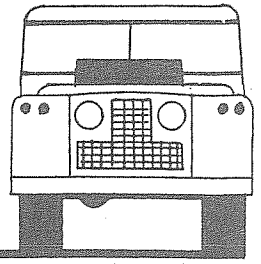


OTTAWA VALLEY LAND ROVERS



1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'day eh:

Feb.7/92

FIRST IN HEADLINES: The Spring calender of events is here, Robin's Ramblings has some hot tips, a HUGE pile of LR bits for sale, a Maine rally invite and more news on the Trans-Canada/ Alaska Tour.

Now the details: In spite of the blizzard sitting on the ground in the Maritimes, each day is getting a little longer, a sure sign that we'll soon be firing up the old dear for another bout of Land Rover-itis. Last year was the busiest on record...wait 'till you get a load of 1992.

First, there's our annual trek to the Shawville area farm of Vern and Linda Fairhead for our traditional season opener--the Maple Syrup rally. It's set for Sunday, April 12. We'll have full details next newsletter but reserve that date right now.

Next comes our annual garage sale, which last year proved to be our biggest money-maker and enabled us to complete phase one of the kitchen trailer project. We're gonna hook it to a humongous community garage sale that proved so successful last year. No firm date has yet been set so we'll have more on that later too. In any case, find a box and start filling it with those silly Christmas ties from your Aunt Pugnacious and anything else around the house that might help your club's coffers.

The Toronto Area Land Rover club wants to get together in Picton sometime this spring and we're looking at the long weekend, May 16 to 18. (Hope somebody tells host Richard Copple)

Then it's June and things start to get reallllly busy. First there's our eighth anniversary celebrations the weekend of June 13. It's again at Mike Dolan's Pakenham retreat. That's followed, (if anybody's capable) by the "Fourth Annual Down East Land Rover Rally" on the coast of Maine the weekend of June 27-28.

Friday, July 10, the Trans-Canada/Alaska Tour arrives in Ottawa on its month-long trek across the country. The 50-land Rover convoy is spending the night with us before pushing on to Picton the next day to link up with the Toronto club. OVLRL is helping organize accommodation, communications and repair facilities during their stay. Vice president Yves Fortin, special co-ordinator for the event, has sent off OVLRL's proposal to tour organizer Ron Mowry and we should be finalizing plans very soon. There'll be lots to do and the phone committee will be active.

Several weeks later we're looking at the Atlantic British and Rovers North rallies, an annual "must do" for many members. That's a far enough "look ahead" for now. Future newsletters will have lotsa details. Meantime, circle the dates.

GOSSIP...NEWS...OUTRIGHT LIES...FOR SALE...LEFT OVER STUFF...WANTED

*-Noted Land Rover collector Bob Wood is eager to add to his lot with the acquisition of a Series 111 Windscreen and a Series 11A grill. That's the wire model with the outboard headlights. If you can help, call (613) 225-2100

*-Chris Haines from Syracuse, NY, is looking for a new owner for his 1958, Series 1-109, pickup. Originally from military service in Egypt, it came to the US via England. The right-hand-drive beauty has a body and frame that are "pretty good", says Chris, adding that the Series 111, four-banger that replaced the OE two litre hasen't turned over in about 10 years. Asking \$2,000 US. (315) 428-8821

*-OVLRL member Malcome Reith is parting with his mint 1967, 109 station wagon. The six-cylinder model had a "ground up" rebuild including a Series 111 dash, power split circuit brakes, free wheeling hubs, country seats and cubby box, clutch and a rebuilt gearbox. (514) 525-6865

*-Faithful club scribe McD is tooling around Vancouver (plus 13 C the other day) and will visit former OVLRL prez Neil "The Round" Brewer. He also plans to trade stories with Oileak Editor Rhonda Wood, ALROC prez the Rt. Hon. Harold Huggins and several other LR types.

*-Al "Bates" Pilgrim returned recently from yet another disasterous vacation epic. This time Mr. "I-always-look-for-a-deal" spent an interesting week not getting a tan (Sewage Lagoon Beach) not much rest (constant gunfire) and lots of entertainment (betting on how many cockroaches were going to share his bed). He can recover though. Due to a minor problem with his travel agent, he's back in snow-bound Ottawa with another two more weeks of vacation and nothing to do.

*-Treasurer Tom Mayor, often accused of tunnel vision because of his firm grip on club funds, saw the world from a different angle a few days ago when his Isuzu wagon did a little side step and ended on its roof in a snowbank. No serious damage but Tom swears he could hear snickering from his 109 wintering in the back 40.

