

OTTAWA  
VALLEY  
LAND  
ROVERS



January 2010

[www.ovlr.org](http://www.ovlr.org)

Volume XXVII, Number 1

## Under the Hardtop



*Ted Rose's Series at a Birthday Party (see article: Series III 88 Deluxe Hardtop – Part One on pages 6-7)*

ARTICLE AND PHOTOS BY BEN SMITH



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

### General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

## Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

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

## OVL R Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

## OVL R Executive and General Hangers-On

### President

Peter McGough  
[mcgou@msn.com](mailto:mcgou@msn.com)

### Secretary-Treasurer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Events Coordinator

Your Name Here  
*could you help out?*

### Off-road Coordinator

Brian Scott  
[bjjscott@rogers.com](mailto:bjjscott@rogers.com)

### Past-president

Jean-Leon Morin  
[morinj1@sympatico.ca](mailto:morinj1@sympatico.ca)

### Club Equipment Officer

Andrew Finlayson  
[andrewf@xplornet.com](mailto:andrewf@xplornet.com)

### Archivist

Your Name Here

### Auditor

Christian Szpilfogel  
[christian@szpilfogel.com](mailto:christian@szpilfogel.com)

### OVL R Marshall

Murray Jackson  
[mjackson@igs.net](mailto:mjackson@igs.net)

### Returning Officer

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

### Executive Member-at-Large

Frank Ashworth  
[fashworth@gmail.com](mailto:fashworth@gmail.com)

### Merchandising Coordinators

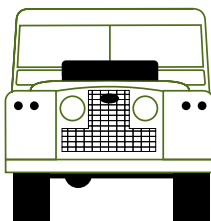
Gabrielle Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)

### Webmasters

Dixon Kenner, Ben Smith, Bill Maloney  
[dkenner@fourfold.org](mailto:dkenner@fourfold.org)

### All British Car Day Coordinator

Dave Pell / JL Morin.



## OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

**Submissions:** Articles and photographs may be submitted to the Editors, Terry King ([tking@sympatico.ca](mailto:tking@sympatico.ca)) or Dixon Denner ([dkenner@fourfold.org](mailto:dkenner@fourfold.org)) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

**Advertising Information:** \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

**Editorial Policy:** The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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### Newsletter Content Editor:

Terry King  
[terryking@rogers.com](mailto:terryking@rogers.com)

### Newsletter Production Editor:

Lynda Wegner  
[lwegner@synapse.net](mailto:lwegner@synapse.net)

### Production Assistance:

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

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## Hey man, what's going on?

### OVL R Calendar of Events

#### **Socials:**

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month at 7:00 p.m.

#### **Executive Meeting:**

Executive meetings are held on the first Monday of the month. Please contact Peter McGough for location. email [mcgou@msn.com](mailto:mcgou@msn.com)

#### **Notices:**

Jun. 24-27 2010 OVL R Birthday Party. – mark your calendar for next year!

#### **New Members Wanted!**

*Invite your Land Rover obsessed  
friends to join OVL R!*

*See page 2 for subscription details.*

# President's Message

BY PETER MCGOUGH

**W**ell the AGM has come and gone and I find myself in the position of President again. Several years ago I inserted a piece from a President's message written by Jason Dowell in the early 90's bemoaning the lack of involvement of the membership. And so it goes on. I was disappointed to



*President Peter McGough*

see so few members at the AGM but heartened that we had such a lively discussion between the members that were there about the ways we can try an engage and even expand the membership and that some new blood was willing to serve on the Executive. So I welcome Brian Scott and Frank Ashworth to the Executive to follow the traditions that have lasted in our club for over 25 years. In the words from our web site on the history of the club "The example of ALROC lead to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout, and keep new ideas flowing." Without that commitment the Club will surely founder. Dave Pell has done a sterling job of putting together the minutes of the AGM in short order, which should be found elsewhere in this Newsletter.

