

Volume XII, Number 1

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President: Ted Rose (256-1598)  
Vice-President: Dale Desprey (729-8530)

Secretary: Murray Jackson (591-0672)  
Treasurer: Christine Rose (256-1598)

10 January, 1995

Greetings;

The news of the month is the election of a new executive. Murray Jackson, deciding that one year wasn't enough and doing such a fine job, was acclaimed as Secretary. With the outcome never in doubt, though confusion as to who would run the club, and who would assist, Ted Rose was elected as the new President and Dale Desprey as the new Vice-President. The most contested position was that of Treasurer where four people ran. Christine Rose, after putting in an excellent showing at running the food at the Birthday Party and leading recent forays into new clothing, won the position.

The Annual General Meeting saw the gathered membership give final approval to changes in the constitution, clearing the way for a submission to Industry Canada for Federal incorporation. The new corporation will take over all of the club assets and require more organised reporting, accounting and the preparation of audited accounts to satisfy legal requirements. Rather than mail out eleven legal sized pages (up from the pre-incorporation two) to all members, any member who desires a copy of the articles of incorporation should call, or send a note to Murray Jackson, the Club Secretary, asking for a copy.

Other items discussed at the AGM included: club clothing with approval granted for the club to order some of the Land Rover style caps, at a vastly reduced price and with the club logo embroidered onto the cap. OVL R has joined the British Car Council. The BCC is also a federally incorporated body and through them OVL R will be able to get \$2 million in liability insurance coverage for many of our events at a nominal cost to the club (a buck a member, though we are working out how to define a member). Approval was given to McD to carry out some more work on the club trailer, bringing it up to an unmatched spec not met by any other club. Initial additions will be drawers, acquired on a cost reduced basis from a favoured supplier. A shelter for the trailer will be started, completion scheduled sometime in the Spring. These additions will leave seals around the hatches, water tanks and coolers as the only items remaining to be tackled.

Three Land Rovers actually showed to the AGM, though one really doesn't count. Outgoing President Yves doesn't have an alternative mode of transportation. An account of driving a Land Rover in the winter was probably best summed up by Ted Rose when he arrived at the Rochester Pub near CANMET for a pre-Executive Meeting pint. "I had forgotten what it was like to drive my refrigerator around" was his response to the drive into town from the rural wilds. Tom Hammond, the third Land Rover at the AGM, is quickly adding miles to his rebuild. Following the AGM, the assembled masses repaired to a well-earned jar or two at a nearby locale.

#### **A word from an already past president...**

As we start a new year, our club is acquiring its noble ranking of Corp. After eleven years and six months of existence, a board of directors is formed and the good'ol constitution is fine-tuned. Coming June, OVL R will be celebrating its twelfth birthday (longer than the life of an ordinary car). Time flies...

Thinking of twelve years makes me feel like a newcomer, still, like a large part of the club's history is unknown to me. But in fact, looking back, I just realized that I joined the club in 1986. I therefore lived through 75% of the club's existence!

Against the recommendations of friends and family, I bought my first Land Rover in September 1986, a few days before classes started, in hope of driving her to The Capital. Actually I had walked by that same vehicle everyday on my way to elementary school, fifteen years before (when it was, to my friends and I, not a Land Rover but a Solihull!).

It almost made it through the first half mile that separated the garage lot to my parents' driveway... Within the first two minutes of driving it, I experienced my first broken half-shaft—and not my last one to be! Returning one month later with a \$400 cheque in hand for the repairs and a large smile, I picked up the **already green and yellow** baby.

Driving back through Montréal, I became very good at pumping the ~~sponge~~-brake pedal. After a nine hour night of driving, I went straight to the University to attend an early lecture. Oh you should have seen me, ninety minutes later, running out towards my new acquisition! I ended that sprint only to discover a rectangular paper which had been gently placed underneath the windscreen whipper; of course it was a parking ticket! But what really drew my attention was a note behind the door handle which said: *Do you know Ottawa Valley Land Rovers?? Call Tony.* (Thanks to Tony Fowler.)

This is how it all started for me. Needless to say, without the club I would have had to depart from driving that vehicle a long time ago. Besides the invaluable help I got from many club members, most important is that I found a great group; The people from the club make me feel normal to drive a Land Rover!

I think this story reflects the philosophy behind OVLR: a bunch of jovial people willing to share their enthusiasm and knowledge. I would like to offer my most sincere thanks to all members who have helped in making OVLR what it is particularly the members of the executive and newsletter editors that I have had the privilege to work with.

It is not an easy task to run a voluntary organization nowadays. Keeping together a group of people of different ages, with different backgrounds and interests is rather challenging. Moreover, no one has time these days... The real challenge is to keep our people motivated. There is no doubt that newer and older members alike have something to bring to the club.

A club like ours is a dynamic and evolving entity. Year after year, a common vision has to be redefined and the club has to fulfil the needs of its membership. We have to learn from the past and plan our future. To do so this year, we have a mixed team of experienced people and fresh people with new ideas and energy. Let us hope that they get the support that they need from us to help us follow the objectives of the club which are *To promote, support and protect the interests of Land Rover owners and enthusiasts in the Ottawa Valley.* And good luck to the new executive!

Yves

#### OTHER NEWS, REBUILDS/PROJECTS, EVENTS, RUMOURS, TRIVIA...

In the credit where credit is due department, thanks to Bruce Ricker, Bob Wood, Dale Desprey in getting the December Newsletter out.

