

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

G'day eh

May 8/91

FIRST THE HEADLINES: The garage sale makes BIG MONEY, membership continues to grow, OVLR/ABP Waterloo works a tune-up deal for 25 per cent SAVINGS, Joel Harrison's rebuild makes The Citizen and more details on the summer to tempt your Land Rover palate.

Now the details: Cliff and Bobby Cochrane of ABP Waterloo are offering two Land Rover TUNE-UP PACKAGES exclusively to OVLR members. Both include points, condenser, rotor, cap, four spark plugs, new plug wires and an oil filter. The Series 11-A, 111 package (push-in wires on distributor cap) is \$44., a saving of 11 bucks. The Series 1, 11 kit (with screw in plug wires) is \$52, for a saving of \$13. Sorry, we don't have a six cylinder package. If you get into problems, OVLR has a full set of workshop manuals and some specialized LR tools for members' use.

To get your club discount on the tune-up package, phone Cliff or Bobby at 1-514-539-2669. Offer ends May 31.

This could be the year of "Bests". Last month we had the best Maple Syrup rally ever. This month, the CLUB GARAGE SALE brought in a record profit at a time when we really need it. Our coffers jumped by \$549, thanks to members who donated, collected, sorted and bargained a huge assortment of nicknacks, paddiwacks, trash and treasures. Ottawa area members were asked to search the dark corners of their basements for at least five articles to throw in the pile. Meanwhile, a neighbor of McD's, preparing to move out west, emptied her basement of goodies to be sold on consignment with the club taking a 10 per cent commission. Another friend delivered several trunkloads of goodies.

We had to bring in the phone committee for a little reminder but then club members began arriving with stuff. It took three evenings to transport bits to McD's Carleton Heights garage, sort, repair and price the myriad of goodies. We set up Friday night, covering tables with tarps and hit the sack by 11 p.m. Breakfast was at 7 a.m. and none too soon. The first customer arrived 15 minutes later. We had set our event to coincide with a mammoth garage sale at a nearby community centre and, with the help of a few strategically placed signs, managed to draw a whopping crowd. Super salesman Bates--whose theory seems to be "get rid of it fast and don't worry about making a buck"--was kept caged until the crowds began to thin. Then he was released for his half-hour "Crazy Al's 5 cent sale." to clear out the leftovers. Things wrapped up about 4:30, several hours later than anticipated. Besides the fat profit, we also donated several boxes of clothing to a couple of passing nuns, a shortbox of stuff to the Salvation Army and two shelving units to an old folks centre.

Special thanks to members who donated this year: Fred (Fried) Joyce, Joel Harris, Audrey Cole, Murray Jackson, Asoka Mendes, Fred Barrett, Nancy Fuller, Mike (McD) McDermott, Al (Bates) Pilgrim, George Charron, Kevin Williams, Dale Desprey, Bruce Ricker, Tom Hammond, Yves Fortin, Lyne Leduc, Harry Bligh, Ted Rose and (I think), Kathleen Murphy.

To neighbors and friends Hilda Davy, Kim Malcolm and Jim Fontana for their donations. To Millie Owens for her baked beans, to members' mates Kelsey (McD), Louise (Yves) and Lenora (Jason), thanks for your help.

And to members and friends who collected, sorted, worked the sales tables and provided support and meals: Bates, Freddy B., Yves, Jason, Lyne and Harry, McD and Kelsey. Treasurer Tom Mayor handled the cashbox.

It was long hours for a few and a good response from about 30 per cent of the Ottawa area membership, some of whom donated a great deal. Sales from one member alone totalled more than \$70. Thanks to all involved.

Monthly MEETING HIGHLIGHTS focussed on the upcoming busy summer, ways to get more help at events, X-mas party venue and club fees.

This could be the busiest summer on OVLRL record with six weekend events between now and October. May 18 weekend we're off to Norwood, Ont., and the Series 1 Club; June 22 weekend is the OVLRL birthday at Mike Dolan's; July 13 weekend it's the ABP rally in Mechanicville, NY; Aug. 3 and 4 it's off to the Rovers North rally in Westford, Vt. Planned but still undated is the Picton rally with the Toronto Area Rover Club and a weekend off-road trek in September.