Terry arrived at the AGM in his shiny new Discovery, with piping on the seats even. So from now on he has asked to be referred to as Mr. Newsletter Editor. I think only reasonably. As to why one needs soooo many Discos, I am reminded of the old adage of having several Rovers so at least one will start. I've never had this problem with old Rovers. Now, as many of you know, stopping with my Rovers seems to be a perennial problem. I keep asking Andrew to follow up with his offer of describing what happens when you start a Series LR and the same with a Modern variety. OK, so I'm back on my harp about modern vehicles being too complicated. I'm not sure if you have been following

the Toyota gas pedal recall. This item is a fly by wire device which sends signals to the computer to open the throttle valve and has been implicated in a few accidents involving Sudden Unintended Acceleration (SUA, remember Audi). I'm surprised that it is only a few as I can't seem to get my computers at home or in the office to work without fault for more than a few months at a time. For those of you, or your partners or children, who have modern automatics can I suggest that a few practice maneuvers be made in an empty car park of knocking the shift lever into neutral while stamping on the brakes with both feet. For Series owners experiencing SUA, it is a bit more complicated. You have clearly made a wrong turn on a trail and have plunged over a precipice and so the only option available is to bend over and kiss your a\*\*\* goodbye.

Look forward to working with you all for an excellent year to come.

*Peter  
mcgou@msn.com*

## Invitation to Ottawa All Clubs Darts Tournament

Hello everyone,

After losing our venue this year, and not finding an alternate in time, we would like to get the All Clubs Darts Tournament back on the planning calendar for 2010.

The date for this fun event will be Saturday February 20, 2010 during the afternoon. There are still a couple of locations being considered, but it will almost certainly be in the east end this year. I shall be confirming the location and other details soon, but would appreciate it if you could extend this invitation to your club membership to let them know that it is coming.

Hope to see good participation again this year.

*Best regards,  
Don Leblanc*

Interested? OVLR members please reply to David Pell <djpells3@yahoo.ca>

# OVL R Incorporated

## Minutes of the AGM

The Kanata Legion Branch 638, 70 Hines Rd.  
Kanata (Ottawa) On. K2K 2M5  
January 27, 2010 – 8:15 pm

**P**eter McGough OVL R President called meeting to order at 8:15 PM (meeting call to order was delayed until we reached a quorum) with 8 members present as per Appendix A.

The minutes from the 2009 AGM were distributed to the members present and Terry King moved a motion to accept the minutes as distributed. Carried.

### Reports

As in past years the reports were made off the cuff and text was not provided to me so I am attempting to capture the highlights, any errors are my own.

#### 1. Presidents Report:

Peter commented that he felt the club had achieved the Objective for the year. The club published 12 issues of the newsletter, and the four primary events, MSR, Birthday party, Christmas Party, and the AGM were held and went very well. The executive was able to arrange and/or support three additional events, JL's welding seminar/discussion, the Oiler and a Guy Fawkes event in Madoc. Peter commented that he personally had a good time at all the events he attended and believed that the same was true of most of the other attendees.

The president also expressed a concern about the attendance at the events, and would have like to have seen better attendance at the events and wondered if people are backing out due to family or work issues. In closing he thanked the other executive for the support he received and commented that he has a new job, which might result in a lot more travel.

#### 2. Events Coordinator:

This office was vacant for the 2009 year and therefore no report.

#### 3. Off Road Coordinator:

Kevin Newell was unable to attend the AGM as his work commitments have him out of town, Prior to the AGM Kevin sent his regrets as well as stating that his work obligations will prevent him from serving on the 2010 executive.

Everybody present expressed their thanks to Kevin for the work he has done in the past and hope he will get some time off to attend the events.

#### 4. Member at Large:

Andrew Jones was out of town on business and unable to report.

#### 5. Secretary / Treasurer report:

David first apologized for not being able to get the book to the auditor prior to the AGM due to work commitments, he then circulated copies of the year-end financial report he explained the basic format as well as gave highlights of the information. David also commented on the impact on several of the events on the reduced turnouts at the events.

#### 6. Auditor Report:

Not available at the present time due to the secretary's delay.

It was moved by Bruce Ricker that we accept the unaudited books as presented, pending a successful audit. Carried by all.

