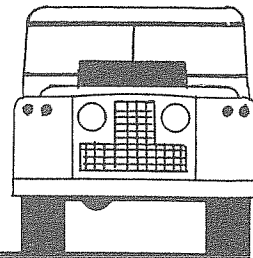


OTTAWA VALLEY LAND ROVERS



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

G'Day eh

Sept 18/91

Sorry we're late for the second month in a row. It doesn't happen often but this time our excuse is the strike by federal public servants. They have a lot to do with our word processing and printing contracts, you might say...tee, hee. We were about to go to plan "B" and write this one longhand when everyone went back to work. So here is a "Quick and Dirty" September edition. We'll return to our more usual "envelope buster" next month.

FIRST THE HEADLINES: Robin's Ramblings has the scoop on the Wainright Land Rovers, election time is fast approaching, we're working on a plan for the Canada/Alaska 92 odyssey and ...have you oiled your Land Rover lately?

Now the details: It's time to start thinking of who's running the show. Our officers are elected for a one-year term and that's over in January. The current executive has put in a stellar performance but want to get members thinking about next year. We're looking for a President, VP, Treasurer and Secretary. Next month we'll run job descriptions for the positions so you'll know what's expected. The October newsletter will also call for nominations and set a deadline. The November newsletter will list members who accepted nomination and announce the date for the annual general meeting and election early in the new year. Start thinking about it now.

A special meeting Sept. 9 to discuss OVL R's contribution to next year's Cross Canada/Alaska tour came up with some sound ideas on how to assist the 100-plus visitors who will be passing through our town. Unfortunately, the ideas were limited to the exec and usual half-dozen enthusiasts who provide most of the guidance for our activities. The exec had hoped more of the 70-member club would contribute ideas. The 50-vehicle tour will be in the Ottawa area about July 10. Organizers are looking for help in setting up overnight accommodation, arranging for meals, communications, entertainment and repair facilities.

Several members were assigned to gather information on the suggestions and discussions will continue at the next monthly meeting. Cudos to the exec, Jerry Dowell, McD, Bates, Lyne Leduc and Bob Wood for their help. We're gonna need a lot more on this one. Call Prez Jason (613) 731-5098 for time and location of the Oct. 1 meeting...and join us.

Mark Saturday, Oct. 26 on the calender and plan to give the love of your life a nice new coat...and undercoat to be exact. That's the date for this year's frame oiler, that time every fall where members don their grubbiest clothes, crawl under their trusty (not rusty) Land Rover and fill all the secret places where rust likes to hide. OVLRL provides the compressor, sprayer, Texaco Flo-coat and hot lunch, all for \$25. That's about 1/4 the price of a commercial undercoat operation and they usually do a lousy job. And...you don't get lunch.

We're looking for someone to help with cooking chores so call VP Yves ASAP (613) 237-9719. Full details and a map next newsletter.

The Picton ralley, the annual August weekend jaunt to that beautiful apple-treed hideaway in Ontario that has not yet been thoroughly yuppiefied, is fast becoming a favorite at OVLRL. Maybe it's the warm hospitality of owner Richard Copple. Perhaps it's the sunset on Lake Ontario or the drive along spotless pebble beaches. Maybe it's the fresh veggie vendors, the museums, the challenging off-road courses or paved lanes that meander along the coast. Whatever the attraction, it's getting better all the time. This year, about 20 members, friends and mates from OVLRL and the Toronto Area Rover Club spent some of the nicest weather of the summer touring, camping and 'just plain soakin' in the lake at the Copple spread. Special treat were two military 109s recently arrived from Wainwright. MMMMMMMM, nice. Many thanks to the Copples.

OVLRL went on it's first emergency recovery in a long time early this month when Fred Barrett rolled his 88 while on the way to a weekend of canoeing. Freddy suffered three mashed fingers, cuts and a lot of bruises. Partner Nancy was shaken but not injured. The canoe, strapped to the roof along with the spare tire, didn't fare as well. Fred has been through this before in BC. He said that sharing the 88 with all the camping gear as they tumbled down the road was like "being inside a blender with the "puree" button down." Prez Jason, Bates and McD, armed with the transporter and the always handy camera, made the recovery with Fred along to sooth his battered baby.

NEWS...VIEWS...FOR SALE...RUMOURS...GOSSIP...WANTED...OTHER STUFF...

*-Welcome new members Alex Heath, Albert Chartier and Dixon Kenner. Welcome back former member Phil Tuba.

*-A fresh supply of the much-sought-after OVLRL sweatshirts has arrived. Deep green with hood, tastefull club logo in gold, they're available for \$26 while supplies last. Call Lyne Leduc for yours. (613) 284-0228)

*-Former president Robin Craig took first, second and third prizes in three categories for his Land Rovers recently...in an Ottawa model competition. Maybe that'll help him in restoring one of the two Wainright Lightweights he's currently working on.

*-Stage one of the club trailer is complete, thanks to an offer by Bob Wood that provided a Land Rover lighting package. We now have an eight-foot, one-ton utility trailer for club-related jobs and lugging all our gear around. Stage two, set for next year's budget, will bring it closer to its planned design as a mobile kitchen.

That's all folks

Mike (McD) McDermott (pardon th spelling errors. no time to prufrede)
(613) 224-8300

They have arrived! A total of 14 ex British army Land Rovers are now in the valley. It is the end of a lot of work for those of us involved. Here is how it all happened.