We're leaving for Norwood on the Friday afternoon. If you're interested call McD. Next item is the birthday party. Things get underway Saturday at 11a.m. with the official kickoff about 1p.m. More details next newsletter but think roast beef on a huge BBQ, light and heavy duty off-road trips, a surprise seminar, Land Rover games, campfire, prizes, friends from TTO, MTL and the US and lotsa fun. All for \$10 adults, \$5 kids--same as last year.

... A lively discussion on the lack of volunteer support for events resulted in a decision to be more "pro-active" in getting help. VP Yves, in charge of club committees, will actively seek out club members to act as co-ordinators and help with event staging and support roles. The club has not had a full-time events co-ordinator for several years. The slack has been picked up by the exec and a few regular members but, with the increased activity this year, the workload will have to be shared. When you get a call, please do your bit.

The question of the initiation fee was also discussed with some members expressing concern that it "upset" existing members who were late in paying their dues. The \$5 fee, plus the \$15 annual dues, is charged new members when they join. The \$5 charge is also levied against existing members who let their membership lapse. New members get an introductory package outlining club benefits and back issues of the newsletter. We also have to notify suppliers so the newcomers can qualify for their parts discounts. All that takes work and money, mostly for postage and long distance calls. Eliminating the initiation would mean a dues increase for everyone to cover the shortfall. The exec voted to keep the \$5 fee, which, it was noted, is less than a pack of smokes. Latecomers can avoid the charge by paying their dues on time.

FOR SALE...RUMOURS...HAPPENINGS...WANTED...GOSSIP...NEWS AND VIEWS...

*-1958 Series I/88 for sale. Capstan winch, rare, one-piece doors, frame fair, some body damage. Asking \$2,000. Call Marko Stefanovic, Toronto area (416) 445-2578

*-We have a copy of the 1988 Camel Trophy video for members edification. Call Robin at 738-7880 to borrow.

*-The OVLR Science team visited Sec. Harry's Smiths Fall abode recently to study the mysterious disappearance of four jackstands under Lyne's 88. Had something to do with the frost coming out of the pavement and the weight of the 88. It's back on rubber now, thanks to the club's Jackall.

*-Richard Wegner is the proud owner of a 8,000 lb Koenig PTO Winch.

*-Apologies to Nancy FULLER and Errol HOSEIN for misspelling their names last edition.

*-Rumours abound that Ron Mowry and John Cranfield were in Ottawa recently. Tom Tollefson of the Toronto club heard they were in his area too. Could this be a dry run for next year's cross-country trek? Were they checking out accommodations, sights, support facilities? Could we locals help? Who knows? Is there anybody out there?

*-Welcome back Bob Wood, Ken Gatehouse, Dale Desprey and Fred Barrett from their membership sabbatical. Speaking of Bob, thx for the mechanical donations for our rebuild project.

*-Stephane Bergeron, noted courier-des-bois, forest ranger, consumer of "Cariboo" and recent father, is selling his Series 11 shortbox. It's in kit form with body bits in various conditions. No frame but a just-rebuilt bulkhead with galvanized footwells. Also two engines and transmissions, difs, axles, five 16-inch tires on rims and a set of Husky freewheel hubs. Call him soonest at (819) 458-2857

Fred Joyce is the proud owner of a 109 pickup formerly owned by former member Mark Pankhurst, the former.

*-Kitchen trailer update: Suspension purchased, axle built, running gear complete. Frame building blitz slated for May 26. Thanks to Prez Jason, McD and Bob Wood for donated parts.

That all for now:

Editor Mike (McD)
(613) 224-8300

Pres. Jason
(613) 731-5098

Sec. Harry
(613) 284-0228

VP Yves Fortin
(613) 237-9719

Treas. Tom
(613) 256-5585

How I bought a Legend: Happy car buff tells al

By Joel Harris
Citizen advertising features correspondent

"You know honey, it'd be nice to have your old jeep again", said my wife, on a fall afternoon in 1989.