#### 7. Newsletter Editors Report:

Terry stated that he was very pleased with the members input, they were very good at submitting pictures and stories. He felt that 2009 was a very good year for the newsletter and wanted to thank Lynda on the excellent job she does on the layout of the newsletter.

There was a request from the floor to increase the resolution of the pictures on the pdf-distributed newsletter.

*continued on page 8*

# Series III 88 Deluxe Hardtop

## Part One

ARTICLE AND PHOTOS BY BEN SMITH

The last of the Series Land Rovers for the US and Canada were a specific model just for that market and were denoted by a chassis number prefix of 259. They had the headlamps in the wings like the late SIAs. They had the all synchromesh gearbox, dual braking system (without the shuttle valve) and the 8:1 head. They had the plastic dash and plastic grill that Dixon hates. They did not have the alpine windows of a Station Wagon, but did have “delux seating for seven” including bench seats instead of jump seats and “delux interior trim”. Standard items included a tool kit, towing pintle, heavy duty clutch, flyscreen for dash vents and windshield washers. They had US emissions devices including an expansion fuel tank in the front of the left rear wheel well, a charcoal canister to absorb gas vapors and the vacuum retard distributor. An example invoice for 25900820, a 1972 model year, Marine Blue 88 built on 31 May 1972 shows that the base cost was US \$4,135. In today’s US dollars that is \$21,726. There was a prep and handling cost of \$75 and a transportation fee of \$100.54. This 88 was shipped to the port of Baltimore, MD and sold by a dealership in Norfolk, VA. Various options included rear or side steps, tropical tops, and a sunvisor. For some reason British Leyland decided to forego the name Station Wagon and instead used “Delux Hardtop”.

The Land Rovers in question covers the time from the start of the Series IIIs with the 1972 model year and continued until British Leyland pulled out of the market in 1974. The last model year was 1974 and sales dragged into 1975 as old stock was sold off. You’ve seen a number of these around the club. I drive one called Dora. Ted’s carried Dixon at his wedding. Dave Bobeck had “Green Hell”. John Hong has one as does Alistair. Mike Loiodice’s “Fern” is one as well. Rumors say that Dixon even has one hiding out somewhere near Bishop’s Mills, but I’m sure that it is rusting away and dead as a doornail. Looking at the build records 25900001 was built on 10 Dec 1971 and the last two, 25903557 and



25903560, were built on 20 Sept 1974. Note that this is Land Rover and last built is not the last in sequence, as nothing was really built in order. Rumor has it that 25900001 was found on Nantucket in the distant past with a perfect body and swiss cheese for a frame. The rumor goes to say that when loaded to go the frame broke and ruined the body. I would speculate due to the poor steel there is very few Delux Hardtop SIII 88 left with their original frames. Exceptions would be those in dry storage or from dry climates without salt like

California. Most have had at least one frame swap in their lifetimes and some two. Meanwhile there are 80” running around on their original chassis, but I digress...

The first thing that one might ask is how many were made? Since, in theory, all were for our market one would think that you just need to see the highest number issued which in this case was 25903572. However, not all 3572 were built. Looking at the build data shows that the lines for 25902099 to 25902108 have no data at all. Based on other build books, this happened when there was an issue of some kind. For example, in the 101 books there is a blank line for one that was started, but not completed when it was damaged in a factory fire. There is one other interesting 88, that of 25901359 which has a recorded built date of 11 Dec 1972 and a color of Marine Blue, but no record of leaving dispatch or where it was sent as these entries are blank. My opinion is that something happened to the truck and it never left LR as a vehicle. Hence, the built total is 3561 for these 88s.