*-Nice letter from old friend Marlene Manning and her trusty 88 "Safari 1". Marlene, who hounds the bush around Muskoka, was one of OVLRL's first members before joining a club closer to home. Welcome back Marlene. Your membership is on the way.

*-Congrats to OVLRL member Peter Whitworth who recently passed his exam as a Radio Amature. Peter joins five other "Hams" in the club.

That's all folks:

Editor "McD" (613) 224-8300

Events Co-od Nancy (613) 731-1294

Prez Jason: (613) 731-5098

VP Yves (613) 237-9719

Treas Tom (613) 256-5585

Sec Harry (613) 284-0228

Robin's Rover Ramblings From Solihull and Beyond

B E W A R E
* * * * *

First off bad news, over the last few months a number of people have had the bad luck to be the victims of a deception played by a Land Rover owner. The person usually arrives in town with a real sob story concerning his Land Rover, either 110 or 109 and expects to be put up at your place even though this is probably the first time you've met him. He will tell you all about the other Land Rover people he knows in Canada and the US and this can lull you into to a false sense of security. Before you know it this person has overstayed his welcome and you most likely boot him out. Later you will discover that your phone has been used to make numerous long distance calls without either your consent or even offer of payment, sometimes worse things have happened. This has been happening from Toronto to Western Canada.

Nicholas Jenkins also know as Brian Jenkins or Brian Carneggie is currently being sought in connection with a number of offences by Corporal THORNTON of the STONY PLAIN Detachment of the RCMP in Alberta. If you have any info on this please call CPL THORNTON on 1-403-963-7112. A description given is a slender man, aprox 140 lbs, looks to be in his 50's, balding with a goatee beard. His general appearance is scruffy. Speaks with a British accent and claims to be from the Lancashire / Yorkshire area. Last around 10 Jan '92 in the Vancouver area driving an ex British Army series 3 109 soft top, this is one of the vehicles sold of from Wainright.

Now back to our scheduled entertainment

Jason Dowell our illustrious prez reports that recently on the TV show Motorweek from the US that a Defender was shown at the Detroit motor show and that these vehicles are to be sold in the US this year. Didn't we tell you that in these pages a few months ago? An ex OVL R member also reports reading a newspaper article in a Toronto tabloid saying that the Defender is to go on sale here in Canada in '93 for a cost of about \$40,000.

For those of you who have always wanted to buy Michelin XCL tires but could never afford it this 'is for you. EARS MOTORSPORT & 4X4 CENTRE in the UK are producing XCL remoulds / retreads (call them what you will), the price for a 205 R 16 is 39.95 pounds. Very affordable if you ask me! The tires are produced to a British Standard (like CSA) specification number. EARS can be reached by mail at BUXTON ROAD, MACCLESFIELD, CHESHIRE, SK10 1LZ, ENGLAND or by phone on 0625 433773 and fax 0625 433614. At present to my knowledge Bruce Ricker and Bob Wood are the only OVL R members with XCL tires (new not retreads) fitted at present.

I have now received back two quotes for military trailers from the U.K. Company A gouted average condition used trailers at pounds 250 each, for a contd.....

20 ft container UK haulage pounds 239, UK terminals 78 plus CAN \$995 to Montreal, Documentation pounds 33.

Company B quotes used average condition trailers at pounds 325 each, for used chassis with new body pounds 575 (600 if painted). They estimate shipping cost for 20 ft container to Montreal pounds 1,350 !!!!!

So I feel that we should go with company A and perhaps have the bodies and wheels dis-assembled and get between 10 to 12 into a container. Also if we do not fill the container with trailers we would accommodate other people's freight at a pro-rated amount. Over Christmas my list of those people interested was "tidied" away for me and so from memory I have the following interested parties so far:- LOWE, WOOD, JOYCE, HAMMOND, if your name does not appear or you want to call about bringing other bits and pieces in then please call me now.

If anyone is seriously interested in buying an ex Camel Trophy 110 or perhaps even a 90 then please give me a call and I'll give you more information. Please, serious callers only.

For those of us who get Land Rover Owner magazine we have been puzzling over an advertisement by the English company of John Craddock. As part of their inventory of second hand vehicles they have had a pair of 88" lightweights for sale. One of which has been listed as a MAY 1991 vehicle. Any one familiar with the British plate system will appreciate that this is impossible as the vehicles were only made up until the end of the 1970's. All ex MOD vehicles have had to be given either a "Q" or an age related plate.