Land Rover in the News: Land Rover articles in various magazines: FOUR WHEELER magazine, which named the Defender 90 "four wheeler of the year" in 1994 will in the Feb. 1995 issue (cover feature) bestow the honour on the Discovery. The January issue has the following article by John Stewart writing "1995 Range Rover" in vol. 32, no. 1 (Feb. 1995) p. 43-44. Another article that can be found is by Dennis Simanaitis writing "1995 Land Rover Discovery: good car, questionable karma" in ROAD & TRACK vol. 46, no. 5 (Jan. 1995) p. 72-76. For those looking for advertising with Land Rovers pictured, the most recent issue (January 24th) of PC Magazine has a computer ad with an 88 in rough terrain hidden away on pp 242-243. The Feb. issue of 4-Wheeler magazine is the issue to get for Land Rover owners of any model. Usually this rag is filled with jacked up chevy trucks that are likely to tip over on any cambered road. But, this month there are several articles featuring the aluminum workhorses that we all know and love. (1) As we have heard, the Discovery is the 4X4 of the year. "The only real 4X4 tested". "Even a better babe magnet than the Defender" (last years winner). "Goes everywhere the other trucks did, with the diff. unlocked", etc. (2) The Transylvania Trophy finally makes the pages of an American magazine. Filled with Land Rovers, including the infamous shot of a Camel Disco sunk half-way up the windscreen, makes for fun reading. Of course the writer does go on and on about the Jeep set al., then finishes by hoping that the next Warn Challenge is close enough for American 4X4s to enter. It will be amusing to see the Jeep set get their ego a little deflated, like a punctured 35x15x16 Super Swamper. (3) On the last page, reserved for classic stock rigs, they detail a

vehicle close to heart (and pocket book): 1969 Series IIA 88". This completely stock Rover was refurbished by Cheshire Auto in New Hampshire, with a short plug for Rover\$ North. Congrats to Brit team of John Saxton and Graham Roberts who finished the Baja 1000 FIRST IN CLASS (full stock) in a Defender 110 over the works HUMVEES ("bah, humvee!")! One of the things the testers in FOUR WHEELER magazine all acknowledged was that the other trucks in the test all had street tuned suspensions, rarely fitted to off-road. One said the Disco was "the only real 4WD in the test" while another said the Chevy "crawls great as long as the trail is flat".

From time to time, members of the club make sightings of other Land Rovers kicking about. Rather than writing about the usual Land Rovers that seem to be lying about as seen by members it would be interesting to write about some of the truly wondrous Land Rovers that exist. The most recent that comes to mind is one recently spotted by Michel Bertrand. This was no ordinary run of the mill 88". Michel's attention was first drawn by its colour, a nice bright orange. In fact it was orange everywhere, from the rims, sidewalls of the tires, to the license plate (making it only legible for those practised in braille). Painted across the sides were many appearances of "4x4", "Kaboom" and "Swamp Boogie". For a more tasteful look, there were thin purple stripes randomly painted about. It sported a custom plexiglass pick-up cab, no doubt so the owner could better appreciate nature above while driving. In keeping with the theme, the doors had been modified to look like CJ-7 doors to crawl over into Pinto seats, which were of course painted orange. Looking further inside, the finer touches of painting are seen: every gauge was a uniform orange, making them tastefully blend in with the rest of the dash. Could such attention to detail continue elsewhere? In this case yes. Looking under the vehicle, Michel noticed that the frame from midway of the vehicle back was two large U channels, messily cut off with a blow torch at the back of the body. There was no cross-member. The wings were history, probably because of a massive plough attached to the front. The designer of this contraption installed a hydraulic pump to move the plough from left to right. As the pump had a one foot high filler tube, a large hole in the bonnet was necessary, giving the Land Rover that Rolls Royce B-40 engined look. The plough was raised on a large flywheel and starter motor, a switch inside inverting the current to lower it back down. Has anyone else seen any better? Others would like to hear. (PS: This orange Land Rover is for sale. \$800 firm.)

Rebuild activities? Well, George Kearney is about to embark on another Land Rover rebuild. This time it is going to be a Series III vehicle. Sean McGuire has recently acquired a Series I 86" to play with and Michel Bertrand has Rudolph painted a nice sand colour as it prepared itself for a more energetic life this year. David Meadows has nearly completed the complete wiring of his Land Rover, leaving enough redundancy and options to allow the electricians to pass current DOT standards. The seat box, and a paint job seem to be the only things left to go. Bates claims his brakes still work, and Dale continued to contemplate a particularly oily diesel engine sitting in the middle of his basement floor.

From the USA we finally hear about the first 1995 model year Defender 90 at the dealerships. There are some detail changes... some better, some questionable. The first vehicle received at that dealership was black. Black is a regular production colour for 1995 (there was a limited production run of 100 of them for 1994), replacing Arles Blue. (Glad you got the paint when you did Dave?) No more blue in North America for now. I am told the 1995 looks terrific with the new Bestop full tilt. The top fits tight as there are no more snaps. It has clear windows, although no more alpine lights... too bad. The rear lights ARE round now. Really strange for those used to the 90, but fits right in with the majority of Land Rovers over here. Apparently they are not at all same round ones as on European-spec cars and are in the same layout as square light. The new 90 has little door \*map\* pockets which were not on earlier editions. For the free with cash, there are improved rear speakers in somewhat larger baffles. Different head unit is now \*CD-ready\* for optional CD changer-powered subwoofer unit. A new A-frame front brush bar is now readily available using a larger diameter tube.

In the mail this month is the May 1994 newsletter from the Toronto Area Rover Club. This issue has a copy of an Australian article on the "Ins and Outs of River Crossings", one on how to buy a Rover P4, and a list of upcoming events for the summer of 1994. Readers will recall the previous issue received was September's, preceded by June's issue. You gotta wonder about the Postal Service.

The Rover-Landers of British Columbia are said to have reformed yet again. Late news from out west says they did hold a meeting this past summer, collect membership dues and were supposed to come out with a newsletter in August. Sources say none have appeared yet in their mailboxes, but there is hope that they might get going.

**Future Events:** (Expect this section to grow as more events from farther afield are added for our long distance membership.)

Lake.