Now one might think that they all went to the US and Canada, eh? But this is Land Rover and of course that is not correct. Recall that there were two ways to buy a Land Rover at the time: firstly via a dealership either on order or from the lot, or secondly one could purchase the LR for European Delivery, drive it around Europe and LR would then ship it to your home country as a used vehicle at a reduced tax rate. In the build books these latter types are referenced with PED for “Personal European

*continued on page 7*

**Series III 88 Deluxe Hardtop** (continued from page 6)

Delivery”. If I had bought one, in the book it would say “PED Smith, USA”. This wasn’t an extremely popular option at 5.8% of sales. PED totals were 90 for 1972 model year, 64 for 1973, and 51 in 1974. Looking at the build books we find that the country of destination for the SIII Delux 88s was:

Country	1972	1973	1974	Total
USA	980	1264	456	2700
Canada	255	253	318	826
Iceland	6	4	0	10
UK	5	1	1	7
Italy/USA	0	4	0	4
West Germany	0	2	1	3
Neneland	0	2	0	2
Iran	0	1	1	2
Liberia	1	0	0	1
Panama	0	0	1	1
Belgium	0	1	0	1
Turkey	1	0	0	1
Blank/Unknown	2	1	0	3
<b>Total</b>	<b>1250</b>	<b>1533</b>	<b>778</b>	<b>3561</b>

*John Hong in 1995 in California*



The first thing that comes to mind is, “Why did those US/Canadian Land Rovers go elsewhere?” We come back to that this is Land Rover in the 70s at the first start of regulations. If a customer phoned up and asked for something in a certain specification, they sold it to them. Others could be bad data entry. Let’s look at these in particular. The UK ones are fairly straight forward. Five went to the engineering department: 25900034, 00035, 00815, 01161 and 02176. It is common for a number of vehicles of each type to be tested by the Engineering department. They were likely then sold off in the UK market if they weren’t damaged during testing. 25901123 is listed as being sent out as “Botwoods Demo Vehicle” and

25903389 is listed as PED Shiffman of Sunbury, UK. Likely Mr. or Ms. Shiffman wanted a Delux hardtop.

Of the Icelandic 88s, eight went to “H. Hakla, Ltd.” with 6 in 1972 and 2 in 1973 and two went to “Stefansson” in 1973. For the “Italy/USA” since they are all PED vehicles and all were dispatched to their owners in June of 1973, I suspect that the clerk entering them in the book included Italy to denote where the person was initially picking up the truck instead of the usual “USA”. For West Germany 1 is a PED vehicle, however 3 in 1973 were delivered to “Bruggeman” which was a Land Rover dealership I think in Berlin. This is the same dealership that ordered eighteen 101FCs for the Berlin Brigade.

I have no idea where “Neneland” is, but British Leyland sent two 88s there in 1973. Both Iranian 88s were PED vehicles in 1973. Likewise the Liberia, Turkey, Belgium, and 88s are each a PED in 1972, 1972, 1973 and 1974 respectively. For the “blank” entries, two are for PEDs that don’t list a country and one doesn’t list to whom that it was dispatched (but 25900167 in Marine Blue was dispatched on 8 Mar 1972 to somewhere).

Those of you that are wondering about the Federalized 88s must also be curious about color options. Were they all marine blue like Ben’s? Or light green like Ted? They came in the usual colors of Bronze Green, Light Green, Limestone, Marine Blue and Red:

Interesting points are that all of the Bronze Greens went to Canada excepting one to Iceland and a PED one to Iran. Red was reasonably popular in the US, but not in Canada. The Sand colored 88s went to Iceland and the White 88s were both PED trucks for the USA.

Colour	Canada	USA	Other	Total
Bronze Green	166 (20%)	0	2	168
Light Green	190 (23%)	813 (30%)	9	1012
Limestone	163 (20%)	571 (21%)	7	741
Marine Blue	284 (34%)	817 (30%)	10	1111
Red	23 (3%)	497 (18%)	7	527
Sand	0	0	2	2
White	0	2	0	2
<b>Total</b>	<b>826</b>	<b>2700</b>	<b>37</b>	<b>3563</b>

**To read part two of Series III 88 Deluxe Hardtop – see next month’s OVL R newsletter.**

## **OVLAR AGM Minutes** *(continued from page 5)*

### **8. Merchandise coordinator:**

David presented on behalf of Gabrielle that the club was able again to offer a range of clothing for purchase by the members and currently has about \$2,077. worth of merchandise on hand.

### **9. Equipment Officer:**

Andrew stated that he hasn't done much in 2009 and will endeavor to do more in 2010 if re-appointed.