Those simple words unleashed the beast inside, the ancient yearnings.

We men possess a pair of genes in our code that separate us from the rest of the pack, the urge to eat sausages and to own a truck. The sausages would have to wait.

Within four weeks I located my old orange '79 CJ7. The one with the heavy duty front brush guard from California, the nurf bars from Chicago, and the dual gas can/tire carrier from Colorado.

The one I sold to a doctor to make a down payment on my house. Too bad it wasn't orange anymore, or that the back seat was missing and the front seats were motorized. Okay, I was mistaken.

It was a hard pill to swallow, but I washed it down with the latest edition of *Truck Trader* magazine. There were lots of jeeps advertised, all well out of my price range. I also saw the odd Land Rover.

Visually, she was a little rough, but once started she purred like a lion.

I needed some expert help with the restoration. That's when the pros from Dover entered my life. Jason Dowell and Mike McDermott, treasurer and editor, respectfully, of the Ottawa Valley Land Rover Association and newsletter.

Both men had been involved in several Land Rover restorations and assured me the job could be completed at a reasonable cost (they were true to their word, thank goodness!).

I owned a Legend, "the work horse of the world", a truck put together like a mechano set, that anyone anywhere could repair with minimal tools, except me of course. 55

I owned a Legend, "the work horse of the world", a truck put together like a mechano set, that anyone anywhere could repair with minimal tools, except me of course.

Well, as they say, the rest is history or as my wife said when I told her the good news - "Your history". That was February 1990. The restoration has taken approximately one year to complete, beginning with a frame change and ending with a new coat of paint. Rovers North of Vermont supplied the majority of parts, but I also depended on Atlantic Brit-

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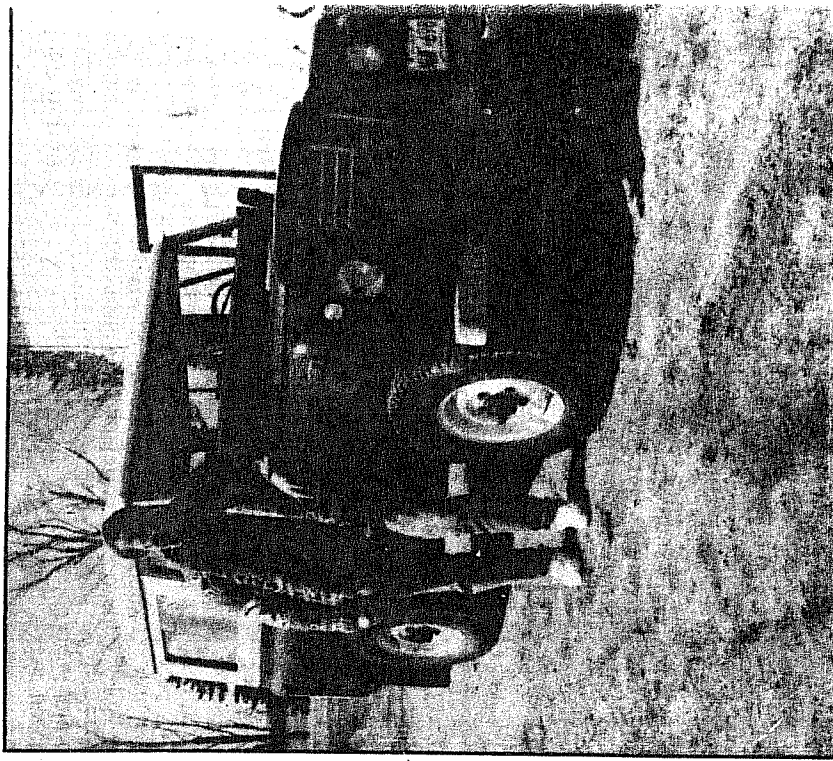
— Joel Harris
Land Rover owner

ish in Quebec, and Hat Salvage out of Medicine Hat, Alberta.

All parts arrived promptly, within a few days of ordering.