**Monday, January 16th**      **Social at the Prescott**  
Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's

**Monday February 6th**

**Executive Meeting**

The new Executive runs its first meeting down in the bowels of my basement. 27 Kelvin Crescent for those who wish to come along and discuss various issues. It is the plan of the Executive to determine most of the dates for the coming year's worth of OVLRL events at

this meeting. (TR)

**Sunday, February 19th Winter Safari XI**

A winter off-road at the Mowry Farm in West Lebanon, Maine. The day will be spent in the woods regardless of sleet, snow, or rain. Day's end is back at the Mowry Farm for pizza and beer, socialising etc. The video of the evening will be the 1992 Trans Canada/Alaska Tour Videos. For more information write or call Ron Mowry, PO Box 1023, West Lebanon, Maine, USA, 04027 or (207) 658-9064

**Monday, February 20th Social at the Prescott**

Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake.

**Monday March 6th Executive Meeting**

Another planning session by the Executive in my dungeon. All are welcome, though BYOB is preferred. (DD)

**Mid-Winter First-aid / CPR course.**

Details in a future newsletter

**Mid Winter Off-road**

A mid-Winter off-road currently under general discussion for those with Land Rover that will start at colder than normal temperatures. (Sorry Dale, the Fires of Hell won't get your diesel going, but if you talk to Harry...)

**Early Spring "Light" Off-road - Road Building Revisited**

The "light" <cough> off-road road building revisit scheduled for this Fall has been rescheduled to the early Spring.

**Early Spring Exploratory off-road to Wendover**

A "light" medium off-road to examine the suitability of using George Kearney's place as a Birthday Party location. Fifty plus acres backing onto Larose Forest criss-crossed with trails et cetera.

**Spring (When the snow is melting and the sap is running) Annual Maple Syrup Rally**

Traditional brunch/snowy off-road in deepest darkest Quebec.

**May (probably) Engine Tune-up**

Details to follow.

**June 12th Annual OVL R Birthday Party**

2nd or 3rd weekend in June.

July 1st & 2nd 8th Annual Downeast Land Rover Rally Mid-Coast Maine. The most important day is Sunday at the Owl's Head Transportation Museum. There are no participation fees.

Saturday: BBQ at Ducktrap midday, Whale's Tooth Pub in the evening

Sunday: Owls head Transportation Museum 9am - 4:30pm. 70 to 100 Rovers, airshow and more Whale's Tooth Pub - dinner - evening

Monday: Acadia Nat'l Park, Desert Island, Quiet driving, no 4WDing, antique stores, coastal villages.

Tuesday: Breakfast at Ducktrap. Fireworks in Thomaston Maine. at 9 pm.

More details: Myles Murphy, RR2, Box 23, Lincolnville, Maine, 04849, USA or (207) 789-5303.

**LAND ROVER CANADA NEWS & PRESS RELEASE: All-New Range Rover 4.0 SE Now in Canada**

Land Rover, the British specialist four-wheel drive manufacturer, has brought the all-new Range Rover to Canada.

The Range Rover 4.0 SE inherits the crown of its predecessor after the vehicle's twenty-five year run as the gold standard of sports utility vehicles. The Range Rover 4.0 SE goes beyond the concept of the original Range Rover not only to encompass that vehicle's legendary off-road capability, but also to provide superior on-road ride and handling characteristics.

The original Range Rover, launched in 1970, has gained a worldwide reputation for its classic and elegant style. It is the only vehicle ever to have been exhibited in the Louvre in Paris in recognition of its design.

In response to customer's wishes, the engineering team for the new Range Rover has adopted an evolutionary approach, retaining many of the key styling features of the classic model. These include the commanding driving position, distinctive hood and front end, the large glass areas and the split tailgate.

While maintaining its distinctive image, the Range Rover 4.0 SE started from a clean sheet of paper with only about one percent of the parts being carried over from the original vehicle. It is the most advanced vehicle of its type ever made.

Inside, the all-new integrated fascia and centre console provide an ergonomically correct environment for the driver. Passengers enjoy luxury and convenience features previously unavailable to sports utility buyers.

The Range Rover 4.0 SE is slightly larger with more headroom, more legroom, a larger rear seat compartment and 50 percent more luggage space. It has class-leading aerodynamics with a 0.38 Cd.

The new model will be available in Canada with a new 4.0 litre aluminum V-8 engine, giving world-class performance and refinement. Top speed of 190 kph and effortless cruising are matched to towing capacities of 3500 kg (7700 pounds) in low range and up to 2900 kg (6500 pounds) at highway speeds.

Land Rover engineers have designed a totally new ladder-style chassis, new front and rear suspension systems and new beam axles to give the Range Rover 4.0 SE outstanding on-and-off road performance. Rear trailing arms are of a revolutionary design and are made of lightweight composite material. Electronic traction control and state-of-the-art all-terrain anti-lock brakes are standard.

A very sophisticated ZF four-speed automatic transmission is fitted as standard equipment featuring an innovative II-gate shift pattern, developed by Land Rover engineers to enable the driver to operate all high and low range functions with one lever via electronic control.

The Range Rover SE features a highly refined permanent four-wheel drive system with a viscous coupled centre differential and two-speed transfer gearbox. Both systems were developed exclusively for the new vehicle.

Safety in the all-new Range Rover was a design priority including standard dual airbags and knee bolsters, adjustable seatbelt anchorages for all outboard passengers, anti-submarining seat frames, side-door impact beams and a class-leading security system.

Passenger comfort is monitored by an automatic climate control system with side temperature setting for driver and front passenger. Burl walnut and luxurious leather give the interior refinement, comfort and luxury.

The Range Rover 4.0 SE has the most extensive use of computer electronics in any sports utility vehicle. Its Body electronic Control Module (BeCM) monitors hundreds of parameters and can dip exterior door mirrors when backing up. It can even determine which driver is approaching the vehicle, thanks to an encoded entry system, so that the seating and mirror settings can automatically adjust to fit preset positions.

The Range Rover 4.0 SE, the result of a nearly \$700 million investment program, is aimed at not only traditional loyal customers, but also at people who buy other luxury models and performance cars. It will be built on the most advanced sport utility assembly line in the world where no associate may wear a ring or watch lest they damage the flawless painted surfaces.

