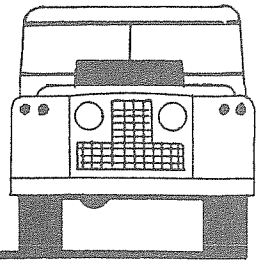


# OTTAWA VALLEY LAND ROVERS



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

G'day eh:

May 14/92

FIRST THE HEADLINES: The Birthday party is re-set for June 20-21, There's a new Land Rover club in Canada, we have instructions on bleeding your brake system, lotsa LRs for sale, the library is full of good stuff and Bates heads for the bush...and DOESN'T do anything stupid.

But first...a little apology. This edition is a tad late, it's also a tad tackier than normal due to the editor's office being moved and having to hide the club photocopy supplies so well from prying eyes that we couldn't find them for a week! We still haven't found the typewriter used for small editions so please excuse the scrawl. Also, I lost my grade five speller and the proofreader is missing. Pretty thing she was too. However, a decade or two in sleazy journalism taught me one thing..."It isn't the reading they want, they just need the paper to wrap the fish in." So here goes.

Now the details: The annual birthday bash celebrating OVLRL's ninth year as the best damn Land Rover club in these here parts, has been re-scheduled to the weekend of June 20-21. The Saturday-Sunday event is traditionally held the weekend closest to June 19, that magic day in 1983 when a small band of LR-lovers decided to leave the safety of anonymity and strike out as the first chapter of the Association of Land Rover Owners of Canada. This year, our busy schedule of events had resulted in a time conflict. That's been cleared away so mark June 20-21 (That's the third time I've said it now) on the Calender. We'll have a gargantuan hip of beef turning on the barbecue, Land Rover Games, an off-road tour through the hills of Lanark County, a little mud slogging, some mechanical demos, swimming, a huge bonfire and lotsa Land Rovers to poke at, giggle over, crawl under, stand around, listen to and lie about. We'll have prizes, give-aways, videos, photos, books, important guests, weird guests, uninvited guests and guests we thought were dead. Bring your wife, hub, significant other, sibling, goldfish or pet rock (remember them?) Drive, push, tow or carry your Land Rover. If you can't do that, hitch a ride... but COME. More details next newsletter.

The May exec meeting revealed a bank balance of \$2,257, thanks in part to the \$215 pulled in a this year's garage sale. As mentioned last month, the club has budgeted \$1,000 of that for the next stage of the kitchen trailer but the healthy balance means we can invest in a couple of other summer projects. Secretary Harry is looking into a new T-shirt and maybe a hat. Former president and super draftsperson Neil Brewer has come up with a new logo for use on things clothing.

On a more serious note, the lack of volunteers for our events was once again the subject of a lengthy discussion. Case in point was the "portapotty" used at the Maple Syrup Rally last month. While all agree it's a very necessary item, nobody wants to take care of it and ensure it cleaned properly after an event. Same with the garage sale. While all members benefit from the funds raised, it seems to be the same old gang that does the collecting, cleaning, pricing, selling and cleanup. Suggestions ranged from dropping some of the fundraising events like the garage sale and boosting the cost of events like the frame oiler and Maple Syrup Rally to make up the difference. Another was to reduce the need for fund raising by cutting back on the purchase of specialized tools, workshop manuals and projects like the kitchen trailer. Underwriting the cost of events like the Christmas party would also be scrapped. The exec will continue to examine ways of dealing with the "too much work-not enough help" problem at the June meeting. If you have any ideas, please join us.

NEXT MEETING: TUESDAY, JUNE 2. Call VP YVES 237-9719 for location.

