

HATOLD NO FEES FOR HONORARY MEMBERS -- LIKE YOU

*Meryx-ms
MCD*

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G'day eh!

Dec 15/89

CHRISTMAS PARTY HIGHLIGHTS: Al "Bates" Pilgrim is Lugnut of the Year--again, the father-son team of Tom and Derrick Hammond walked off with the Silver Ball Award, President Robin got a headful of new earrings, everybody ate themselves into a frenzy and nobody fell down..

ELECTION HIGHLIGHTS: None--the nomination basket is empty

And now the details. A record 49 members and friends gathered at the Coffee Lodge restaurant on Lancaster Road to celebrate OVLRL's fifth Christmas. This year, the thrash was moved to Saturday night instead of the traditional Wednesday and the club paid a third of the ticket price. We had gifts from AB Ltd in Mechanicville, NY and presents--and a personal appearance--by Rovers North owner Mark Letorney. Mark rocketed up from Westford, VT in the Range Rover in 3-1/2 hours (remember the six hours by LR) and stayed with Neil and Julie Brewer. He seemed a little sleepy but maybe he just got too close to the Parliament buildings. Anyway, Neil set up a collection of dastardly LR skill-testing games and slide and video memories of the year's events. Andy Graham and Prez Robin conspired in a LR model display, After drinkies and mega-mingleing, it was face down in turkey or roast pork dinners, complete with the traditional LR cake.(Actually the traditional LR cake is shaped like a Land Rover--except the year Bates's "good deal" bakery got confused and gave us a Citroen--. This year, the chief baker was Robin's wife Joan, obviously working with less-than-perfect advice from her hubby. The result was, well, unlike any Land Rover cake we've ever seen. Probably because Robin drives an Isusu. The only Land Rovers he has are tiny scale models. We're lucky we didn't get Tim Bits.)

Santa's helper, in the guise of Bates, scattered little chunks of cheer around to deserving members: "Fast" Freddie Barrett got his traditional gift...a piece of firewood (Fred panics when he's caught short), Secretary Harry got an electronic hat gizmo to deflect harmful radiation away from his head (it's not working), Fred Joyce got a Captain Marvel helmet to protect him from rogue tree branches during off-road trips (he got stabbed last summer), Jerry Dowell got a date that comes with her own inflate valve and dozens of people won door prizes ranging from sweatshirts to Land Rover mugs to hats.

The slide show heaped abuse on Newfoundlander Kevin Burton, Treasurer Lyne, "General" John Deveth, work habits at the "McBates Garage", anybody who tried to have a pee in the bush, the province of British Columbia and several total strangers.

Then it was time for the awards.

While Tom and Derrick Hammond won the Silver Ball for the members who covered the most miles towing their Land Rovers during 1989, the competition was pretty close. Secretary Harry was right up there with three breakdowns following his 109 rebuild (which also put him in the Lugnut race). The Dowells were considered but disqualified on a technicality (they trailered their rebuilt Series 1/86..nice try weasels). The Hammonds took it for efforts made in bringing their far-flung Land Rover flock back home after several years of hibernation while Tom was posted overseas. Using the club towbar, they dragged an 88 and a 109 to east-end Ottawa from Norway Bay and Pembroke. That was the easy (and cheap) part. The two are now awaiting extensive rebuilds.

While the race (snicker) for the Lugnut Award was not so hotly contested, we did hear a few stories that justify repeating. Like Last year's winner John Wooton who welded his horn wires together while letting his engine block freeze in the classic dilemma "too-much-power-not-enough-antifreeze". Or David Johnson who, during last month's frame oiling, looked into one end of Neil Brewer's bumper just as Neil unleashed a blast of oil at the other, or wife Elizabeth who drove right off the ramps, or "nearsighted" Yves Fortin squirting himself in the face with a can of silicone, or Neil hammering his face with a wrench during LR repairs, or Fred Joyce turning Neil's wooden wheel ramps into kindling in a fall from his 88 to the Queensway after the frame oiler.

