. Pat Owen, who has lived thru the ups and downs of rebuilding TCM and learned several new swear words.

The adventure continues. I will keep all updated with my trials and tribulations of life with a 1953 NADA Series 1.

Miles traveled since March 22<sup>nd</sup> 2020 as of September 1<sup>st</sup> 2020 is 864 miles.

Regards Steve Owen Oshkosh WI USA.

Ottawa Valley Land Rovers Newsletter, October 2020

## Gasket Under Glass presented to Alastair Sinclair



At a recent RoverNight, with proper social distancing and use of alcohol based sanitisers, *Alastair Sinclair* was presented with "Gasket Under Glass", OVLV's infamous award for an extra-ordinary display of a rigorous maintenance regime that met famed member *Bob Woods* quoted requirement of "We can't believe it actually ran"

Upon interviewing Alastair about this fantastic win he remarked - "Really your honour, I find the bar to win this award ludicrously low. I really didn't even have to really try. Once I decided that it would take a place of honour

upon my living room wall and the first thing my Mother would see when she visited, I was a natural".

He added as an afterthought - "I knew I was a natural, and once I didn't put my mind to it, well, the next thing I knew there was an announcement in the Newsletter that I had won. I'm actually quite chuffed about this". He went on to acknowledge the roles that *William Ficner* (*Defender 110 owner & past OVLV president*), *Andrew Treble* (*Porsche affectionado and Land-Rover wannabe*), *Jerrid Tremaine* (*Delica 4x4 enthusiast*) and *Dixon Kenner* played in helping him towards this achievement.

**Meeting every occasion -**

**LAND ROVER**

**4-WHEEL DRIVE STATION WAGON**

This 7-seater version of 'the world's most versatile vehicle' has all the traditional Land-Rover toughness and reliability. Fast, comfortable, economical and completely at home on all surfaces, it has 8 forward speeds, 2 reverse and all the thrust and tenacity of 4-wheel drive. The powerful 52 BHP engine incorporates a number of special long-life features, including copper-lead main and big-end bearings, full-flow oil filter and a spread bore cylinder arrangement for more effective engine cooling. Flashing type direction indicators are fitted front and rear.

The front compartment seats driver and two passengers and four more seats in the rear can be folded back to give a really useful load-space. All body panels are of strong, light, non-corrosive aluminium alloy.

An advertisement for a Land-Rover station wagon from 1955. Note the features! "Fast, comfortable, economical..." "Incorporates a number of special long-life features, including ... Full-flow oil filter... Flashing type direction indicators are fitted front and rear". How times have changed over the past sixty five years...

# Rovers & Parts for Sale



**For Sale - 1978 Lightweight, Calgary, Alb, \$12,300**

I'm selling my 1978 Land Rover Lightweight series 3 88". Runs and drive like a land rover should with an overdrive gearbox and a 32/34 DMTL Weber carb to help it keep up with hi-way traffic. It has a solid frame, the full hardware for the rag top minus the rag top itself, two tubs of spare parts (one tub with loads of new parts) and full set of extra rims and tires. Lots of character and is a true head turner. Feel free to contact me by text (at 403-703-7808) if you have any questions or realistic offers, thanks. Kiji advert no. 1522684119



**For Sale - "1965" Series III, Saint Felix de Valois, \$5,500**

Jeep 4x4, A REMONTER condition A1, contract de vente a l'appui, plaquer au quebec. Toute les preuves de d'origine. Reste A REMONTER et a peinturer. JAC 450-365-1348



**For Sale - 1954 86 inch, Sydney, NS, \$4,500**

Has not been on the road for at least 25 years. But was work at that time. Was stored indoors since that time. Contact Todd Crowdis via Facebook.



**For Sale - Stage One V8, Falmouth Nova Scotia, \$2,000**

Imported from the UK. The truck needs a full restoration - the frame is rotted. RARE right hand drive. Currently isn't running and would need towing. Kijiji Advert no. 1516635806



**For Sale - Crushed Land Rover, Hancock, Penn, Free**

Crushed land rover free for pickup. Must be able to haul away.. (Ed note - Discussion points to this being a P38, from the power steering reservoir. Hancock is near Binghamton, NY)



**ForSale - 1964 IIA 88, Langley BC, \$10,000**

We are considering selling our 1964 Land Rover Series 2a,model 88 , we have had it in the family for 31 years and have kept it on our property in the Cariboo. We have replace the brakes, brake drums, tie rod ends and bushings, water pump, belts and much more . The vehicle starts up every year when removed from the shop . We also have all new lights for it in the packaging, these are the good ones real glass. I think it would be an interesting project for the right person, wiring is not good . We drove it on the road up until 2019, just short drives. Let me know what value may be on this vintage vehicle , thanks. Contact Richard King on Facebook

**For Sale, 1962 Series II 88, Bethany, Ontario, \$6,500 or best offer**

I am interested in selling my series II land Rover. Body work needs painting and some trim work. Otherwise It has been in my barn for 15 years (?) The engine still Turns over when I turn on the key. No rust as its an aluminum body. Asking price: 6,500. Will consider best offer. Located in Bethany, Ontario. Contact Tom at Tom.pick@icloud.com



**BROTHERS**  
CLASSIC ROVERS

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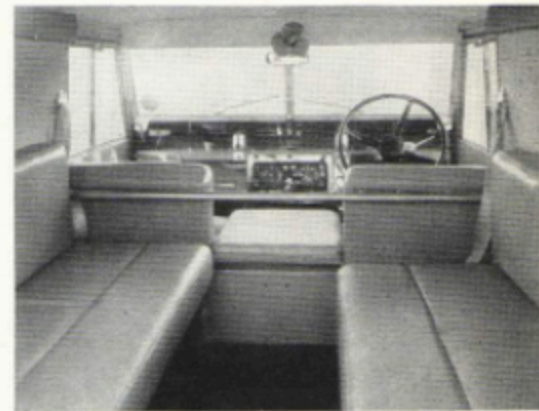
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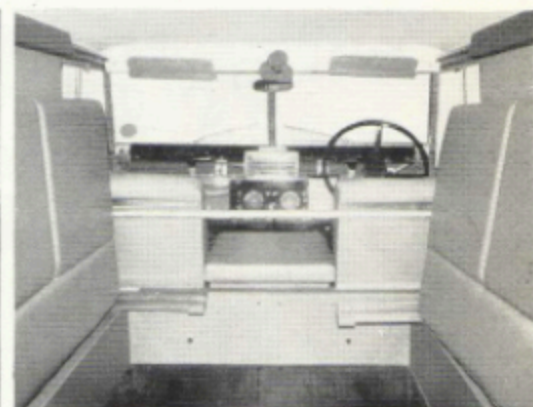
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