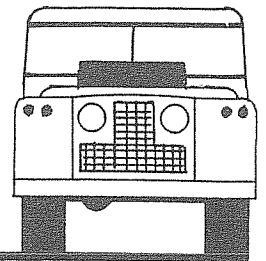


OTTAWA VALLEY LAND ROVERS



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

G'day Eh.

Jan 11/91

IN THIS ISSUE: Along with greetings from the new year, we have a report from the annual general meeting, two new executive members, the first of a series on welding, the inside story on electrical instrument repair, a look at our finances and some interesting photos.

Now the details: First, your newsletter is coming to you (hopefully, if Canada Post doesn't object) in a slightly different format. You will have noticed the distinct lack of an envelope surrounding this month's missive. It's an effort to cut down on the monthly workload of stuffing 90 of these suckers into envelopes and save a little weight and therefore postage. If you get this very late--and inside an envelope, you'll know the post office didn't cooperate.

The first blizzard of the year kept the turnout small at this year's AGM but that didn't prevent the new exec from outlining its plans for 1991. Former VP Jason Dowell assumed presidential duties from Robin Craig as Robin stepped down after two years. Yves Fortin became vice president, replacing Jason. Exec vets Tom Mayor and Harry Bligh returned to their roles as treasurer and secretary, beginning their third year in office. All were acclaimed. Treasurer Tom's year-end audit showed the club spent more than three thousand dollars on its activities during 1990. Thanks to careful planning and the generosity of members and friends who joined in our functions during the year, we still made money and are starting 1991 with more than a grand in the bank.

Former Pres Robin, traditional engraved pewter beer mug clutched tightly in his hand, thanked the exec, committee members and the members for their help during his two terms. Robin will continue as coordinator for the 1992 cross-Canada Land Rover tour as well as frequent author of articles in this newsletter. (see his report attached)

Editor Mike "McD" McDermott reported the monthly newsletter run had reached 90 copies with 72 going to regular members, two to honorary life members and the balance to associated parties like suppliers and other clubs and organizations. Production totalled 108 pages for the 12 editions and volunteers stapled, folded and addressed a print run of almost 4,600 copies. McD thanks mainstays Jason, Al and lady Kelsey.

The new exec put several ideas on the table for discussion but, because of the small turnout this year, little was decided. The proposed kitchen trailer was high on the agenda. Our major events of the year, the Maple Syrup Rally, birthday party, US rally and Picton get-together with the Toronto club all demand feeding dozen of people.

At last summer's birthday dinner for example, Chef Harry fed almost 50 hungry Land Rover buffs. We're currently using a loose collection of camp stoves, portable coolers and rickety tables. The plan is to build a trailer that would provide large volume storage, refrigeration, cooking and serving facilities in a single mobile package. We have a couple of plans but need input from members. A special meeting later this winter is planned where we can exchange ideas. Mike McDermott (224-8300) is coordinating this one. Bob Wood suggested obtaining a large military style tent to protect us on outings in bad weather. The modular tents come with removable sides and can be linked together. Now we just need to find one. If you can help, Call Jason (731-5098).

President Jason is looking into a course on basic vehicle fire fighting and CPR. Both are dear to his heart having almost been turned to toast by Mike Dolan's inflammable 86 last summer while pondering the onset of middle age. Still a boy at heart however, he also wants to see a serious off-road foray into the bush for several days...probably next fall.

There was discussion about offering several rebuilt items to members in need as in: "My transmission is pablum and the rally is tomorrow". The plan would call for the club coffers to foot the bill to rebuild a transmission, differential or starter, for example, and sell it to the needy member at cost plus a few bucks for the kitty. The member would donate his old carcass so the process could continue. To get started we need two things: members interested in rebuilding and a dead transmission, diff or starter, for starters. Call Jason (731-5098).

NEWS...GOSSIP...FOR SALE...TALL TALES...HAPPENINGS...WANTED...STUFF

*-Jim Evans of the Toronto Rover Club is selling his Series 111/88. Jim says the frame is A-1 with no corrosion, all new brakes, interior is mint, 8000 lb electric winch, new half shafts, new exhaust, swivel pins and more. He's heading for Thailand for a rest and needs the bucks. Asking \$6000. Home ph: (416) 949-4050

*-Glossey industry news from Land Rover, sent to OVLRL regularly by PR man Vincent Hammersley, is available from Editor McD (224-8300).