More information on the all-new Range Rover and dealer locations can be obtained by calling 1-800-FINE-4WD.

Land Rover Canada Inc. is a wholly owned subsidiary of Land Rover North America, Inc. which is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover, Solihull, England.

**Know Your Rovers: The First Land Rovers, 1947 - 1953** by Myles J. Murphy

Rovers chief engineer Maurice Wilks came up with the idea for a "Land Rover" while on holiday in Wales during the Easter Break, 1947.

Earlier in the year, Wilks purchased a surplus U.S.-built Willys Jeep for his own use. Not only would this vehicle serve as the inspiration for the "Land" Rover, but it would provide many of its components for the very first Land Rover (see drawing #1). Among the items used were: chassis, the complete drive train, up to and including the Jeep transfer box. The Jeep steering assembly, up to and including the steering box. The prototype Land Rover had a centre steering wheel (neither RHD or LHD) linkage to the Jeep steering box was via chain and sprockets. From photo evidence it would appear that many other items from the Jeep were incorporated into the prototype. Quite a number of these bits 'n' pieces have remained standard items on civil and military Land Rovers to this day.

Simply put, without getting too bogged down in the history of the times, and the Rover Car Company's reasons for getting into the 4x4 business - the Land Rover was intended as a stop-gap product to keep the company "in business" in the lean years following World War Two. At that time all Rover had to offer was its pre-War luxury car designs that no one wanted or could afford. They also had a prototype "compact" car in the works but the market for that vehicle did not seem to be materializing.

The post World War 2 British economy was in shambles. Strict rationing was in the order of the day and there was an enormous foreign debt to take care of. The Ministry of Supply ordered (that's putting it mildly) all manufacturers to export up to 75% of all their products. This draconian policy was necessary to bring in the vitally needed hard currency to help service the debt. Truck and tractor manufacturers were doing brisk trade overseas, but there was little or no demand in the rapidly changing post-War world for what Rover had to offer. Prior to the Second World War the Rover Company did very well for itself providing luxury cars for the upper classes. So smug were they that they never built left hand drive vehicles, there being more than enough business at home and in the right hand drive colonies.

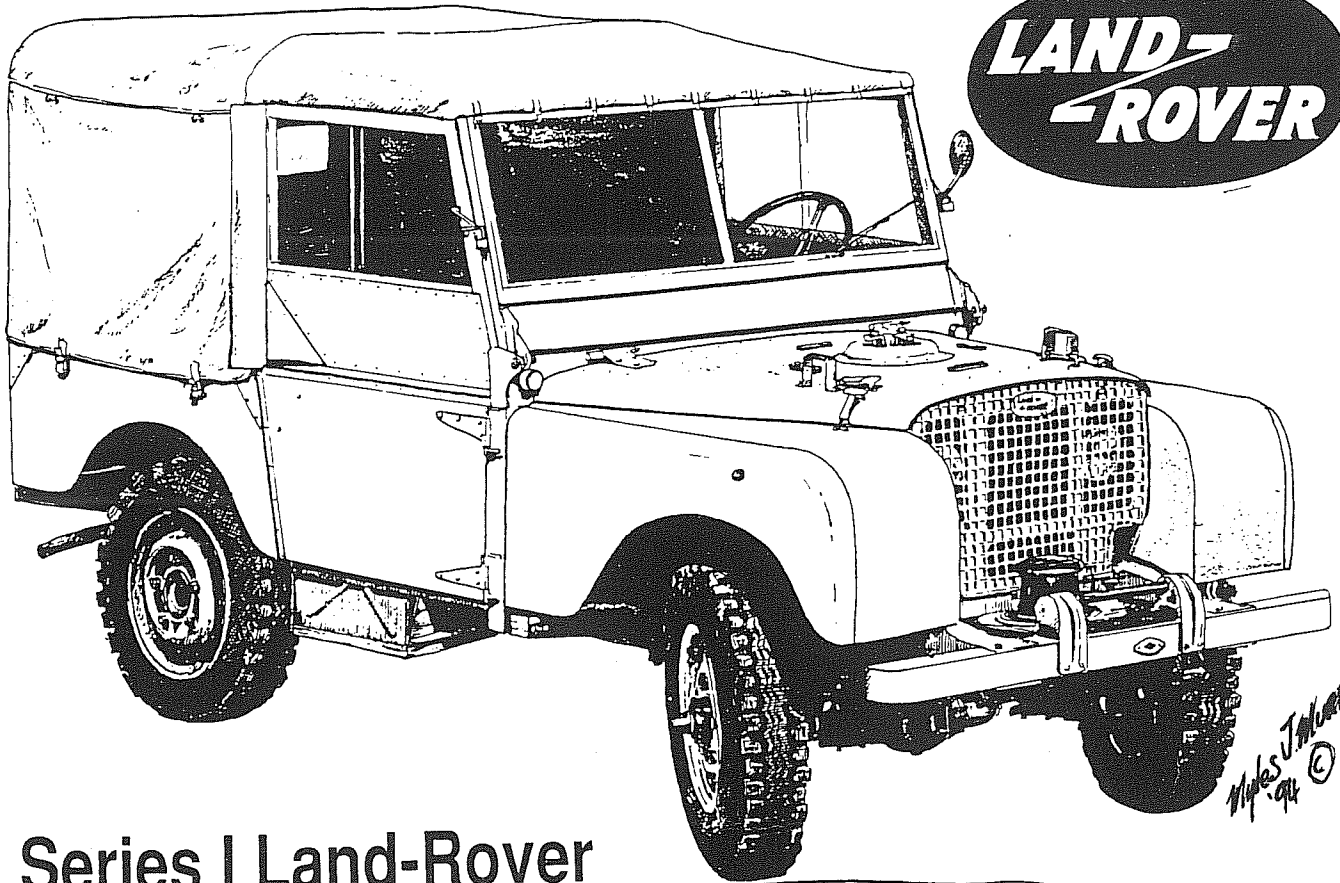
Another post hostilities problem Rover faced was the rationing of raw materials, least of which was a severe shortage of steel. The Ministry of Supply controlled the flow of these vitally needed raw materials, and companies were allocated stocks based on their export performance. Export was something the Rover Company had little experience with.