Well, it seems that as part of the post Gulf war backroom deals that were going on that Land Rover actually ran a limited production of Lightweights again, perhaps with Iran as the customer. One eyewitness saw at least sixty vehicles on the line at one time. Another clue is that a parts dealer was contacted by the factory and asked to supply all the cab heaters they had back to the factory. These heaters are unique to the lightweight (and the 1 ton 109'). So putting all of this together I would suggest that these two vehicles that Craddocks have been trying to sell came from this batch or had something to do with it.

Dont forget that I currently hold the OVLIR video library and you may borrow any of the tapes provided that you pay for the postage each way for those of you out of town. You didnt think this was a charity did you!! For those of you in town call, and you can come round and pick them up.

So until next month, I'm outa here.....Robin Craig 613 738-7880

Two Quebec City Land-Rover enthusiasts, Pierre Doyle and Keaven Melançon, are disposing of their whole lot of B.L. related possessions. These vehicles had initially been bought for the Hydro Quebec James Bay Project. They were used in the early 70's to open roads for the more serious machinery that was to come. Pierre Lemieux originally bought the stock that was left. In his own words: a couple of these Land-Rovers had been trashed with axes (an occasional Sunday sport among isolated Northern workers) but most parts were still in mint condition. The man rebuilt a couple of machines but was left with a lot of stuff. Years later, the Quebec City duo acquired the remains and went on with their own rebuilds. They sent our club a non-exhaustive list of what they have. Some are running vehicles, some are parts.



VEHICLES

- | | |
|--|-------------------|
| 1- Series I, 86" 1956, excellent condition, runs, good frame, new paint, Warn Capstan winch (without drive) | \$3000 negotiable |
| 2- Series I, 80" runs but sold for parts, mechanically sound | |
| Series I engine and transmission | \$500 |
| 1 transmission | \$250 |
| | \$150 |
| 3- Series II-A, 88" right hand drive, excellent general condition, military bumper, Warn Capstan winch 8000lbs | \$4500 negotiable |
| 4- Series II-A, 88" complete for parts (frame rusted) | \$600 |
| 5- Series III, 88", good frame + differentials | \$800 |
| 6- Series III, 88", frame needs work | \$200 |

PARTS

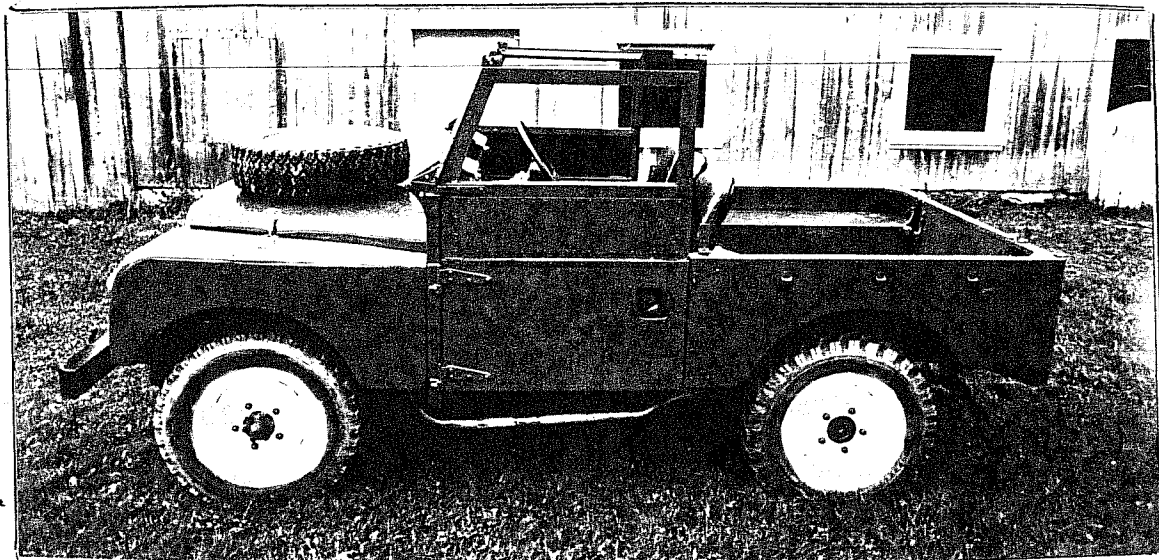
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| 7- Five (5) rear boxes, price ranging from \$50 to \$500 | |
| 8- Four (4) 88" roofs, | \$50 each |
| 9- Radiators (Series III) | \$100 |
| (Series I) | \$100 |
| 10- Four (4) hoods, deluxe and regular | \$50 each |
| 11- Three (3) Series III heater reservoirs <u>UNITS</u> | \$100 each |
| 12- Front differential complete | \$250 |
| 13- Differential | \$250 |
| 14- Complete Series II transmission | \$350 |
| 15- Complete Series III transmission | \$350 |
| 16- Two (2) radiator panels, Series I | \$50 each |
| Two (2) radiator panels, Series III | \$50 each |