*-New VP Yves Fortin is first in line at Jason's garage for reverse gear.

*-Drag races on the ice, sponsored by the Club 4X4 de L'Outaouais, starts at 9am, Jan. 26 at the Aylmer Marina

That's it for now:
Editor Mike "McD"

Pres Jason
731-5098

VP Yves
237-9719

Treas Tom
256-5585

Sec Harry
284-0228

PS: YOUR \$15 DUES FOR 1991 SHOULD NOW BE PAID. THIS COULD BE YOUR LAST NEWSLETTER.

OUT OF THE FRYING PAN AND INTO THE FIRE

A very happy new year to you one and all. Also it's good bye from me. In this months jottings, a brief look back at '90, some thank you notes and a look into the future.

This year has been great for OVLRL. We had at the last count of my list a total of over 70 paid up members (that does not include the two honorary's and suppliers, magazines etc.) Those of you who came out have had great fun at the events this year. From the sugar bush at Vern and Linda Fairhead's in Quebec, to the joint Toronto OVLRL outing to Richard Copple's idyllic paradise in Picton. Then there was the outstanding success of the birthday party held at the Dolan family spread in Almonte. Out to Dunrobin for cabbage rolls and floatcoat with the Hart's. And finally prizes, gifts, games, turkey and Al Pilgrim at the Christmas party.

As president I have not organized these events myself. Far from it, each event has been the sole responsibility of a single member (almost always from the exec) who has enlisted the help of a few others to make it all happen. I would like to thank those people mentioned above who have played host on your behalf and the following; Harry and Lyne our tireless catering duo, Tom Mayor with the cash and the address stickers for the newsletter, Jason with the compressor and bits and Al the man who never forgets 'cos he has a list! There are other people out there who have helped in their own way. Vincent Hammersley at Land Rover. And don't forget the guy who puts all of this together, Mike Mcdermott our editor. I would like to take this opportunity to wish Jason, Yves, Harry, Tom and Mike all the best for '91. Thank you one and all. Robin

TRANS CANADA / ALASKA TOUR 1992

Over a year ago I committed myself to be the co-ordinator between OVLRL and Ron Mowry in Maine. As an update here is the aim, a 28 day drive from Halifax to Anchorage by 50 Land Rovers via a scenic route, mostly the Trans Canada Highway. The last part will be on the Alaska highway which will be celebrating its anniversary in '92. My position as such is to be the buffer between Ron and OVLRL as it was felt that the club could not be committed to something that was not totally prepared and established. The overall plan so far is for OVLRL to occupy the group for two days while in the area. planned activities could include ideas such as a light off road outing, a bar-b-q and beer get together, a photo call in front of Parliament Hill, a day at the beach. At the moment because there are no firm details on the itinerary anything is possible. If you have any suggestions let me know.

As this year progresses I will keep you updated through the newsletter. If you need more information please get in touch with ron at Box 1023, West Lebanon, MA 04027, USA. tel: 1 207 658 9064. It would probably help Ron if you sent a self addressed envelope with a couple of international reply coupons (available at the major post offices) if you write. At the moment there has not been any kind of campaign fund set up and boy postage can get real expensive when you start mailing to alot of people.

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Finally a cautionary winter tale. Two car drivers at a Mooneys Bay car park saw a set of tire tracks in the snow. They assumed if another vehicle had gone through then they could too. They both got stuck. The tracks had been made by an Isuzu Trooper. Only one could be pulled out by the Trooper as the other vehicle had no point to attach the chain. The moral of this is to know what made the tracks that you are following. It can happen to the best of us so be careful! My thanks go to McD for the use of his chain.

Robin

FLUX AND SPATTER

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WELCOME TO THE WORLD OF WELDING AND FABRICATION. OFF AND ON IN THE COMING MONTHS WE WILL BE GIVING YOU TIPS ON WELDING AND FABRICATION FOR YOUR LAND ROVER. WE WILL TRY TO ANSWER YOUR QUESTIONS IF YOU HAVE ANY.