But once again, Al was far and away the biggest dummy of the year. It had to do with wheel bearings, grease and torque wrenches. While most of us know which one of the above doesn't belong with the others, apparently it's still a mystery to Bates. While scooting along the Quebecside heading for Jerry Dowell's cabin recently, Al detected a faint scratching which was soon followed by a more pronounced chattering followed by serious grinding then definite screeching. At the same time, what began as a slight shimmy in the steering soon became a two-fisted struggle to keep the 107 from kissing the granite walls of Highway 5. Bates of course, noticed nothing unusual. When the Land Rover could dance no more, he gudgingly released the accelerator and shuddered to a stop.

The toll: (according to witnesses) One wheel hub, two bearings, one spindle, two brake shoes, rubbers, springs, a brake drum and a badly gibbled backing plate.

The cause: (according to Bates) a-Cheap British parts, b-Cheap Canadian bearing grease, c-Somebody sneaked into the yard and washed the grease off, d-Somebody sneaked into the yard and torqued the bearings, e-It's not my fault. Obviously, he was guilty as sin.

Al is the only member ever to win the coveted award a second time. (Most people would rather die.) In 1985, he took it after the rear propshaft parted company with the rear dif during a furious downhill dash. An unbiased and independent inquiry (chortle) found that "someone" had neglected to tighten the U-joint nuts.

Editor Mike "McD" McDermott presented this year's Lugnut award, newly refurbished by master woodcutter Vern Fairhead. The original award had run out of space for the winner's plaques. The new one, a Land Rover 88 carved out of a piece of butternut, should last 10 years.

The award judges noted that, in all fairness to Bates (yeah, right) the number and viciousness of submissions this year was mild compared to other years. They decided that either club members are getting better at the care and feeding of their Land Rovers or becoming goody little milquetoasts who've lost the desire to see their friends mercilessly ridiculed in public. The former is unbelievable, the latter really depressing.

President Robin wrapped things up with a plea for members to consider holding office as we have received no nominations for the four executive positions. While Robin and Secretary Harry Bligh will stand for 1990, no one is running for Vice President or Treasurer. Election night is Jan 10 (see following article). Robin expressed thanks to all the folk who helped at the Christmas party and throughout the year, namely: Fred and Audrey Cole for hosting the annual birthday party and John and Elizabeth Hart for allowing us to use their field for the frame oiler. Vern and Linda Fairhead for staging the Maple SYRUP run, Jason Dowell for his rebuild seminar, wives (and occasionally husbands) for giving their mates enough room to help when needed, VP Walter Saveland, super-treasurer Lyne Leduc, and secretary Harry Bligh. The sometimes, maybe, on-again, off-again, un-events non-co-ordinator Bates and newsletter editor McD.

Suppliers and friends Cliff and Bobby at Atlantic British Parts, Waterloo, Que... Dick and Steve at Atlantic British Limited, Mechanicville, NY,...and Mark, Andrea, Lanny and the gang at Rovers North, just down the road from John and Robin at Vermont Rovers.

There are others out there who deserve our thanks but the night was cold and the beer was getting warm so if your name didn't appear, please don't think you were forgotten....Actually, you were forgotten but we just don't want you to think about it. We might need your help again next year.

ANNUAL GENERAL MEETING gets underway at 7pm, Wednesday, Jan 10 at 2655 Lancaster Rd. near the Museum of Science and Technology. It's the National News building and you should enter through the side door by the parking lot. Besides taking a look at the books to see where the money went, we'll elect next year's executive and discuss plans for 1990. Now's your chance to put in your two cents worth, roast a president, threaten the newsletter editor or heap praise or complaint on the way things are done. It's also deadline for 1990 dues. You can mail in the form attached to this newsletter with your fee or pay on Jan 10. First-time joiners pay \$5 initiation and \$12 for the year. Returning members just pay the 12 bucks. Please don't be late. It means the rest of us have to carry your butt.

Editor McD took another tour out west on business recently and stopped in to see Al Sigurtson, author of the RoverRegister Report, official organ of the Edmonton-based Alberta club. Al led the tour of the fleet residing at his home which included two military lightweights (one mint, the other working on it), a near-spotless Doormobile, a 67 wagon with a 250 Chev six shoehorned into the engine bay and a super-clean 1957, Series 1 station wagon. The 107-10 passenger came from Whitehorse where it served with Canada natural resources. It's now the property of Mike Rundell. McD carried with him gifts--a club T-shirt and photos of Simon Skuce's 101. Al and his members have been searching in vein for evidence of the ex-military v-8's existence in Canada without luck. Simon's was last on the road several years ago but now rests in a Carp-area field.