My kids have also taken an active interest in the project, but we disagree on whether the Ninja Turtle logos should be on the doors or the roof.

I suspect my wife will be using the Rover more than I will, which is only fair, because it really was her idea in the first place.



Down memory lane: Joel Harris with his pride and joy.

Knows. You
WANT IT BETTER,
Buy ME A 'REAL'
NEWSPAPER PAGES.
-- Ed.

Stay away from those an eerie voice warned, hard to get parts. The fact that a decent CJ would't be had for under \$7500 was no more of a problem than where I was going to put a family of five on four seats.

My energies were now refocused, all because of a ad in the Citizen which read: "88" and "109" Land Rovers for sale, \$6,000 firm."

Those Land Rovers again. So what if you can't get parts. Imagine, two trucks for \$6,000. I started to hum the theme from those National Geographic specials.

The bad news, the trucks had been sold; the good news, I wanted in.

I sat like a student in a classroom while the owner of these two gems expounded on the virtues of owning a Land Rover.

If they're so great, why are you selling them? Ah, to get a Range Rover, the Cadillac of four wheel drive vehicles, also made by Land Rover.

Did I know that a 109" holds 12 people and an 88" holds seven on a shorter wheel base than my old jeep? Did I know that the Land Rover body is made of aluminum and galvanized chassis can be purchased?

On a hunch I called a local auto parts dealer in Orleans. He set the wheels in motion by referring me to a garage in Halville where they restore European cars. He didn't know of any Rovers for sale but suggested I contact another person back in Ottawa. Sure enough this last call lead me to a Rover in Carp, a 1974 88".

Over the phone the owner explained that 1974 was the last year Land Rovers were imported into Canada. That's reassuring I thought.

Once I set eyes on the rig all nagging doubts vanished.

OVL R Membership List: 02 MAY 1991

BARRETT, Fred
2412 Clementine Blvd.
Ottawa, Ontario

K1V 8E2
{613}-731-1294
<<< Member >>>

BLIGH, Harry
11 Mary St. North
Smith Falls, Ontario

K7A 3R8
{613}-284-0228
<<< Member >>>

BURTON, Kevin
11 Luther Place
Mount Pearl, Newfoundland

A1W 3E7
{709}-
<<< Associate Member >>>

CHARTIER, Denis
6557 Legault
Orleans, Ontario

K1C 2Y9
{613}-824-1404
<<< Member >>>

CRAIG, Robin
2821 H Baycrest Drive
Ottawa, Ontario

K1V 7P6
{613}-738-7880
<<< Member >>>

DAVEY, Dave
RR 2
Norwood, Ontario

K0L 2V0
{705}-639-2518
<<< Associate Member >>>

BATH, Alex
57 Tower St.
Kirkland Lake, Ont.

P2N 1P3
{705}-567-4477
<<< Associate Member >>>

BREWER, Neil
Box 834
Agassiz, B.C.

V0M 1A0
{604}-796-3573
<<< Associate Member >>>

CHARRON, George
5605 Leach St.
Manotick, Ontario

K0A 2N0
{613}-692-0967
<<< Member >>>

CGLE, Audrey
RR 3
Smith Falls, Ontario

K7A 4S4
{613}-283-2636
<<< Member >>>

CREGIER, Sharon
University of P.E.I.
Charlottetown, P.E.I.