FIRSTLY LET ME GET A FEW BASIC THINGS CLEAR FROM THE START. THIS IS NOT A MASTER CLASS SERIES BUT A GUIDE TO HELP YOU GET BETTER RESULTS FROM THE EQUIPMENT YOU HAVE. SECONDLY, SAFETY IS YOUR CONCERN. I CAN NOT STRESS ENOUGH THAT WHEN WORKING ANYWHERE YOU SHOULD BE AWARE OF THE SAFETY HAZARDS INVOLVED AND TO PROTECT YOURSELF *AND* OTHERS AROUND YOU.

WHAT IS WELDING? IT IS THE JOINING OF TWO METALS USING HEAT TO MELT BOTH PIECES TO BE JOINED (BASE METAL) AND THE FILLER ROD, IF NEEDED. SOLDERING OR BRAZING IS DIFFERENT IN THAT IT DOES NOT INVOLVE THE MELTING OF THE BASE METAL, ONLY THE FILLER ROD. THERE IS A DIFFERENCE AND THE TWO SHOULD NOT BE CONFUSED. AT PRESENT THERE ARE FOUR COMMON TYPES OF WELDING THEY ARE SET OUT BELOW WITH A SIMPLIFIED DESCRIPTION:-

1. GAS WELDING USES OXYGEN AND A FUEL GAS, WHICH IS MOST OFTEN ACETYLENE. IN SOME AREAS MAPP GAS OR PROPANE ARE USED INSTEAD. MY CHOICE IS ACETLYENE. THE GASES COMBINE AND COME OUT OF THE TIP IN A FINE JET. USING THE HEAT ONE CAN WELD AND ADD A FILLER ROD IF NEEDED. THIS IS POPULAR AS THE SAME SET WITH A DIFFERENT TIP DOUBLES AS CUTTING EQUIPMENT. MILD STEEL IS THE METAL MOST OFTEN WELDED BUT BRAZING OF ALUMNINUM AND BRASS AND TIN IS POSSIBLE

2. ARC WELDING IS AS IT SOUNDS. MAKING AN ARC IN AN ELECTRICAL CIRCUIT. A CURRENT EITHER DC OR AC IS USED. THIS IS PROBABLY THE MOST POPULAR FORM OF WELDING IN THE BACKYARD TODAY. THE SET IS MADE UP OF A POWER SOURCE, GROUND CABLE, WHIP AND ELECTRODE HOLDER, THE ELECTRODE (COATED WITH A FLUX) ITSELF IS THE WELDING ROD AND IS THEREFORE CALLED A CONSUMABLE ELECTRODE. MOST TYPES OF STEEL INCLUDING STAINLESS CAN BE WELDED AND EVEN ALUMINUM.

3. MIG TM (METAL INERT GAS) WELDING IS STEP UP FROM ARC IN ALOT OF RESPECTS. AGAIN THERE IS A POWER SOURCE AND A GROUND CABLE WITH THE OPTION OF AC OR DC BUT GONE IS THE ROD. IT IS REPLACED BY A SPOOL OF WIRE WHICH IS FED MECHANICALLY DOWN A SLEEVE TO THE "GUN" AT THE END WHERE AN INERT COVERING GAS IS PLAYED OVER THE WELD. THIS IS OFTEN CO2. TAKING THE PLACE OF THE FLUX. ALTHOUGH MOST WIRES COME WITH A VARNISH TO PROTECT THEM FROM RUSTING SOME HAVE A FLUX CORE. AGAIN MOST TYPES OF STEEL CAN BE WELDED AND ALUMINUM TOO ALTHOUGH IT IS NOT THE BEST FOR STAINLESS OR ALUMINUM.