With the future of the company at stake the decision was made to rush head long into getting a four by four into production. All the usual design and development procedures were dispensed with. There was neither the time or the money to develop engines and gearboxes or the tools, jigs, molds, presses and dies that are a necessary part of getting a production line going. Everything needed for the new vehicle would have to come from available stocks and used "as is" or modified. Major components such as the chassis and the bulkhead would have to be made by hand. Once they got the "show on the road" - if ever - then and only then would money be invested in the necessary tooling.

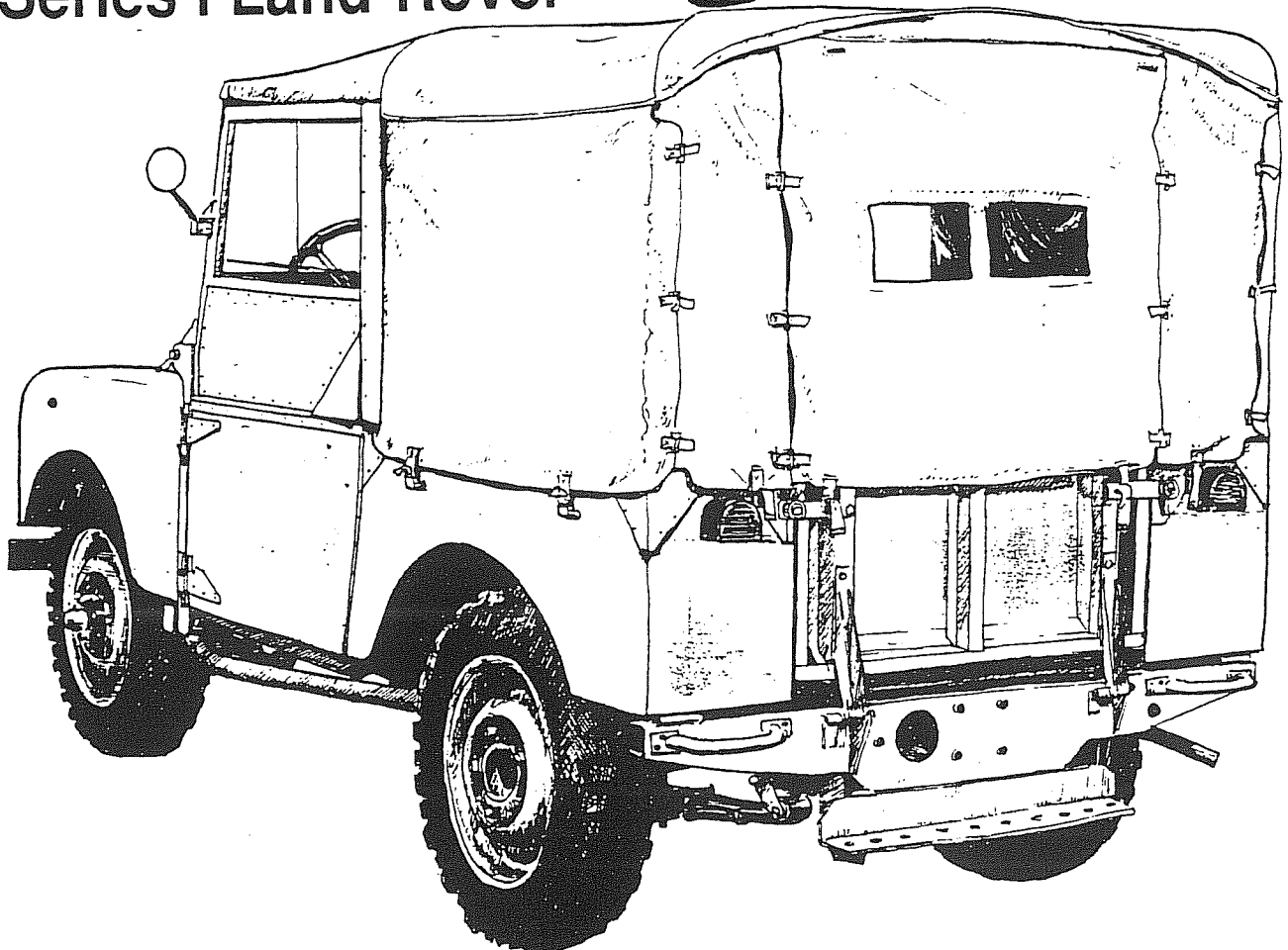
No sooner had Wilks returned from his holidays that work began. The above mentioned hybrid Jeep/Land Rover prototype was driving about in September 1947. The engine and gearbox come from the Rover car line. The new body on the Jeep chassis was a type of aluminium used in aircraft manufacture as was the paint the vehicle was finished with. Both of these items come from stocks held by Rover from its wartime aircraft manufacturing efforts.