C1A 4P3
{902}-566-0621
<<< Associate Member >>>

DE VETH, John
RR 1
Golden Lake, Ontario

K0J 1X0
{613}-625-2261
<<< Member >>>

OVL R Membership List: 02 MAY 1991

DESPREY, Dale
432 Mansfield Ave.
Ottawa, Ontario

K2A 2S7
{613}-729-8530
<<< Member >>>

DOWELL, Jason
883 Walkely Road
Ottawa, Ontario

K1V 6R6
{613}-731-5098
<<< Member >>>

FAIRHEAD, Vern
RR 4
Gananoque, Ontario

K7G 2V6
{613}-542-3365
<<< Member >>>

FRY, Don
22 Liri Ave.
Petawawa, Ontario

K8H 1C2
{613}-687-5984
<<< Member >>>

GAGNE, Michel
61 Prestland St.
Ottawa, Ontario

K1K 2C2
{613}-746-8750
<<< Member >>>

GOSSELIN, Richard
C.P. 1841, Terminus
Quebec, Quebec

G1K 7K7
{418}-656-8212
<<< Associate Member >>>

DOLAN, Mike
Lot 3 Concession 5
RR 1
Pakenham, Ontario

K0A 2X0
{613}-256-1980
<<< Member >>>

DOWELL, Jerry
883 Walkely Road
Ottawa, Ontario

K1V 6R6
{613}-731-5098
<<< Member >>>

FORTIN, Yves
651-A McLaren St.
Ottawa, Ontario

K1R 5L1
{613}-237-9719
<<< Member >>>

FULLER, Nancy
2503 Clementine Blvd. #1
Ottawa, Ontario

K1V 8E3
{613}-736-9382
<<< Member >>>

GATEHOUSE, Major Ken
Officers Mess
CFB Ottawa South
Ottawa, Ontario

K1A 0K5
{613}-737-1137
<<< Member >>>

GRAHAM, Andy
782 Chapman Blvd.
Ottawa, Ontario

K1G 1T9
{613}-733-1628
<<< Member >>>

OVL R Membership List: 02 MAY 1991

GUNTORPE, Roger
4114 Nixon Drive, RR 2
Osgoode, Ontario

KOA 2W0
[613]-826-3288
<<< Member >>>

HAMMOND, Tom
1383 Plumber Ave.
Ottawa, Ontario

K1K 4B2
[613]-741-1879
<<< Member >>>

HART, John
RR 1
Kanata, Ontario

K2K 1X7
[613]-839-5230
<<< Honorary Member >>>

HUGGINS, Harold
14782 Oxenhan Road
White Rock, BC

V4B 2H7
[604]-536-5580
<<< Honorary Member >>>

JOHNSON, David
4394 Portland St.
Burnaby, B.C.