4. TIG TM (TUNGSTEN INERT GAS) USES A POWER SOURCE AND GROUND CABLE BUT THE ELECTRODE THIS TIME IS A NON CONSUMABLE TUNGSTEN ROD COMBINED WITH A COVERING GAS IN A TORCH AND THE FILLER ROD IF NEEDED IS ADDED BY HAND AS IN GAS WELDING. THIS IS GOOD FOR ALL TYPES OF STEEL AND BRASS AND ALUMINUM. ONCE YOU HAVE EVER WORKED WITH THIS EQUIPMENT AND SEEN THE QUALITY OF WORK POSSIBLE THE IMMEDIATE REACTION IS " I WANT ONE OF THESE! ". UNFORTUNATLY THEY ARE EXPENSIVE AND ARE NOT GOOD ON SUCH ITEMS AS LAND ROVER FRAMES IN DIRTY GARAGES. WHAT THEY ARE GOOD FOR IS SMALL REPAIRS TO BODY PANELS AND SMALL PARTS SUCH AS MANIFOLDS AND CARBURETTERS UNSUITABLE FOR ARC WELDING.

NEXT TIME A LOOK AT GAS WELDING AND CUTTING SO UNTIL NEXT TIME BE SAFE. *ROBIN* MIG AND TIG ARE TRADE MARKS OWNED BY UNION CARBIDE AND LINDE

Note: Ex-pres Robin is a professional welder by trade--ed.

Ottawa Valley Land Rovers

Statement of Income and Expenses

for the year ending December 31, 1990

Income

Bank balance/cash on hand Jan.01/90	\$ 1068.61
Bank interest	83.14
Membership:	918.00
1990 renewal	\$600
1990 renewal late fee	30
1990 new membership	153
1990 init. fee	90
1991 renewal	45
Tow bar rental	15.00
Events:	
Maple Syrup Rally	168.00
Birthday Party	450.00
Oiler	170.00
Christmas Party	883.00
Sale of inventory (T-shirts, toques, scarves, decals)	377.96

	\$ 4133.71

Expenses

Bank charges	\$ 9.41
Newsletter	670.61
Long distance charges	71.67
Exhaust Valve conversion rebate	50.00
Purchase of inventory:	423.65
Toques, scarves	390.00
Rust ban (1 barrel)	33.65
Events (food, utensils, film):	
Maple Syrup Rally	122.59
Birthday Party	272.77
Oiler (food + Rust ban)	102.48
Christmas Party	968.65
Purchase of assets:	357.99
Broken axle tool	25.00
Pots and pans	66.96
Coffee urn	48.59
Griddle	38.00
Series III shop manual	68.66
2-Warn winch videos	24.38
2-10 lb. ABC fire ext.	86.40