While the prototype was being built more Jeeps were acquired for test and evaluation purposes. However, these vehicles were "purchased" by Rover staff and "not" by the company itself. Wilks' Jeep is believed to have been the donor vehicle for the Land Rover prototype. The prototype met its demise early in 1948. Why the first Land Rover was dismantled is a mystery. If it had something in common with pre-production and production models a fellow could understand the need to take it apart to see what was - or was not- falling apart. It is possible that Rover was destroying the evidence. I'm sure that the Willys Overland Company of the U.S.A. would have had something to say about their product being used to help another company develop a vehicle that would soon overtake them in the world market. Lessons learned building the prototype helped with design and development of the pre-production vehicles. They in turn helped with the setting up of an assembly line for the production models. Work on the pre-production Land Rovers commenced in late 1947. In all, 48 pre-production vehicles were built, the first rolling "off the line" on or about March 11th 1948. In some way or other most - if not all - were different from each other. All had a galvanised chassis, some of the first had an integral bumper while

(continued on page 8)



Series I Land-Rover

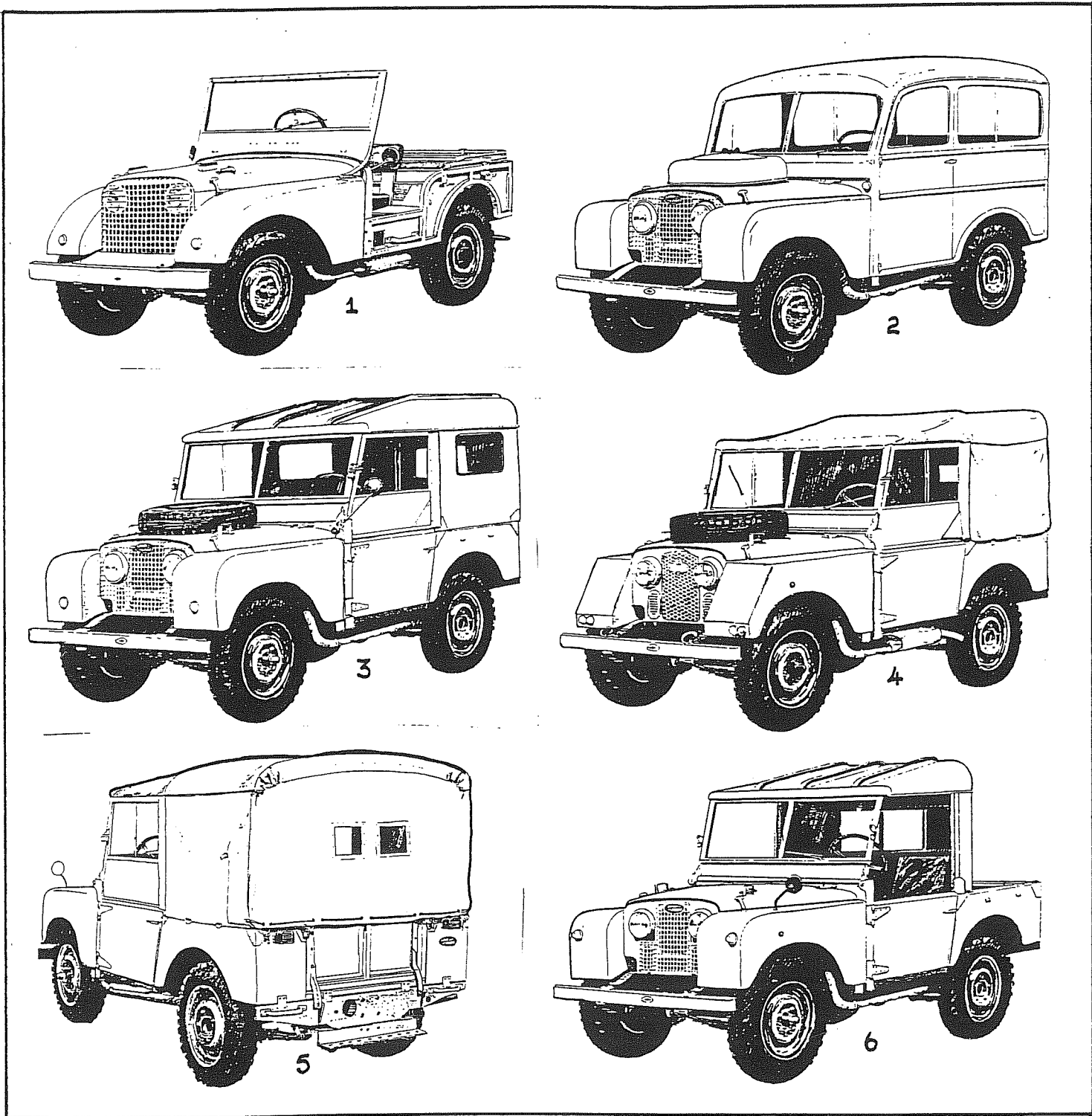


**Know Your Rovers: The First Land Rovers, 1947 - 1953 (Continued from page 6)**

later ones had the bolt on type. All were skinned in Birmabright, with the first 40 vehicles painted a light green (sage green). The final 8 were painted in a darker shade of green (bordering on olive green).

The first time the public got wind of the new Land Rover was an article in "The Times" newspaper on April 20th 1948. The first official public appearance of the Land Rover was held ten days later at the Amsterdam Motor Show, held in the Netherlands between April 30th and May 9th, 1948.

The last of the 48 pre-production Land Rovers were completed around the end of July, beginning of August 1948. By that time production models were already rolling off an adjacent assembly line. By the end of 1948, the pre-production batch





were spread all over the place undergoing trials and the like. Some were sold to early customers whose orders could not be filled by production models. Quite a number of the pre-production 48 survive to this day (what else is new, eh), including the first, R.01.

The first production models had permanent 4WD. The galvanised chassis of the pre-production batch had given way to silver paint and duralumin replaced the birmabright. In time, the silver painted chassis would give way to green and after a May 1949 Ministry of Defence order for 1878 vehicles, Land Rovers were finished in bronze green, regardless of whether they were destined for the military or not.

The production models were being constantly refined. With the phenomenal success of the 80" Land Rover the Rover Company could now invest in machinery to do the work that had been done by hand. Constant feedback from customers kept the Land Rover in a constant state of change. Every month or two, there would be something new to take note of.