V5J 2N6
[604]-434-6527
<<< Associate Member >>>

LEDUC, Lyne
16 Mary St. North
Smith Falls, Ontario

K7A 3R8
[613]-284-0228
<<< Member >>>

HAMMOND, Derrick
1383 Plumber Ave.
Ottawa, Ontario

K1K 4B2
[613]-741-1879
<<< Member >>>

HARRIS, Joel
6073 Valleyfield Cres.
Gloucester, Ontario

K1C 5P3
[613]-830-4750
<<< Member >>>

HOSEIN, Errol
30 Fashion Roseway, 312-E
North York, Ontario

M2N 6B9
[416]-223-4653
<<< Associate Member >>>

JACKSON, Murray
6318 Paddler Way
Gloucester, Ontario

K1C 2E7
[613]-837-7781
<<< Member >>>

JOYCE, Fred
2315 Lookout Drive
Cumberland, Ontario

KOA 1S0
[613]-824-3670
<<< Member >>>

LEE, Alan
336 Clarence St.
Port Colborne, Ontario

L3K 3H1
[416]-534-0416
<<< Associate Member >>>

OVL R Membership List: 02 MAY 1991

LOCHERER, J.P.
461-A Secville St.
Toronto, Ontario

MAX 1T3
[416]-925-8426
<<< Associate Member >>>

LOWE, David
114 Ridgewood Road
West Hill, Ontario

M1C 2X2
[416]-283-9130
<<< Associate Member >>>

MASSIE, Glenn
414 West St.
Dunville, Ontario

N1A 2V3
() - -
<<< Associate Member >>>

MCDERMOTT, Mike
1016 Normandy Cres.
Ottawa, Ontario

K2C 0L4
[613]-224-8300
<<< Member >>>

MELANSON, Keaven
1119 Amiens
St. Foy, Quebec

G1W 4C8
() - -
<<< Associate Member >>>

MORRISON, Bob
6 Hillcrest
Ottawa, Ontario

() - -
<<< Associate Member >>>

LOTHROP, Eric
1900 Woodward Road
RR1
Lennoxville, Quebec

JIM 2A2
[819]-569-7944
<<< Associate Member >>>

MAINVILLE, Jocelyn
Box 1212
Alexandria, Ontario

KOC 1A0
[613]-525-4083
<<< Member >>>

MAYOR, Tom
16 Greystone Cres., RR 4
Almonte, Ontario

KOA 1A0
[613]-256-5585
<<< Member >>>

MCGUIRE, Sean
2166 Loyola
Gloucester, Ontario

K1J 8H5
[613]-741-6491
<<< Member >>>

MENDIS, Asoka
162 Hawthorne Ave.
Ottawa, Ontario

K1S 0B3
[613]-235-2475
<<< Member >>>

MURPHY, Kathleen
Apt. 822 1170 Fisher
Ottawa, Ontario

K1Z 5R7
[613]-278-1558
<<< Member >>>

OVL R Membership List: 02 MAY 1991
(Clubs, Magazines, Suppliers)

PILGRIM, Alan
904-1919 St. Laurent Blvd.
Ottawa, Ontario

K1C 5R9
(613)-731-6616
<<< Member >>>

RICKER, Bruce
RR 1
Kanata, Ontario

K2K 1X7
(613)-592-6548
<<< Member >>>

SAVELAND, Walt
149 Maybury St.
Hull, Quebec

J9A 1V8
(819)-770-4993
<<< Member >>>

WATSON, Don
RR 2
Wingham, Ontario

NOG 2W0
(519)-357-2148
<<< Associate Member >>>

WHITWORTH, Peter
RR 3
Manotick, Ontario

KOA 2N0
(613)-692-2270
<<< Member >>>

WOOD, Robert
1954 Garfield Ave.
Ottawa, Ontario
K2C 0W8

(613)-225-2100
<<< Member >>>

OWEN, Richard
25 Tyrell Place
Nepean, Ontario

K2H 9B7
(613)-829-1970
<<< Member >>>

REITH, Malcolm
4748 St. Andre
Montreal, Quebec

H2J 3A1
(514)-525-6885
<<< Associate Member >>>

ROSE, Ted
RR 1
Almonte, Ontario

KOA 1A0
(613)-256-1598
<<< Member >>>

SHERWIN, Bernard
185 Grandview Ave.
Thornhill, Ontario

L3T 1J3
(416)-889-0851
<<< Member >>>

WEGNER, Richard
RR 4
Ouyon, Quebec

JOX 2V0
(819)-647-3467
<<< Member >>>

WILLIAMS, Kevin
15 Holitman Drive
Nepean, Ontario

K2J 2K1
(613)-825-3385
<<< Member >>>

All British Car Club
c/o Brian & Linda Thomas
307 Union St.
Kingston, Ontario
R7L 2R2
() - -
<<< Club >>>

Association of Rover Clubs
c/o David Gendron
The Cottage, Castle Mill
Goldington Road
Bedford, England MK410JA
() - -
<<< Magazine >>>

Atlantic British Parts Ltd
Box 1068
Waterloo, Quebec
JOE 2N0
(514)-539-2669
<<< Supplier >>>

Island Rovers
c/o Ron Low
2685 Otter Point Rd.
RR 2, Sooke, B.C.
V0S 1M0
(604)-642-3403
<<< Club >>>

Long Run Imports
c/o Richard Coppie
RR 3
Picton, Ontario
K0K 2T0
(613)-476-8074
<<< Supplier >>>

Off Road Canada Magazine
895 Sandy Beach Rd.
Suite 12E
Pickering, Ontario
L1W 3N6
(416)-420-0508
<<< Magazine >>>

Rover Owners' Assoc. of VA
c/o Sandy
1633 Melrose Parkway
Norfolk, VA 23508-1730
U.S.A.
() - -
<<< Club >>>

Atlantic British Ltd.
P.O. Box 109
Rover Rydge Drive
Mechanicville, NY
12118
(518)-664-6169
<<< Supplier >>>