The Maple Rally was a lot of fun, although the numbers were sharply reduced from last year. While upwards of 70 people indicated their attendance in a phone survey a week before, only 48 adults and kids actually showed, leaving master Chef Harry with several tons of sausages, beans and pancake batter. (Overheard from Harry: "We're gonna be eating this stuff all the way to the Christmas party.") Except for a short snow squall on the way up, the sun came out and we plowed into a pile of traditional spring breakfast before working it off helping hosts Vern and Linda Fairhead with the maple syrup chores. Special guests were Pam and Charlie Haigh, all the way from Rovers North in Vermont. They bunked at Chez Jerry Dowell the night before. Special thx to Vern and Linda, Chef Harry for his usual excellent fare, sausage pokers Al, Ernie, Yves, Louise and two lovely friends of Michel Gagne. Also to Treasurer Tom and Prez Jason for his speaking duties. There are many others but all the notes are missing. Sorry.

This year's garage sale was somewhat smaller than 1991---by about \$250. Was it the state of the economy? The state of the stuff? Or the state of Vermont?...which is where the Rovers North T-Shirts came from to help fill the club coffers. Many Thx. We had a lot of stuff donated locally too of course. Thx for that goes to: Murray and Connie, Yves and Louise, Louise' sister and her hub, McD's sister Cath, his dad "Da", and lady Kelsey, Tom and Derrick Hammond, Kathleen Murphy, Michel Gagne and Dale. Hope I haven't forgotten anyone. Also thx for their help before and during sale day to: Bates, Kelsey (muffins) Dale, Bob, Michel, Yves and Dale. Sales were down over last year but it wasn't really a loss. At end of day we took a trailer load of stuff to the Salvation Army.

"It's amazing, just amazing." With that short statement, VP Yves Fortin marked the end of what has become an OVLTR tradition: Al Pilgrim, AKA Bates, AKA the non-un-events co-ordinator, had just driven 50 yards down a dirt road and NOT destroyed an expensive part, ripped his pants, totally embarrassed himself, the club and complete strangers...or all of the above. The event, which may shake the very foundation on which our beloved Lugnut Award is built, took place two weeks ago during a little outing in Larose Forest. Bates had invited his brother-in-law into the "kiddy pool" bogs of Larose to explain the finer point of off-roading. McD and VP Yves couldn't resist going along for the expected hilarity.

Talk about lunchbag letdown. Actually, the food was the only thing funny--when someone put too many peppers in the hamburgs. Bates was amazing--just like Yves said. He flawlessly piloted his beloved "Sally", the previously-much-abused 107 pickup, through a morass of mudholes, ditches and, that deadly challenge that so often spelled his undoing--the flat, open road. Bother-in-law Rick Mathurin, solo in his Suzuki (alright, alright, he's first time guest, fer Chrissake) seemed to enjoy himself. Not so McD and Yves. Nor did the ever-present camera. The pair consoled themselves in the knowledge that the year is young and Bates is so...well, Bates-like. There's lots of time for the Lugnut yet.

NEWS...STORIES...THINGS THAT DON'T FIT ANYWHERE ELSE...FOR SALE...

\*-Welcome back Roger Gunthorpe, Marlene Manning (in case I forgot) and Asoka Mendis.

\*-Phil Tuba is selling his '73 Series 3/88. Frame and body passable, engine needs work, free-wheeling hubs on 16-inch wheels. Asking \$3000. Call him at 827-4471

\*-"Doc" Watson is selling a Series 3 bulkhead. He's looking for a Series 2 for around the farm. (519) 357-2148.

\*-Miles Murphy, connected with the Down East Land Rover Rally, called to invite all down to the fourth edition in mid-coast Maine June 27-28. More info: (207) 354-8850

\*-Oileak Illustrated, Rhonda Wood's excellent effort at a National Canadian Land Rover mag, has run into some difficulties and is taking a leave of absence. Let's hope it's a short one.

\*-Pam Haigh, supermate to the aforementioned Charlie, star RN mechanic, heaped mucho crapola on your beloved editor last visit because he managed to forget to notify anyone via this newsletter that the need to build their Vermont lovenest meant they had to part with what is probably the nicest V-8, 110 in the country. McD, of course, bowed, scraped and generally sucked up in a supreme effort to keep the free RN gifts comming..then promptly lost the details of this prime vehicle in the office shuffle mentioned earlier in this missive. Sigh. Please, please, please phone and buy it (802) 849-2340.