Then it was off to Vancouver where McD met Neil Brewer--also there on business--for a visit to Octopus Parts ltd., a new LR spare supplier recently arrived on scene. Ray Wood, formerly from South Africa, travelled much of the world before settling into a spot overlooking the water. Ray has a multi-level machine shop clinging to the side of a hill where he manufacturers hydraulic pumps for marine use. Besides the LR parts and repair biz, he's planning a safari-type operation for next summer where tourists can rent an LR and take a guided tour of the BC backcountry complete with cook and camping gear. We'll bring you more info on that adventure later in the season.

Then it was on to a meeting with Roverlanders chairman Andre Maier and some members of that club. McD had earlier guzzled coffee with Roverlander magazine editor Rhonda Wood to trade gossip and news. He also spoke to ALROC president Harold Huggins by phone but White Rock was just too far away this trip. A return engagement is planned for March and Harold and Island Rovers LR collector-extraodinaire Ron Low are on the agenda

GOSSIP....LIES....SOME TRUTHS...RUMOURS....FOR SALES....WANTED.!

*-Welcome new member Andrew Lee of 3 Craig St. Ottawa. Andrew has been a British car groupie for years and finally made the leap to Land Rover. His just-purchased 1966/88 used to belong to former OVL R member Jordie Bowen. His first mission: Re-polarize the electrics to negative ground.

*-And Glen Massie of 414 West St., Dunnville, Ont. who has a Series 3/88

*-Welcome also to Roy Dormany of Wasaga Beach, Ont., who drives a 109 but we have no more info than that.

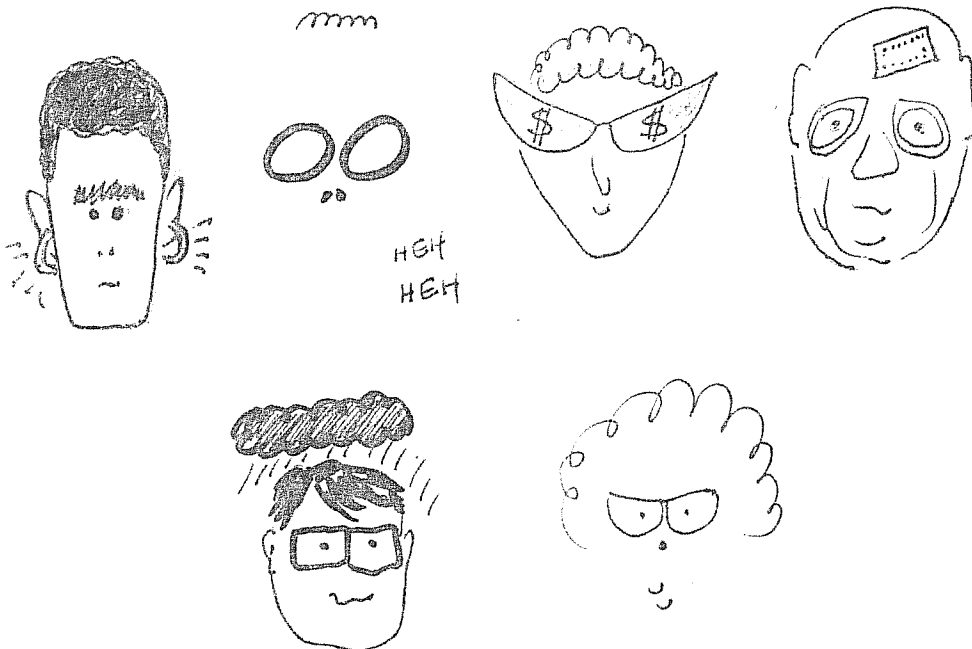
*-OVL R is helping a Connecticut Land Rover owner track down the pedigree on his 60's 109.

*-Don't miss the RoverRegister sale flyer and the Toronto LR club newsletter--both attached.