HAMMERSLEY, Vincent
c/o Land Rover Ltd.
Lode Lane, Solihull
West Midlands B52 8NW
England
() - -
<<< Supplier >>>

Land Rover Owners of Amer.
c/o Ron Mowry
Box 1023
West Lebanon, MA
04027
() - -
<<< Club >>>

MacDonald-Smith, Clive
Land Rover Dealer
Fadmoor, N.Yorks
England
Y06 6HY
0751-31202
<<< Supplier >>>

Rover Club of Canada
c/o Tom Toilefson
47 Squires Ave.
Toronto, Ontario
M4B 2R4
(416)-755-6064
<<< Club >>>

OVLR Membership List: 02 MAY 1991
Rover Registry of Alberta

Rovers North Ltd.

c/o Al Sigurdson
Box 79
Duncan, B.C.
V9L 3Y5
() -
<<< Club >>

Route 128
Westford, VT
05494

(802)-879-0032
<<< Supplier >>

SOCHOLOTIUC, Paul
451 Adelaide
Toronto, Ontario

(416)-360-7643
<<< Supplier >>

VERMONT ROVERS
RR 1
Cambridge, VT
05444

(802)-644-2128
<<< Supplier >>

This month I will be reviewing oxy-acetylene safety. Remember this is intended as an over view and should not be considered " all you need to know ". Check with your gas suppliers for their safety booklets and consider contacting your community college and enrolling in a course.

CYLINDER SAFETY. Both the oxygen and acetylene cylinders are pressurized, if you break the valves off you have created a gas powered torpedo that will punch through a block wall. So chain your cylinders into a corner or put them on a purpose made dolly. When not in use or when being transported remove the regulators and fit the safety caps. As acetylene is heavier than air it will "puddle" in the lowest part of the room that it is stored in. So make sure that the room is well ventilated. Storage in a basement is totally unacceptable and even in a garage is suspect. Remember that your light switch is a source of ignition. BEFORE connecting a regulator to a cylinder the valve should be checked by standing away from the outlet and cracking the valve. CHECK when doing this with the acetylene that there is no source of ignition around! Cracking the valve removes any dirt.

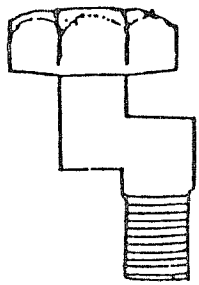
REGULATORS. In North America the standards are such that all fuel gas regulators including acetylene have a left handed or anti clock wise thread unlike the oxygen which has a normal or clock wise thread on the nut that connects to the cylinder. DO NOT UNDER ANY CIRCUMSTANCE CHANGE THIS. Also NEVER PUT OIL onto a regulator. Doing either will lead to tragedy because of a fire or failure of equipment.

CONNECTING REGULATORS. When connecting up visually check the fittings, look for damage and dirt. Make sure the adjusting screw / key has been unwound enough to shut off the supply (this should have been done when disconnecting the empty cylinder). Tighten the nut using an adjustable wrench or a spanner that fits properly. Continued use of a vise grip will strip the brass nut. Once fitted check for leaks using a detection fluid such as "SNOOP". Now step to the side and open the valve slowly and fully. One should always be to the side as the regulator can be "blown apart" with the rush of gas.

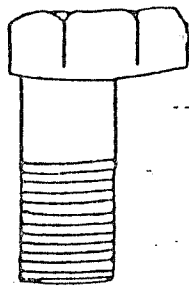
HOSES. Only use rubber hoses that have been designed and approved for use with oxyacetylene sets. One should never consider using copper pipes to form a permanent line. Copper when mixed with acetylene produces PHOSGENE gas. THIS is similar to mustard gas! The hose should be checked under pressure from time to time for leaks. Passing them through a pail or a trough of water will do. If a leak is found cut out the section and using the correct brass couplings rejoin the pipe and water test for leaks. Try to get into the habit of looping the hoses back over the cylinders or dolly when not being used. This will keep them out of harms way and ensure alot less wear and tear.

Next month we will look at the torch and setting the regulators and lighting the torch.