\*-Congrats to Robin Craig who recently penned an article for International Off-Roader on the Mounties at the Ottawa airport.

\*-Halifax-to-Alaska update: Organizer Ron Mowry has sent funds to confirm the Lebreton Flats campground and breakfast at the Navy Assn Mess this July . It's a Go!

That's all folks.  
Editor "McD" (613) 224-8300

Prez Jason (613) 595-4593

VP Yves (613) 237-9791

Treas Tom (613) 256-5585

Sec Harry (613) 284-0228

Read on for: The Prairie Rover, Series I clothing, Hi-tech LR news, those "Bleedin' brakes" and more.

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Hey! The Queen wears this stuff!

GENERAL SERVICE

by Robin Craig 613 738 7880

Hello all of you April fools out there. Yes I'm talking to you! Only Al Pilgrim, David Lowe and Andy Graham were the ones who are excepted. The rest of you turkeys, including McD, swallowed the L05 pre pre production Land Rover spoof. Well you're not alone on that one 'cos land Rover Owner in England did too. My thanks to co conspirator David Lowe for his help.

Nobody noticed the series one from the movie the "Gods must be crazy" movie shown during the Oscar awards ceremonies, shame on you all.

It appears as if there will be another sale by tender of ex military Land Rovers from a British base in Canada. This time it will be Suffield. My source tells me that there are about 15 vehicles being lined up, all are series 3 109's and seem to look reasonably straight and have canvases. As with the last lot of vehicles that came out of Wainright I would imagine that a waiver form would have to be signed agreeing not to register these vehicles for road use in Canada, and also that we will have to pay a 9 percent import tax as these vehicles originally arrived here exempt

Anyone who wants to stay on top of this one call me for further info and WATCH THIS SPACE.

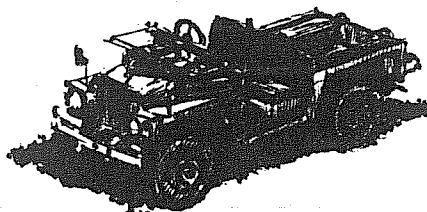
Something is going on at the factory in England. All members of the media are being kept out of the factory, except reporters who work for Land Rover owner but security on the Range Rover engine production line is extra tight. Coupled with this are reports of Range Rover dealers booking trips to North Africa for July of this year.

Myles Murphy reports that according to his sources a "lightweight" 90 is being trialled by the British forces. On checking with our man on the spot Bob Morrison he said that he was aware of such a vehicle and knows that it has been to Norway but has yet to see it or a picture of it. Quite what the reasoning behind this vehicle is I'm not sure, as both the current 110 and 90 air both airportable in their own right.

Whilst on the subject of airportability, Bob Morrison reports that the Brits have managed to sling two 101 forward controls under one Chinook helicopter at one time. I cant wait to see the pictures of that one!

Talking of pictures, I have been getting a lot of good information back in connection with preparing my lecture in July. So far material from Pilcher Greene, Penman Engineering, Glover Webb and Marshalls of Cambridge.

Well, until next month thats it for me..... Robin Craig



By Myles Murphy

With the advent of modern communications and telephone systems designed by someone other than LUCAS it would be reasonable to suspect that there are other forms of communications besides SnailMail (Canada Post) or the simple voice call with Bell Canada. Happily, I can say that this is the case.

There are a great number of "bulletin board" (BBS) systems around. Even better, most of these BBSs are linked together to form large networks that span the globe. I will deal with two of them here. These are the two largest networks in the world, and they are called InterNet (or usenet etc.) and FidoNet.

First we will deal with FidoNet. FidoNet is the largest amateur BBS network in the world. It comprises some 15,000+ systems in every inhabited continent. FidoNet systems are all accessible to any user who happens to have both a computer, modem, and communications package. Locally in Ottawa there are some 120 systems divided up into two "nets".