*-NEXT ISSUE: Tips for dealing with Canada Customs and a special OVL R gift to help you--and your LR--do your bit for cleaner air.

That's all for now. Seeya at the general meeting.

MERRY CHRISTMAS AND A HAPPY NEW YEAR FROM:



THE
BUN

OVLR MEMBER TIP

The following article comes compliments of OVLR member Peter -my-LR-always-starts-Whitworth

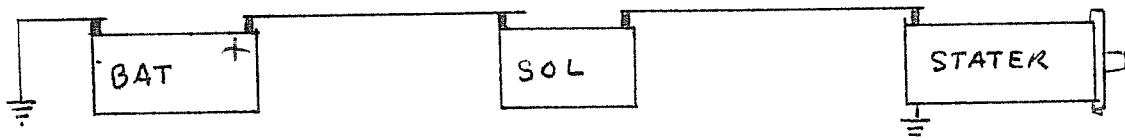
Does your starter motor lack punch at -25 C? If so, try this easy 24 volt starter conversion by taking the battery out of the XKE you parked for the winter and inserting it, electrically speaking, between the solenoid and starter of your Land Rover

This will give 24 volts at the starter and 12 volts everywhere else. The disadvantage is that the starter battery will need to be recharged with a battery charger. Will it burn out the starter motor? My experience says "No". Also, it used to be common practice "over 'ome" to convert six volt Fords to 12 volts without changing the starter and without problems. My "heap" 11-A, which I use for snowplowing, already had a battery compartment under the driver's seat (the regular battery) as well as the underhood tray where I fitted the starter battery

All I had to do was add two battery cables, a nut, bolt and washers and a short piece of hose for insulation. The system can be returned to standard in 15 minutes when you put the Jag back on the road in the spring.

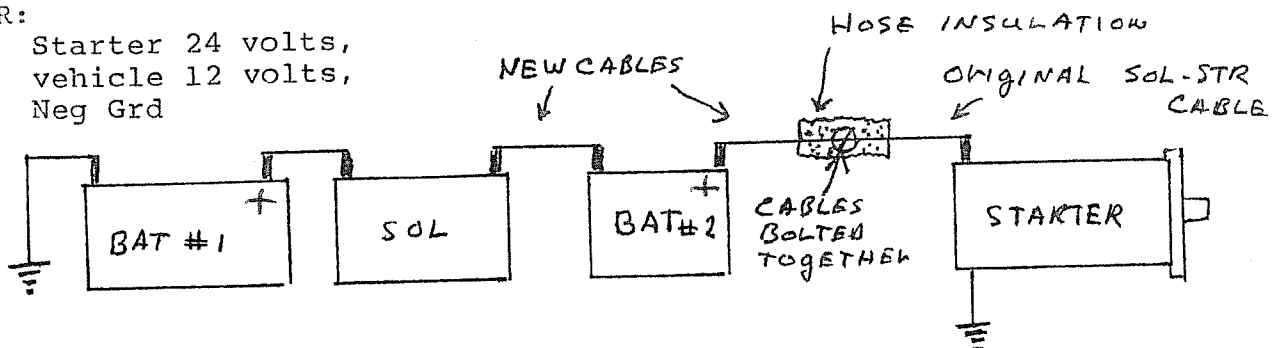
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Starter and vehicle 12 Volt, Neg Grd.



AFTER:

Starter 24 volts,
vehicle 12 volts,
Neg Grd



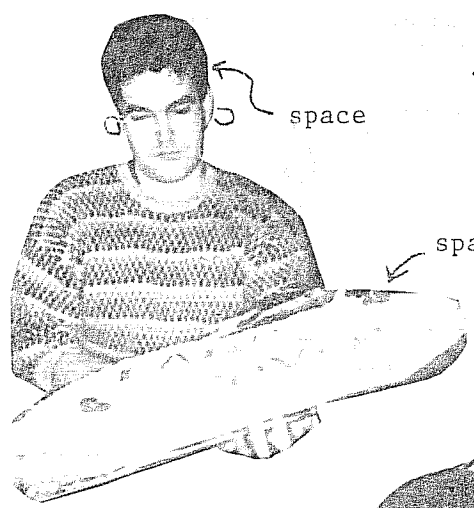
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rubber device