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|---|----------------------------|
| 17- Ten (10) 16" wheel rims | \$400 for lot |
| 18- Five (5) Michelin 650 X 16" tires never mounted on rims | \$450 |
| 19- Lot of driving shafts | \$150 for lot |
| 20- Two (2) windshield frames | \$50 each |
| 21- Four (4) gearbox assemblies | \$150 each |
| 22- Four (4) steering relays | \$50 each |
| 23- Two (2) Solex carburettors | \$50 each |
| Two (2) Zenith carburettors | \$50 each |
| One intake, 2.5 (?) litres | \$50 |
| 24- Two (2) engine heads 2.5 litres(?) | \$100 each |
| 25- Four (4) windshield wiper motors for Series I | \$50 each |
| 26- Four (4) doors complete with glass for Series III | \$100 each |
| 27- Tandem trailer with four Land-Rover wheels + pintle | \$500 |
| 28- Many boxes of new parts | price for lot?? |
| 29- Miscellaneous documentation: | |
| | -parts and options manuals |
| | -workshop manuals |
| | -original pamphlets |
| | -micro-fiches |
| | -specialized tools |
| | price for lot?? |

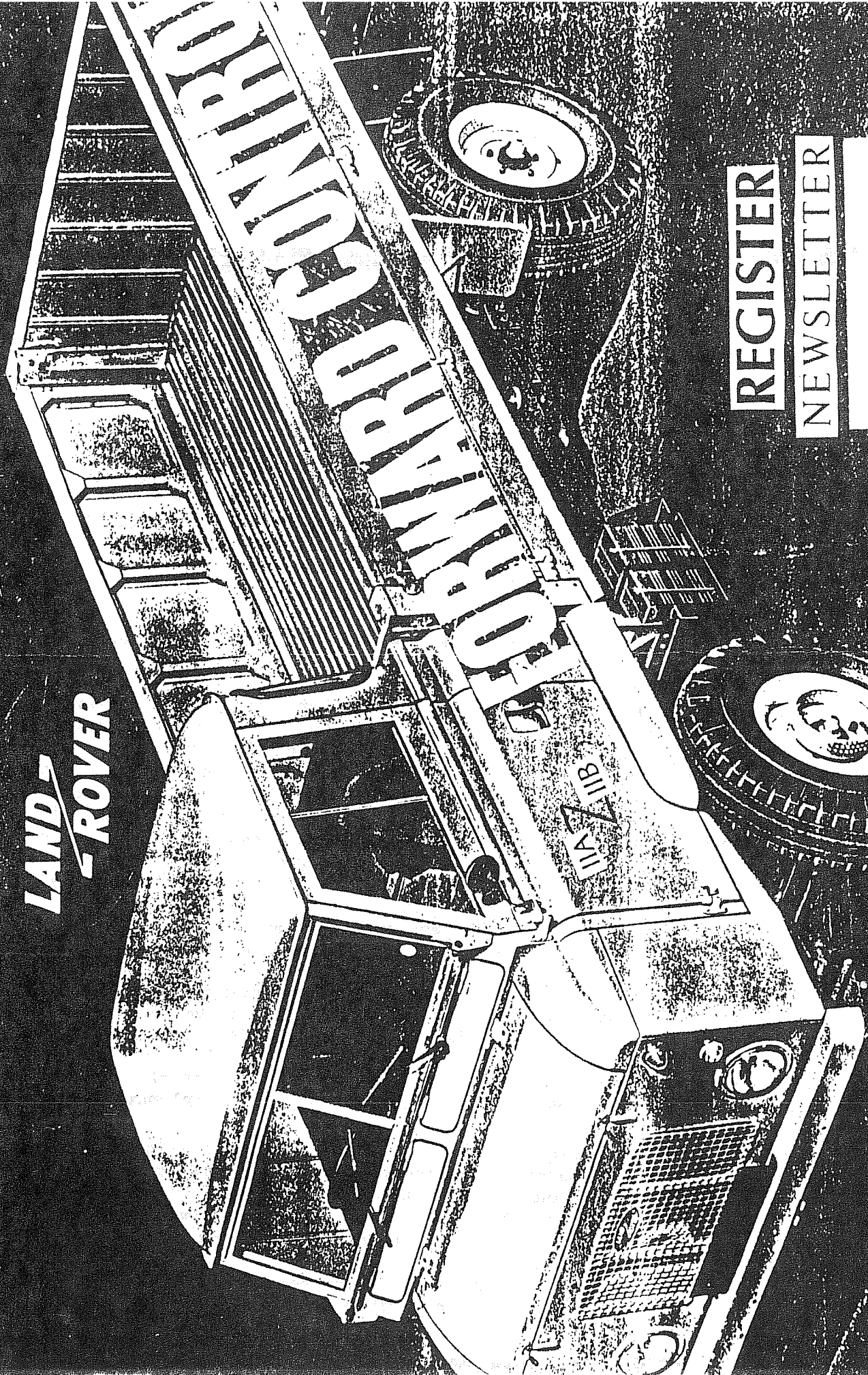
For more information contact Pierre Doyle
5157 De La Ballade
CHARNY, Québec
G6X 1Y8
tel. 418-832-0853