	3049.82
Bank balance/cash on hand Dec.31/90	1083.89

	\$ 4133.71

Year end treasurer's report produced January 09, 1991

Tom Mayor

Tom Mayor
1990 OVLR Treasurer

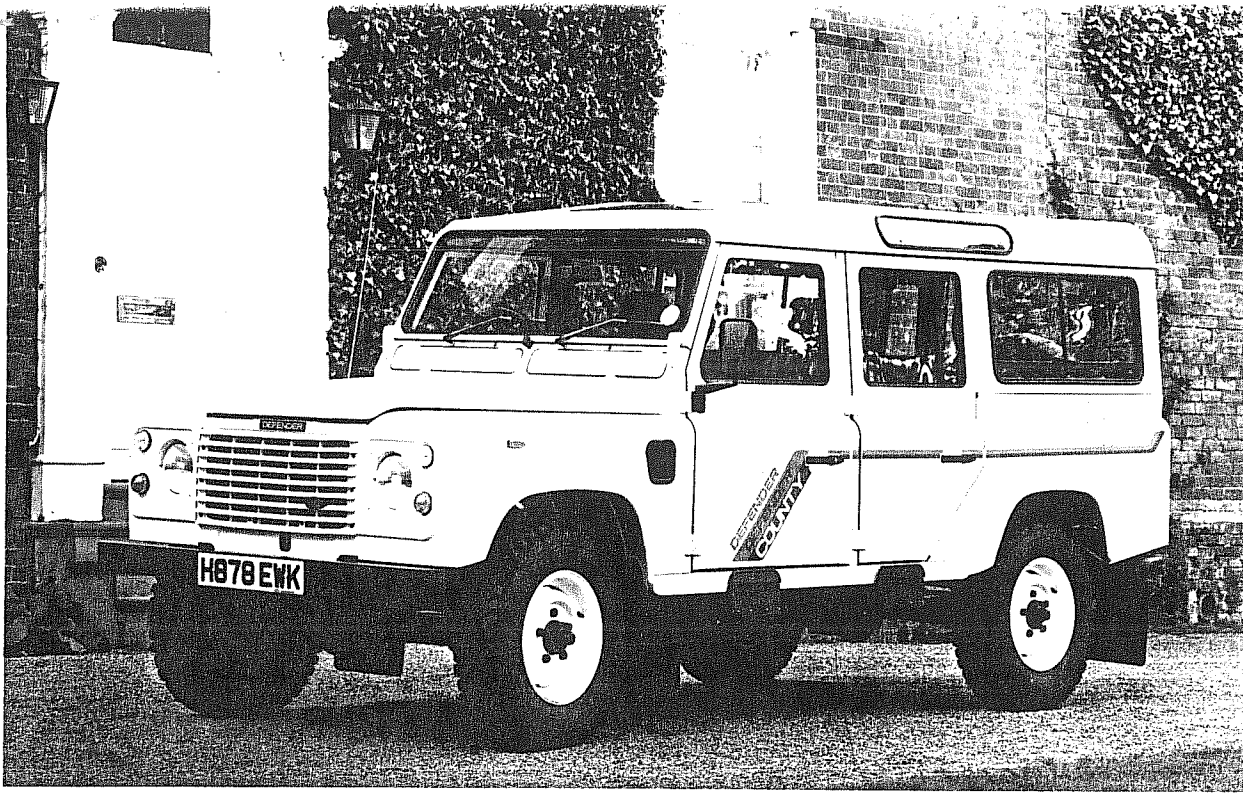
HOW TO REPAIR AN ELECTRONIC INSTRUMENT

- Step 1 Approach the instrument in a confident manner. This will give the instrument the mistaken idea that you know something. It will also impress anyone who happens to be looking, and if the instrument should suddenly start working, you will be credited with it's repair. If this step fails to work, proceed to Step 2.
- Step 2 Wave the service manual at the instrument. This will make it assume that you are at least familiar with the source of knowledge. Should this step fail to work, proceed to Step 3.
- Step 3 In a forcible manner, recite Ohm's Law to the instrument. (CAUTION: Before taking this step, refer to some reliable handbook to be sure of your knowledge of Ohm's Law.) This will prove that you know something technical. This is a drastic step and should be attempted only if the first two fail. If this step fails, proceed to step 4.
- Step 4 Jar the instrument slightly. This generally requires only a three to six foot drop, preferably on a concrete floor. However, you must be careful with this step because, while jarring is frequently an effective method of repair you must be careful not to mar the floor or the instrument. Any evidence that this method has been employed may be used to void your maintenance agreement by people who do not want to take responsibility for their equipment's obvious short-comings. If this step fails, proceed to step 5.
- Step 5 Brandish a large screwdriver in a menacing manner. This will frighten the instrument and demonstrate your knowledge of the deadly "short circuit" technique. Proceed to Step 6.
- Step 6 Add a tube....even if the instrument is solid state. This will prove you are familiar with electronics, but not with the instrument's design. This will confuse the instrument and thereby increase your advantage. If this doesn't work, proceed to Step 7.
- Step 7 Sacrifice a goat at midnight and lay its entrails on the instrument's control board. This action, if accompanied by solemn attempts to invoke higher powers (maintenance personnel) will convince the instrument that you are not without allies. If this doesn't work, proceed to the most drastic and dangerous step. It is seldom needed and is.....

Step 8

Think!

Submitted by Pres Jason.



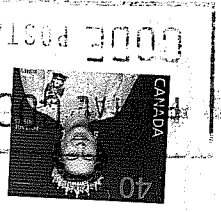
Land Rover Defender 110 County Station Wagon Tdi



Land Rover Defender 90 Hard Top Tdi

HUGGINS, Harold
14782 Oxenhan Road
White Rock, BC
V4B 2H7

OTTAWA VALLEY LAND ROVERS
1016 NORMANDY CRES.
OTTAWA ONT
K2C 0E4



CODE POST