All of these systems carry something called either "echos" or "conferences". The InteNet term is "newsgroup". An echo is an area where users can enter a message and this message is "echoed" out to other systems in the network carrying that particular echo. Applicable to the readers of this article, there is an echo within FidoNet called BRIT\_CAR, or the British Cars echo. Any user can log onto a system carrying BRIT\_CAR and enter general comments, questions, or answers to questions in this echo pertaining to british cars. Of course, there are hundreds of other echos devoted to other subjects. Which echos are available on a particular BBS depends on what the owner of the BBS is interested in.

Unfortunately, my system does not allow human callers into the FidoNet side of things. There are a few BBSs within Ottawa that carry the echo though.

The second network, InterNet, is the amalgamation of several networks. InterNet is the largest network in the world with some 100,000 systems and some 10,000,000 potential users. It too has a British car echo in the form of a "mailing-list" available to users. There is even one devoted to Land Rover owners. Both of these mailing lists arrive in my system. There are also many other automotive related conferences, and newsgroups (as they are termed in InterNet) available within InterNet, though not on my system yet.

The only drawback to InterNet is that getting access or a feed is extremely difficult. There are two or three systems in Ottawa that allow general users, and I am unsure what costs there are associated with them. Some may be free. In the near future my system will be available for callers in the local dialing area (those in Manotic, Orleans, & Kanata are out of luck as I live in Lusville, up the river from Aylmer, Que.) May 1st is the current date for finishing all of the testing.

I am exploring the possibility of gating these two mailing-lists into local newsgroups where any caller can read them and respond/post messages. (To save duplication, and preserve my hard drive space limitations) When this will occur depends on getting permission to do this. Currently, a user on my system can get access and request that they be added to the mailing-list where upon the mailing-list messages will magically appear in their mailbox.

My system can be reached by dialing (819) 455-2780. Set your modem up for 8n1 and dial away. They system is available to human callers from 6am to midnight. When you connect you will be asked to press the <escape> key. Do this. When you get a login prompt, type "new", otherwise my system will dump you out. This is purposely not announced. It tends to keep people out of my system. Follow the registration instructions and I will get around to validating you fairly quickly. How quickly will depend on how frustrated I am with my 109 sitting in the garage up on axle stands

If you are unsure of a communications package to use, I suggest Telix. If you really get frustrated, give me a call on my voice number (455-2873). I do have an answering machine if I am not around. Help is available on the BBS.

DIXON KENNEDY  
445-2783

# The Prairie Rover

April 1992

Newsletter of The Land Rover Owners Assoc. of Manitoba

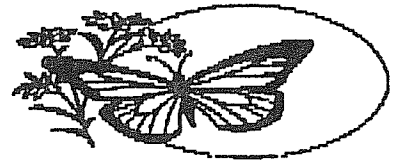
Wow! Volume two already. How time flies when you're sitting at home wishing you were out actually doing something in your Rover. Well, all that's about to change. I'll get into the details later, but it looks as though the club is really going to go out and do some off roading.

In other news, we now have a logo that Todd made up for us proudly displaying a IIA with the LROAM title around it. It looks sharp as many of you commented at the last meeting. Speaking of meetings and other administrative headaches, kindly remember to send your 20\$ annual membership dues to Todd Jackson or myself. This will help cover costs such as mailing this poor excuse for a newsletter as well as covering the expense of logos, stickers etc. It's only twenty bucks, and we promise not to fly to Florida with the club's membership money. The cost of having our decals made up comes to \$239.40, and Todd and myself have had to cover the balance of the amount as we have not yet received everybody's membership dues. They should be ready soon so the sooner you get the money to us the sooner we can get them out to you.

Also discussed at the meeting were video cassettes that needed to be transferred into a North American format. No news on that yet, but Dave Place

informs me he has an excellent film on the Camel Trophy rally he received from a fellow in Ontario. Copies will be made up and spread around for your viewing pleasure. I had a look at it just recently and was very impressed. Believe me, it will leave you wanting to hop in the Rover and head for the hills. When the other films get transposed we'll pass them on.