MERRY X-MAS PARTY '89

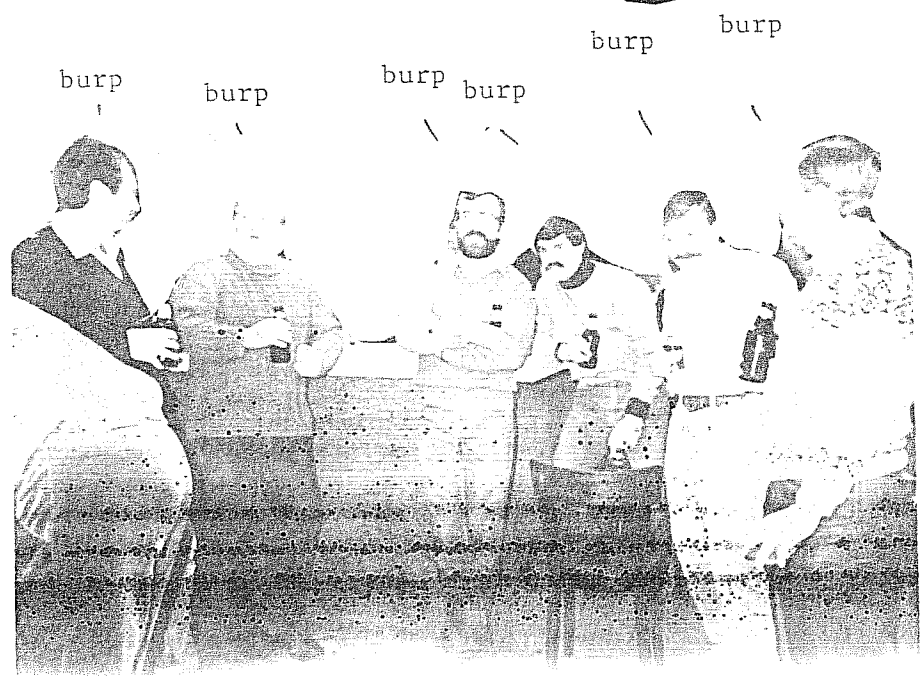


space

space ship



spaced man



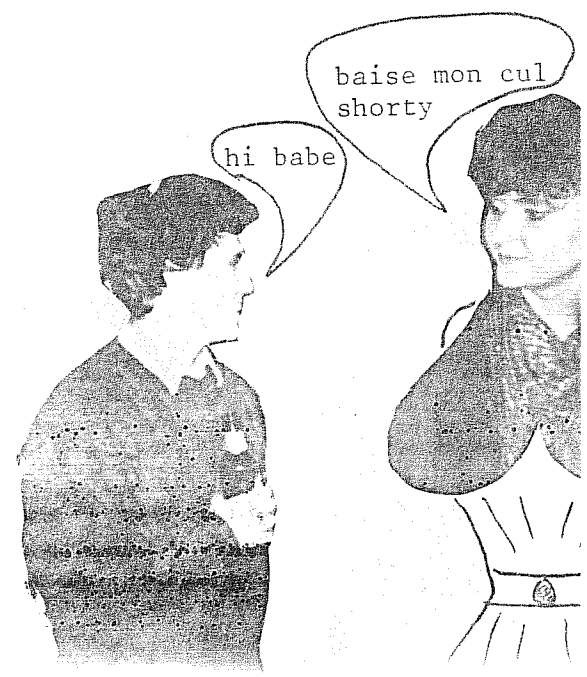
burp

burp

burp burp

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hi babe

baise mon cul shorty

CD.
CD.

fake
fake

Gosh fellas, for me?

NOT AGAIN!

ZZZZZZZZ

mystery man

Like wow, man

Winch cable/ IUD?

nice teeth

take me home



Good Day!

After a few unofficial gatherings we finally had a serious meeting at Boyd conservation area on August 27. Since we informed over 100 Rover owners about the meet we expected a large crowd but due to a rain forecast only about 20 people showed up. It never rained and we enjoyed chewing the fat and checking out some very nice cars that showed up.