Back in December we told you about plans to sell off Land Rovers from Wainright Alta. The tender forms arrived a couple of months ago but in between newsletter printing dates and unfortunately the closing date was before the next newsletter.

After a lot of chasing around by phone to Edmonton I got myself a set of forms. Bob Wood, Peter Whitworth and myself were going to bid on these vehicles. In all there were 12 left hand and 1 right hand running lightweights, and another 6 non runners. As for the 109's there were 16 left hand and 7 right hand runners and 6 non runners. So in all there were 48 lots. Each was being sold individually as is, inspection was permitted.

The bid forms had to in by the 9th of July. So the three of us met at my place. By using the serial numbers given we had worked out which vehicles were left and right hand drive. We figured that those that were left hand drive were more desirable than right hand. And that runners were more desirable than non runners. So as this would be a tender we had no idea what other people would be offering. We had no way of knowing what condition they were in or if they were 12 or 24 volt vehicles. It was a complete and utter lottery.

At that time we had a look at the conditions of purchase as well. They stipulated that we must remove the vehicles from the base within 21 days of our offer being accepted. So here we were in Ottawa about 2500 miles from these things.

After a lot of logic talk about desirability and condition and how on earth we would get them back we made our bid prices and settled on who was bidding on what. In the end we had a late entry from Tony Fowler into our clan and so on Saturday 5th I sent in a total of 8 bids by Federal Express. "No problem sir, your package will be delivered on Monday morning in Edmonton, absolutely guaranteed." And what is more I believed him! It was great, our bids would arrive with over a day to spare as they must be there by 2pm local time on the Tuesday.

On Monday afternoon I called FEDEX and asked for confirmation of delivery. "No sir, it didn't get in in time to be delivered today, but it will go out tomorrow on the van." Great, here I was responsible for our bids and the courier company had loused up. I explained very politely that this package was a tender and it must be delivered on time or the effort was useless. "No problem we'll call you when it has been delivered." At coffee break on Tuesday morning I called again only to be reminded by FEDEX that it was 9.20am here but only 7.20am in Edmonton. Again I called at 11.15am and was told, "yes" they were on the truck.

Again I called at 12.30 and it still had not been delivered. Our chance was slipping through my fingers, I didnt know what I would say to the other guys, how would I explain? By 2.30pm at afternoon break I called again. No it had not been delivered, now it was 12.30 their time, I was exasperated, they only had an hour and a half left. At about 3.25 pm I got a call from FEDEX to say that they had a written proof of delivery timed for 11.25 am, their guy on the van had not punched it into the computer till later, that was the hold up, phew, that was close.

Now started the waiting. Who else had bid? Some guys in Toronto, some in the US and a number from the west coast and from Alberta. Also we were told of a couple of other bids from the valley. We still did not know how we were going to get them back.

On reading through some old newsletters I found a chap called Alex Heath in Wainright. He is a Land Rover Owner and agreed to tow our vehicles from the base if we got any and store them for us. This would give us the breathing time to find cheap transportation. In the end it was David Lowe in Toronto who nailed down a fantastic rate with a moving company.

A few days latter I received a letter from Crown Assets in Edmonton, we had gotten only three out of the eight vehicles that we had bid on, and only one of those was running, the other two were non runners that I had bid on hoping no one else would for that kind of money.

Because we were in a position to do so our vehicles were moved quickly from the base and were the first ones on the moving truck and arrived back here at the end of the first week of August. The drama did not end there. Peter Whitworth and I were going to tow my two vehicles to a place I had lined up for storage. Just as we left with the first vehicle in tow behind his 109 we noticed a slow leak from a rear tire. No problem it was only slow. About half an hour later the slow leak went nuts and let go totally. It was a Friday at 5.00pm on the Queensway in the rush hour. Peter was very lucky to keep control of the 109 and we pulled off and ended up putting a spare from the lightweight onto the 109 on the Rochester off ramp. Scary stuff I can assure you.

Over the next week we found out that Fred Joyce had been successful on seven 109's and two lightweights. If you are interested in buying a 109 call Fred at 833 0615. Two other vehicles came to the valley and are in the hands non members. A stunning total of fifteen vehicles for the valley. The guys in Toronto got another ten I believe.

Most of the vehicles have come back in dribs and drabs by the moving company, although I did hear that one vehicle was towed from the base at Wainright to a local garage, where, after a check of all fluids and a new battery was installed, the new owner fired the vehicle up and drove it back to the Valley without a set of licence plates. He was never challenged by the police whilst on the road but was checked whilst stopped at a garage one evening. That gives me great faith in our law enforcement agencies!!

Now that they are all back most of us are trying to work out how to take off all the paint that is on the vehicles. In places it is very thick as most army paint jobs are done with a six inch wide paint brush!

My thanks go to David Lowe for getting us such a great price on the transport and to Alex Heath who has done sterling work out in Wainright, thanks guys!

Up for sale in the city is a series 2 88" with a hard top, it is unusual in that the hard top has no windows in the side. The vehicle has never seen salt as it has spent it's life in the North West Territories, the frame has to be seen to be beleived. For more information call either Roy or Peter, Parsons on 521 5010.

Lastly I have a 101 Forward Control owners handbook for sale, price \$17.

Thats all, I'm outa here.....Robin Craig (613) 738 7880