ITEM
1 →

Hot
Hot
: Hot



**LAND
-ROVER**



REGISTER

NEWSLETTER

JUNE 1991

The Series 11A and B Forward Control was built from 1962 to 1972 and, while there aren't a lot of them in North America, hundreds are still toiling in the workplace in England and other countries around the world.

This is part of the June, 1991 edition of the Forward Control Register newsletter compiled by OVL'R's friend Clive MacDonald-Smith in England. We received it only recently and don't have space to run the entire four-sheet package. Anyone interested in subscribing can write Clive at: Fadmoor, N. Yorks; England; YO6 6HY; 0751-31202.

The newsletter contains reports of Forward Control outings, events, technical tips, members' correspondence and "for sales". An example follows:

FOR SALE 1970 (J) Series IIb F/C 2.6 Petrol, fitted Transit rear body, used on coal round. 12 months MOT. £1500.00 O.N.O.

Contact: Frank Guest, Keighley, W. Yorks.. tel: (0535)665703 or 605846.

WANTED Forward Control wheel. T.J.Springhall (0634)270879.

WANTED Series IIb F/C, 2 $\frac{1}{2}$ diesel preferable. David Jardine member No 82
tel:(0392)-72709.

WANTED Tailboard and both sides for F/C Dropside body. N.Church member No.83
tel:(0277)-372634.

Some more correspondance, this one from member James Bellamy who writes from Neath, Wales.

Dear Chairman,

just dropping you a line as requested in the last issue of the Forward Control Magazine, and as a new member of two months standing, and also having completed my first Land-Rover "do" namely the Land-Rover National Rally at Plymouth.

I was beginning to wonder what the course of events was going to be, being new to these sort of outings. But not to worry help was at hand from Tony Arnold and Terry Seysell with his son Martin, I was ~~xxxx~~ beginning to get a bit worried, where had all the IIa and IIb Forward Controls got to?, plenty of 101s I noticed. Was this the norm, or was it just a one-off, I hoped so as I was getting a bit snowed under with all the attention and interest brought about by this marque. I think I'll sell it and get an "ordinary" Land-Rover, it's just too much.

Jokes aside it was a most enjoyable weekend. Tony and myself along with Terry and Martin, spent several hours talking about such subjects as availability of parts, which parts are interchangeable with the "ordinary" Land-Rover, originality of parts fitted particular to my F/C as compared to Martins and Tonys excellent examples. It was a very novel and much envied piece of equipment when Martin, at the end of the weekend drove his 80" trialer on to the back of his F/C, doing the job it was intended for, carrying large and awkward loads.

I am now fully conversant with most of the events that take place at these meetings, thanks to Terry and Martin who were most patient in their explanations of each event.

Telephone numbers were exchanged with people who had spares to offer, and I think Tony is going to investigate several for advertisements in the magazine.

On Tuesday after saying our Goodbyes to every body, my girlfriend Julie and I travelled down to Lands End which is not recommended as it is very commercialised and it spoiles the whole atmosphere of the place. Just outside Lands End was a very nice campsite. Funny thing, the pub was only across the road.

Next day it was on to St Ives and then up the coast road, with some spectacular coastline to Newquay and then on to Tintagel the birth place of King Arthur, this place is highly recommended as it is steeped in history and has a very amusing Post Office.