### **10. Returning Officer:**

Bruce Ricker declared that prior to the AGM he had received no nominations; he then declared all positions to be vacant and opened the floor for nominations.

The following nominations were received from the floor, Bruce called for nominations three times before declaring nominations closed. The nominees questioned if they would accept the nominations.

President

Peter McGough (by Dave Pell) Acclaimed.

Off road Co-coordinator

Brian Scott (by Peter McGough)  
Acclaimed.

Member at Large

Frank Ashworth (by Dave Pell) Acclaimed.

Events Co-coordinator

No nominations received.

The new executive asked the following to serve in these respective appointed positions. Secretary /Treasurer: David Pell, Newsletter Editor Principle: Terry King, Auditor: Christian Szpilfogel, Returning Officer: Bruce Ricker, Merchandising Co-ordinator: Gabrielle Pell, Club Equipment Officer: Andrew Finlayson.

The president elect will speak to Andrew Jones and see if he would serve if appointed to the position of Events coordinator.

The following people were nominated and acclaimed having accepted the nomination for the respective positions.

- President: Peter McGough
- Events Coordinator: Vacant
- Off-road Coordinator: Brian Scott
- Member at Large: Frank Ashworth

The following Positions were appointed (volunteered or agreed to stay on in that position) and approved by membership at this AGM

- Past-President: Jean-Leon Morin
- Secretary /Treasurer: David Pell
- Newsletter Editor Principle: Terry King
- Auditor: Christian Szpilfogel (pending his acceptance)
- Returning Officer: Bruce Ricker
- Merchandising Co-ordinator: Gabrielle Pell
- Club Equipment Officer: Andrew Finlayson
- ABCD (All British Car Day) Coordinator: Vacant.

This is a volunteer position to act as an interface between OVLAR and the ABCD committee. It was suggested that Dave Meadows might be able to serve this position. Dave Pell to inquire to see if Dave Meadows would accept this position.

Bruce Ricker moved a motion to accept the acclaimed and appointed executive members Carried.

### **11. Old Business:**

The Trailer, while some attempts were made to obtain an appraisal of the trailer during the 2009-year the executive was not successful in completing the task, Andrew committed to ensure that he would get an appraisal of the trailer this year. Roy Parson offered to make a call to an appraiser that he knows. It was also brought up that on obtaining a professional quote that loss and damage insurance be obtained for the trailer. The executive will

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## **OVLAR AGM Minutes** *(continued from page 8)*

investigate the cost of the loss and damage insurance once the appraisal is completed. (Mike McDermott had requested that the trailer be brought up under new business but I believe his concerns were addressed in this section.)

The other old business was to look at moving the AGM to coincide with the birthday party. The executive investigated this option and recommended against it. This is now closed.

### **12. New business:**

During the 2008 year the executive at that time recommended that the moneys, raised from the "English Patient" raffle be directed to support the Bosnian mine removal support. The contact information had been lost and rather than moving the funds into general funds it was suggested that the proceeds from the Raffle be directed to Haitian relief. It was pointed out that the funds need to come from an individual to be matched by the Canadian Government.

David Pell moved the following motion:

That the president cut a cheque for \$600.00 to a registered Haitian relief Charity as defined by the Canadian Revenue web site to ensure that the donation would qualify for the Government matching program. And that the club reimburse the president for the \$600. donation. It is noted that the president will receive a tax receipt and will receive minimal tax relief from said donation. The president will endeavor to return the tax relief he receives back to the club.

Motion Carried by all present with the President abstaining from the vote.

Andrew Finlayson suggested that the club might want to recognise the work being done by Lynda on the layout of the newsletter. The executive agreed to investigate giving Lynda a thank you gift at the MSR (a fleece most likely).

Andrew Finlayson also brought up on Behalf of Andrew Jones that Andrew Jones would like to host a fall event on this estate.

Brian Scott suggested that we get business cards to promote the Club to be handed out to Land Rover drivers we meet in the regular course of our day.

Brian Scott also suggested that the exec investigate holding some joint events with the EOTB (Eastern Ontario Trail Blazers).