Another point I wanted to mention was the buy and sell, swap etc. I'm not sure if there is a lot of interest in this, but I've made up a little form in the back of the newsletter. If you have some stuff around you want to get rid of or even if you're looking for something, just write it down and send it back to me. For example, I have a couple Fairey Overdrives just sitting in my garage doing nothing and...NOT! Well, you get the idea. Please let me know what you have or want. If this newsletter is going to be of any use it must have input from you people.



## Spring Outing May 17th

I can't help but laugh each time our little club gets together. We all sit around full of eagerness and good intentions, but nothing ever gets done in the way of outings etc. Well, as I eluded to earlier, we now have something on the go. On the 17th of May we will be trekking to Clark road in Selkirk. This is an ideal training ground with a variety of steep pitches, bogs, water and other obstacles. It's only about a 10 minute drive from Robert Jonnason's and is easily accessible from the city on Hwy#59. We will be meeting at Robert's shop at about 8:30 AM. Pack a lunch. I assure you it will be a lot of fun for all involved. I have only been there on two brief occasions but I had a great time. It would be truly appreciated if you could let me know if you plan on attending so we have some idea as to who will be there. Make sure to bring your camera.

# "The Second Page..."

I feel that this newsletter requires an editorial section. You know, the kind of article where some person who knows absolutely nothing about what they're talking about, goes on and on until such time as you've lost track as to what it was they were talking about in the first place! I feel more than qualified for such a task.

Much to my dismay I read an article from the Toronto Star. While that in itself is of no significance, what is important is the fact that Land Rovers were mentioned all through it. You see, we humble Land Rover owners are just a bit ahead of our time. We are infact the new trend setters of the 90's. What I am saying here is that the Land Rover is about to take this country by storm as it did a few decades ago--but for a much less noble reason. You see, Land Rovers are becoming trendy. That God awful word that has been associated to skateboards, sushi and fluorescent clothing. I'm not suggesting for a minute that you're going to see hundreds of Land Rovers driving around (far from it in fact) but rather what few Rovers left in existence will be snapped-up by status hungry morons who appreciate little of the Land Rovers unique characteristics. The end result will be rising prices on parts and Land Rovers themselves. This is great if you run a little boutique and make a living off of hosing the general public. If however, you are a person who simply loves the Land Rover for what it is and have been doing so over the past few years when it was'nt cool or trendy to own one, you're in for a shock.

I can't say I'm surprised though. It was only a matter of time before the Rover came into its own. Please don't get me wrong-I wish everybody could own one. Unfortunately, a few people have been doing some speculating and have in the process created a false economy. The Land Rover: A Rich mans vehicle. Give me a break. Sure, our heads swell a bit if we think we own some prestigious vehicle that's out of touch

"...Rovers left in existence will be snapped up by status hungry morons..."

for the general populace but we are the losers in the end. We are the ones who will pay the "through the nose" prices on the upkeep. Oh please let me continue to hear the goof at the local parts counter go into detail over why I can't get parts any more and please, permit me to suffer the ignorance of the Ram Charger mindset who tell me a little puddle jumper can't do anything. You see, what they don't know won't hurt us. Continue to drive your Rover with pride--but for a different reason. Don't get sucked-in by those who would have you think a Land Rover is great merely because it is rare and expensive. The Land Rover is great for what it is.

That's it for this month. A special thank you to the Ottawa Valley Land Rovers for sharing their information with us--as well as the Camel Trophy Video. Input from anyone who had the misfortune of reading this newsletter is welcome. Comments, articles or even questions will be cheerfully printed if requested. Opinions expressed in this newsletter are just that, and counter opinions will be equally represented. The aim of this newsletter is to keep people informed. Anyone is welcome to contribute, and we hope to have pictures as well as ads soon. Drop me a line at: Box 250, Powerview, Mb. ROE 1P0.