Don and Gabe Watson made an attempt to serve some hotdogs they had prepared on their BBQ. But no one noticed their effort since everybody was too involved chatting away and inspecting the other cars. Thanks to Don and Gabe anyways, especially from Dave Lowe's dog who got to eat most of the hotdogs.

We finally all sat together and Harold Snyder and I outlined the basic frame for the club and got a few urgent questions answered. After a hefty discussion we decided to call ourselves THE ROVER CLUB wich is now our official name.

The executive has also formed as follows:

President.....Harold Snyder
 Vice president & Newsletter.....Tom Tollefson
 Club liaison.....Don Watson
 Treasurer.....Jo-Ann Tollefson
 Matereal & equipment references.....Mike Riby

We still need a Social Committee that organizes events and social activities. Nobody volunteered at the meeting so here is YOUR chance to get actively involved.

Mike Riby is going to establish our "DATA BANK". If you happen to have information of any kind about Rover vehicles or if you need to know something specific, give him a call at (416) 896-8576

A small detachment of the club (Don & Gabe, Dave Lowe and me) headed out to Tweed, Ont. on the Sept. 9 & 10 weekend. We had planned to meet a group from the Ottawa Valley Land Rover Club and spend a weekend on a small campground as some of us used to do a few years ago. We also met up with Brett Storey from Belleville with his Landrover.

It turned out that the owners of the campground must have changed. The once nice place was littered with garbage and very suspicious looking people gave us anything but a warm welcome. Quickly we turned around and decided to wait in a nearby truckstop at Hw.7 for the guys from Ottawa. A phonecall then confirmed that none of them were able to make it.

After all these mishaps we decided to visit Richard Copple, a former Torontonian, wich moved to Picton. He was happy to see us and offered us to spend the night at his place. We quickly set camp by the lake (Ontario) and enjoied the rest of the day telling storys and drinking beer. Richard also offers assistance in repair of vehicles and finding parts for our clubmembers and we can use his property for eventual future club events.

After a bad start this weekend turned out to be enjoyable and successful.

Next on the list is the clubs appearance at the British Car Day at Bronte Creek on September 17.

The meeting started with a gathering at Sherway Gardens Shopping Plaza in Mississauga at 8 am. Amongst lots of other Brit-cars Phil Regin on Range Rover, Don & Gabe on Landrover Series 1, Piers Hemmingsen on Rover 2000 and Jo-Ann & me in our Landy showed up for the convoy to Bronte Creek.

Around 10 am we headed for the QEW with police escort and lights on to make our way to the conservation area in Oakville. Arriving there we lined up in "Section 2" for "special interest vehicles" and anything that would not fit into any of the other 26 sections wick distinguished between all the different makes of cars. Even though over 400 cars showed up at the meeting everything was well organized and ran smoothly. A few other clubmembers and Rover owners showed up during the day but we never got a strong group of Rovers together to make ourselves noticeable as a club (was'nt somebody supposed to make a banner ??)

Anyways, we gained a few more club members, namely:

Charles Fitton, North York	Landrover Series 1
James Stokes, Mississauga	1957 Rover 105 R
Alan Lee, Port Colborne	Landrovers (2)
Jim Evans, Toronto	1955 Austin Champ, 1968 Morris Cooper

Welcome to the club, lads!

When the event slowly faded out later in the afternoon, Don, Gabe, Phil, Jim Evans, Jo-Ann & I went to find the actual Bronte creek to do some off roading. Downstream we went passing a few stunned fishermen. It was a bouncy ride until we had to stop because of an impassable bridge. The bridge was too low so we could not drive underneath it and the banks were too high to drive around it. So we turned around and made it all back to shore without casualties and with clean frames to end this days activities.

At present time we have 18 clubmembers.

Furthest north is Marlene Manning from Utterson, Ont. She says they have lots of good off road places up there and also a few potential new clubmembers. We should go and see her some time.

Furthest west are Don & Gabe Watson from Wingham, Ont., our Club liaison persons.

On the east end we have Mike & Janet Fraser from Sunderland, Ont.

Most southern exposure gets Bill Maloney from Wayne, New Jersey, our only american member. He sent us a write up about his travels into 'roverland'.

SORRY, NO MORE SPACE

--- MCD