Brian also suggested that the executive investigate either a brain storming session and/or a survey to see what the members want. For example, should we be arranging more "green laning" or stock friendly non-damaging trails or what?

Bruce Ricker pointed out that his wife Joey, while unable to participate in the club event, would like to support the club by making a donation to help defray the cost of say the RTV t-shirts. Joey wants to make this generous offer because she can see the happiness the club events have given Bruce. The Club would be delighted to receive her generous offer and equally delighted to acknowledge her involvement.

Moved by Peter McGough to adjourn the meeting at 10:15 pm. Carried.

### **Appendix A: AGM Attendees (8 Attendees)**

Members: Andrew Finlayson, Bruce Ricker, Terry King, Brian Scott, Frank Ashworth, Dave Pell, Peter McGough, Roy Parsons

# Right-Hand Drive Vehicles in Quebec

**O**n October 26, 2009, the prohibition against right-hand drive vehicles operating on public roads was once again in effect. The prohibition is valid for a period of 180 days and will allow the SAAQ to receive comments from the public for the first 90 days.

The SAAQ wishes to remind drivers that imported vehicles that are over 15 years old are covered by the prohibition, since they have not been subject to Transport Canada standards concerning motor vehicle safety because of their date of manufacture. Vehicles equipped with right-hand drive are not designed to operate on the Québec road network. Drivers do not have an optimum field of vision, which can interfere with driving manoeuvres, especially passing.

A study carried out by the SAAQ concerning accidents in 2007 and 2008 shows that operating these right-hand drive vehicles increases accident risks by 30%.

## Vehicles not Covered

Even if they have right-hand drive, the following vehicles are exempt from the prohibition:

- vehicles already registered in Québec before April 29, 2009, except those that have a temporary registration certificate;
- vehicles registered outside of Québec (visiting Québec);
- vehicles manufactured 25 years or more before the date on which they were imported to Canada;

- trucks with a net weight over 3,000 kg, tool vehicles and vehicles required to stop frequently along a road performing work for a public service;
- vehicles belonging to a driving school.

The SAAQ discovered that certain “light-duty” vehicles imported from Japan (known as “Kei”) had not been subject to any crash tests before October 1, 1998. Thus they do not meet minimum safety standards for travelling without restriction on public roads. These vehicles, registered before April 29, 2009, are therefore prohibited from using public roads where the posted speed limit is over 70 km/h, if they have the following features:

- 3.4 metres long or less;
- 1.48 metres wide or less;
- 2 metres high or less;
- a cylinder capacity of 660 cc or less with engine power of 47.7 kilowatts (64 hp) or less.

Owners of these types of vehicles have until December 29, 2009 to exchange their commercial or regular licence plates for a licence plate for restricted use (with the prefix C).

For the first three months of the prohibition, any interested person can send their comments to the Société de l'assurance automobile du Québec (choose Road Safety).

# Classifieds

## FOR SALE

1991 Land Rover Defender 110 Station Wagon RHD 200 TDI with sunroof, swingaway tire carrier, snorkel, wingtop and sill chequer plate.



Tires have less than 2,000 miles on them. Solid chassis (well oiled) and new TD5 bulkhead and newer doors all around. Runs perfectly and everything works except the rear window defroster. I have a galvanized roof rack to

go with it. Sadly it doesn't suit my daily driver needs. Asking \$24,000 or sensible offers.

Rory McDonnell  
rory@build4u.ca



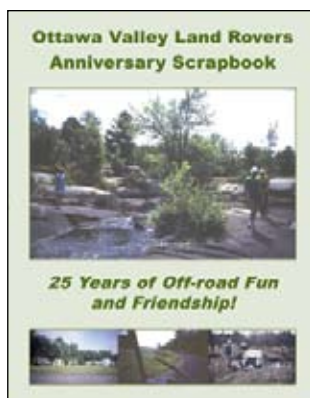
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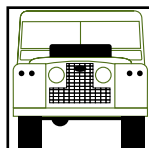
OVL.R.Treasurer@yahoo.ca



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As new, used part of one winter only on an LR3.

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Bargain at \$500.00 Cdn. for the set.

email: roger@horticultural.com

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