Trying to identify a specific model is no easy task, serial number or not. There always seems to be an interim model between two distinct versions. Nothing was wasted. While stocks of a particularly part lasted, it would continue to appear on a "new" model, until there was no more. A number of "interim" Land Rovers were shipped to North America sometime in the early 1950's (see drawing #3). Six are known to exist, three are on the road and two are under restoration. The serial numbers date them as 1950, but they have features dating from mid 1949 to at least mid 1951. One unique feature to all is the relocation of the bulkhead sidelights to a non-standard position on the front wings. The fairings that housed the sidelights in their original location are still there. The most recent of these "N.A. Spec" 80" Land Rovers was discovered in superb complete, original, rust free condition in a Tuscon, Arizona junk yard. Its owner is restoring it to original condition - wing mounted side lights and all.

The two pages of drawings serve to illustrate the distinct features of the prototype, pre-production and production models. Obviously there is a lot more to it, but I'll leave that to someone else to explain. Take note: All illustrations are freehand. If the small drawings look a bit funny, it is due to photocopier distortion when the originals are reduced several times.

- Drawings: Main subjects, Front and rear views of a typical pre-production vehicle. Production models from July 1948 to June 1950 looked much the same. Straps and buckles were used to secure the canvas tilt and the support hoops were flat on top.
- Figure 1. Prototype. Sept. 1947 to Feb. 1948. Basically a Willys Jeep with new body (incorporating many Jeep components) Rover engine, gearbox. Its canvas tilt was a modified Jeep one. Centre steering.
- Figure 2. Station Wagon. Dec. 1948 to early 1951. 650 built. Rear body built by another company (Tickfords, who are believed to be responsible for its design and Abbey panels for its construction). Due to British tax laws, this version of the Land Rover cost considerably more than the regular model - one of the main reasons for its lack of success.
- Figure 3. The "North American spec." model. External door handles (mid 1951). Lights protrude through grille (May 1950). Hardtop (Feb. 1950). There is no official record of these vehicles and neither is there an official record of the side light conversion being done at the factory. However, there are stocks - still in existence - of such modified wings. The headlight/grille style on these vehicles ran from May 1950 to August 1951.
- Figure 4. Built by the Belgium Company Minerva. Unique in many ways. Body panels of steel. Sloping wings and unique radiator grille. Some Minervas had "normal" wings. Thousands were built and many are still in frontline military service with plenty more in storage - since the early 1950's. The Minerva and German built Tempo 80" will be covered in a future instalment.
- Figure 5. Rear view of typical 1950 model. Note raised canvas tilt with curved top hoops instead of the earlier flat type. Rope replaced straps (from June 1949).
- Figure 6. Truck cab version (from 1952). Sidelights in standard position on front wings. The inverted "T" wire mesh grille was introduced in August 1951)
- Final note: During their day, what we call Series Ones were simply Land Rovers. When the 86" and 107" came along they came Land Rover 80", 86", or 107". Same applies to the 88" and 109" versions. With the advent of the Series II Land Rovers in 1958, the term Series One came into being. Since then all vehicles built prior to 1958 are referred to as Series Ones.
- Nothing printed here is Gospel, but what do you expect for free eh!

**NEW MEMBERS:** Six new members this month bring vehicles from mid Series IIA's to a few firsts in the form of a Discovery and a 90 TDi.

- Jay Flesher of Nepean writes that he is keen to take lessons from the sages of the club as well as "drive the hell out of this cool, but expensive toy". Jay has a 1995 Discovery.
- Roy Parsons of Gloucester joins.
- John Rostykus of Redmond, Washington State joins bringing in a 1966 109" among his other various Land Rover vehicles scattered about.
- Andrew Taylor of St. Lazare joins. Andrew is seeking out a Land Rover, so if anyone knows where there are a few around there...
- Peter Gaby of Ottawa doesn't bring in a Land Rover, but comes close with a 1969 Toyota Land Cruiser, but has some other interesting old British iron lying about, a number of nice old British motorcycles springs to mind. No doubt a Land Rover lurks somewhere in the future.
- Richard Thayer of Farmington New Hampshire arrives with a 1969 short wheelbase.

#### **FOR SALE/STUFF WANTED:**

- Doc Watson is depleting his large reserves somewhat and I have omitted a phone number last month. If you are interested in contacting Doc Watson, his number is (519) 357-2148:
  - 1966 109" 2 door with full cap. Has a good solid frame, straight body panels. Comes with 750/16 tires. This was his everyday vehicle for a while and is in good shape. \$6,000: A 1962 Rover T5 Sedan. 3 litre engine. In good condition, the floor are solid though it needs sills (rockers). \$1,000: Parts for sale: A pick-up cab, some tailgates, and a number of Rover 2000 parts.

#### **GENERAL SERVICE By Robin Craig**

Welcome back folks, I'll be back from time to time in various guises. Thanks to those of you who have encouraged me. It is appreciated.

First up this month, the return of an original Series 1. Matchbox out of the UK has started to reissue a lot of old "matchbox" diecast toys from the fifties and before. I knew that their little Series 1 (#12) would eventually come out but had not seen it on the shelves anywhere. Just before Christmas I was alerted that they were being sold at Wal-Mart stores. So I made a trip to a local outlet of the chain and found it. I snatched up all five that were on the shelf! It is a good reproduction when placed against the original. The cost now to buy it is \$2.88 plus taxes.

Most of you who own Land Rovers will at one time or another have lusted for a bigger power plant than the 2 1/4 litre. Most people eye the 3.5 litre V8 that was in the Range Rover, the military 1 tonne, and 109 Stage 1 V8 109" as being the Rover engine of choice, but wanted it in an 88" form. During a recent call to Mark Letorney at Rovers North I found out that some one else had that idea a number of years ago. According to Mark's source at Land Rover the Saudi's had a batch of 88" Stage 1 V8's made in the early eighties. News like this is always interesting, as you can well imagine normally it comes hot on the heels of someone printing in a book that the V8 was only offered in the 109" wheelbase. My thanks to Mark for that snippet. Now who do we know in Saudi? Damn it, where is Dolan's phone number now.....