Scott Sheppard,  
Editor





# ASK THE MECHANIC

## Brake Bleeding

By Bob Fischer

One of the most frequently asked questions relates to brake bleeding. Having tried various methods, I can report that pressure bleeding is absolutely the most efficient and foolproof means of stopping the problem. However, it is imperative that proper preparations and precautions are taken to ensure the integrity of this operation. First, make sure that all connections are tight and dry. Follow the routing of the individual brake pipes, paying particular attention to the unions and any place the brake line is anchored to the frame. If any line is questionable, replace it.

Next, check the master cylinder. If the fluid is anything but clear, remove it from the reservoir. On earlier models equipped with metal reservoirs, check the interior of the unit, as it tends to rust from the inside out. Once again, if the component is questionable, replace it. From this point, check the master cylinder, particularly at the bellows, where the pedal actuator rod enters the cylinder. Any moisture observed on the inside of the bellows may indicate leakage of the cylinder bore seal and should be dealt with before

proceeding. On vehicles equipped with a vacuum booster, a quick method to check for fluid leaks is to remove the large vacuum line from the booster and inspect the interior of the hose for moisture accumulation. Moisture found in this line is indicative of a seal failure in the master cylinder. When the cylinder is rebuilt or replaced, the condition of the booster should be ascertained. This may be done in nearly the same fashion as checking the rear portion of the master cylinder. If fluid is present at the actuator rod bellows, the booster is a likely candidate for replacement, as the large rubber diaphragm has been attacked and compromised by the brake fluid.

When your ready to bleed first...be sure you're using a quality brake fluid, Land Rover Calls for Castrol LMA or its equivalent. (DOT 3, silicone, or other non-recommended fluids may destroy rubber components).

The pressure bleeder is simplicity itself. A small canister similar to a garden sprayer is filled with brake fluid and attached to the master cylinder via a fluid proof hose and adaptor cap. After building approximately 5 to 7 psi in the tank, a valve is opened and the entire system is

then pressurized. Starting at the left rear wheel, open the bleed screw until all air has evacuated. Proceed to the right rear wheel and repeat. Next would be the left front and finally the right front. At this point, the entire system should be free of air. In the case of a Model 109, it may be necessary to repeat the process a couple of times.

A very basic power bleeder will cost approximately \$70 and more intricate ones upwards of \$250. The simpler ones are more than adequate, as less than 10 psi is required to perform this operation. Although this unit might be a little pricey, it's well worth the investment. Especially if you're a do-it-yourselfer and maintain other vehicles as well. Adapters for virtually all makes are available. Check your local auto parts store or tool dealers for the unit that suits your needs and pocketbook.

*Bob Fischer is our senior mechanic with lots of helpful hints. He is available to help you with your questions on our Technical Hot Line from 4:00pm - 6:00pm EST*

**Technical Hot Line:**  
**(518) 664-6169**  
4:00pm - 6:00pm EST

THANKS TO ATLANTIC  
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FOR SALE: EX-BRITISH MILITARY LAND ROVERS. 109'S AND LIGHTWEIGHTS. PRICES \$5,500-\$4250 U.S. CALL: MARKO (416) 825-8662

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CALL: TREVOR EASTON (416) 945-6128

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THANKS TO: CAMSOC ↓

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1977 88" - rebuilt drive train \$ 3,500.00 ish  
1950 80" - missing front exle "several hundred "  
-Reply to Les Kohalmi  
(705) 859-3369 - Manitoulin Island
- For Sale: 1958 SI pick-up, right hand drive, good body, etc.,  
2½ litre engine not running, ex-British military, full wooden cab.  
-Reply to Chris Haines  
(315) 428-8821 - Syracuse
- For Sale: Hard-top, doors, assorted body parts, etc., from 86 inch  
Contact: Grant Potter  
(705) 798-3469
- Wanted: Front wings for 86 inch  
Contact: Pete Parsons  
(613) 521-5010
- Wanted: Hoodsticks, D-lights, bulkhead lights, front wings (no light hole) for 80 inch.