The latest issue of Soldier magazine out of the UK has a small article on the lads from out in Alberta who did the Rubicon trail in their military 90's and as the Americans would say "kicked ass" and gave a number of Jeep owners a real surprise by all accounts. Perhaps our Ed will run a copy of it next month.

Both Land Rover World and Land Rover Owner are now available in downtown Ottawa at Le Maison de la Presse International at 100 Bank Street. LRW comes in about the third week of the month and costs about \$6.95. Land Rover World is also available through ANY Smithbooks location, you just have to get them to order it in for you. The time from asking them to carry it is about a month until it kicks in to their regular magazine schedule. I'm too impressed with LRW and would have to say that a lot of their articles wander off the Land Rover topic big time, and lack some gritty Land Rover substance. A good example was the boat towing article on page 46 of the January '95 issue.

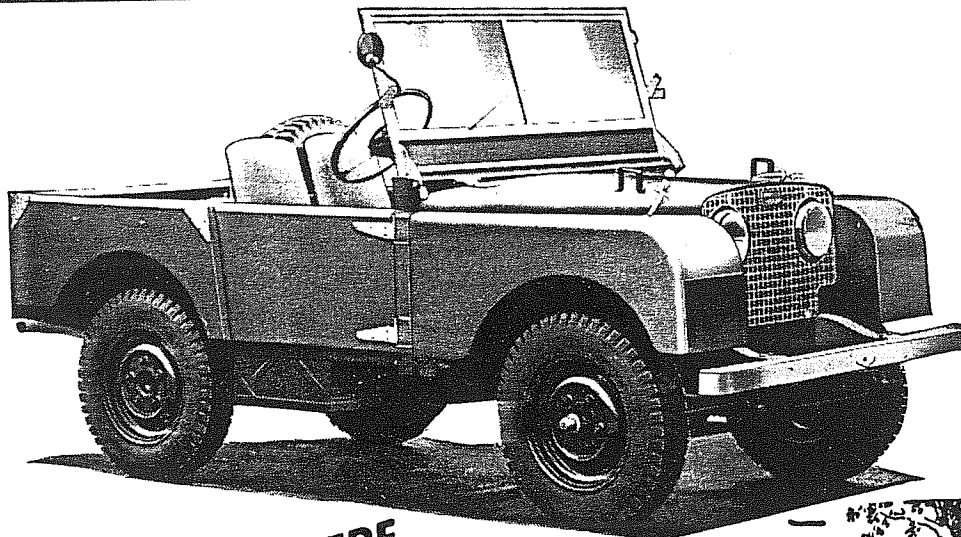
Next month there will be a review of some new book titles in print.

**McCahill & Friends** Tom McCahill is a gentlemanly giant with a deep affection for things four-wheeled and four-legged. His understanding of the former has made him one of the world's foremost automotive test drivers and reporters. Happily, his highly trenchant observations on the virtues and foibles of some four hundred automobile makes and models, published in national magazines, have enabled him to spend an enviable amount of time (twelve months or so a year, say) with such delightful companions as Nodak's Boji Boy, Dinah, Moose, Pinney and the 4-wheel drive Land-Rover. This ten passenger station wagon was purchased by Tom shortly after completing a Land-Rover test for *Mechanix Illustrated*, in which he concluded: "The Land-Rover is a class vehicle from one end to the other, made by one of the most respected companies in the entire industry. In a few words, this car is capable, gutty, and as rugged as a cement casket." After acquiring his Land-Rover, Tom rephrased his own personal interest as follows: "I bought the big station wagon for field trial work and hunting. It's a great vehicle!" In addition to its many private uses, Land-Rovers are employed in an almost endless variety of occupations the world over—in farming and industry, in the armed services of twenty-three countries and the police forces of thirty-one. The versatility and value engineered into this remarkable vehicle will amaze you. Why not test drive a Land-Rover today?



**Land-Rover gives you:** the world's best four-wheel drive • a total of eight forward speeds, two reverse in high and low ratio • Rust-proof corrosion-proof aluminum alloy body; all steel body fittings heavily galvanized • Choice of two chassis lengths, seven basic body styles including seven and ten passenger station wagons, hard and canvas tops, and enclosed cab pick-ups • Three power take-off points • Choice of gasoline or diesel engine.

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PULLS ANYTHING  
DOES EVERYTHING**

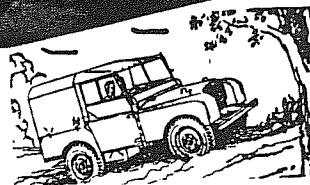
*the world's most versatile vehicle*

There is no end to the jobs which can be done—quicker and easier—with the Land-Rover. Built for toughness and versatility, it constitutes a four-wheel drive tractor, a mobile power plant, a towing and delivery wagon and a fast economical vehicle on the road. It is the ideal maid-of-all work for estates and farms and can operate in places where no other wheeled vehicle could approach. Get to know all about the Land-Rover NOW—get in touch with Henlys.

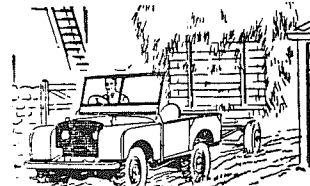
**£598**

*Price for Standard Specification Model (ex-works)*

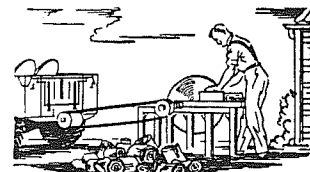
*Brockhouse Trailer or Land-Rover, with Welding Equipment and/or Bullows Compressor Unit, are also not subject to Purchase Tax.*



**GOES ANYWHERE.** Eight forward speeds and four-wheel drive enable it to keep going under the worst conditions.



**PULLS ANYTHING.** Apart from its own load, it will draw a trailer load in excess of its own weight.



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January - \$20      April - \$15      July - \$10      October - \$5

Please remit any dues to the club address on the first page.

Regards from the Newsletter editor:

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