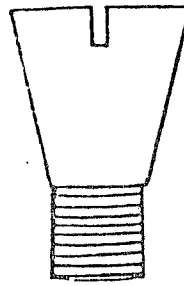
ROBIN IS A TICKETED WELDER AND WORKS IN STRUCTURAL AND MISCELLANEOUS STEEL FABRICATION. HE CAN BE CONTACTED ON 613 738 7880 OR BY WRITING C/O OVLR.



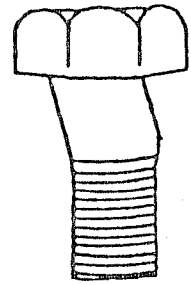
FOR MISMATCHED HOLES



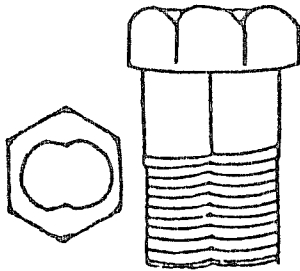
FOR HOLES TOO NEAR THE EDGE



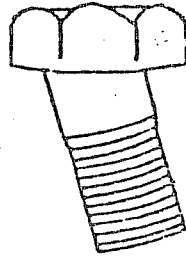
FOR HOLES COUNTER-SUNK TOO DEEP



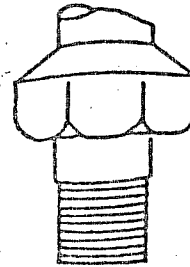
FOR HOLES DRILLED CROOKED, THEN STRAIGHT



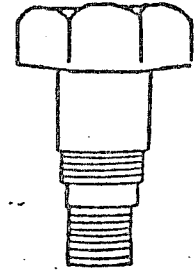
BLIND BOLT - FOR DOUBLE DRILLED HOLES



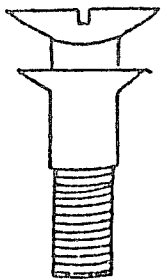
FOR HOLES NOT DRILLED STRAIGHT



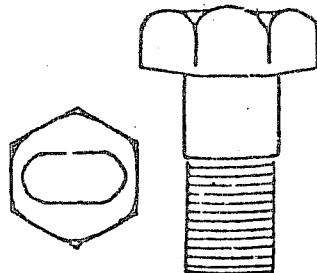
FOR HOLES WITH COUNTER-SINK ON WRONG SIDE



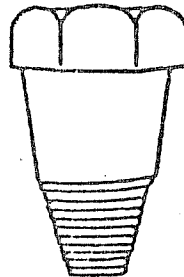
FOR HOLES DRILLED TOO BIG, THEN - RIGHT SIZE



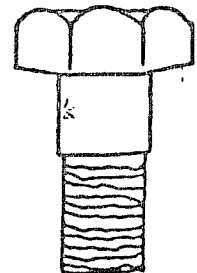
FOR DOUBLE COUNTER-SUNK HOLES



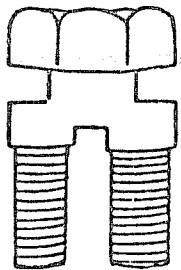
FOR OUT-OF-ROUND HOLES



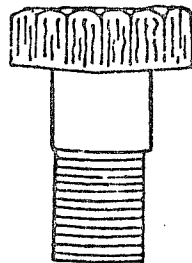
FOR TAPERED HOLES



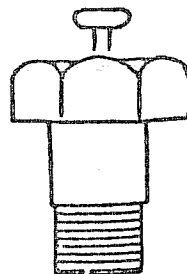
PRE-STRIPPED FOR EASY OVERTORQUING



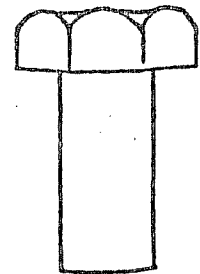
FOR REDRILLED HOLES THAT STILL DON'T MATCH



SERRATED HEAD FOR VISEGRIP TORQUING



HAMMER HEAD BOLT - FOR HARD TO START HOLES



FOR THREAD-LESS BOLT HOLES

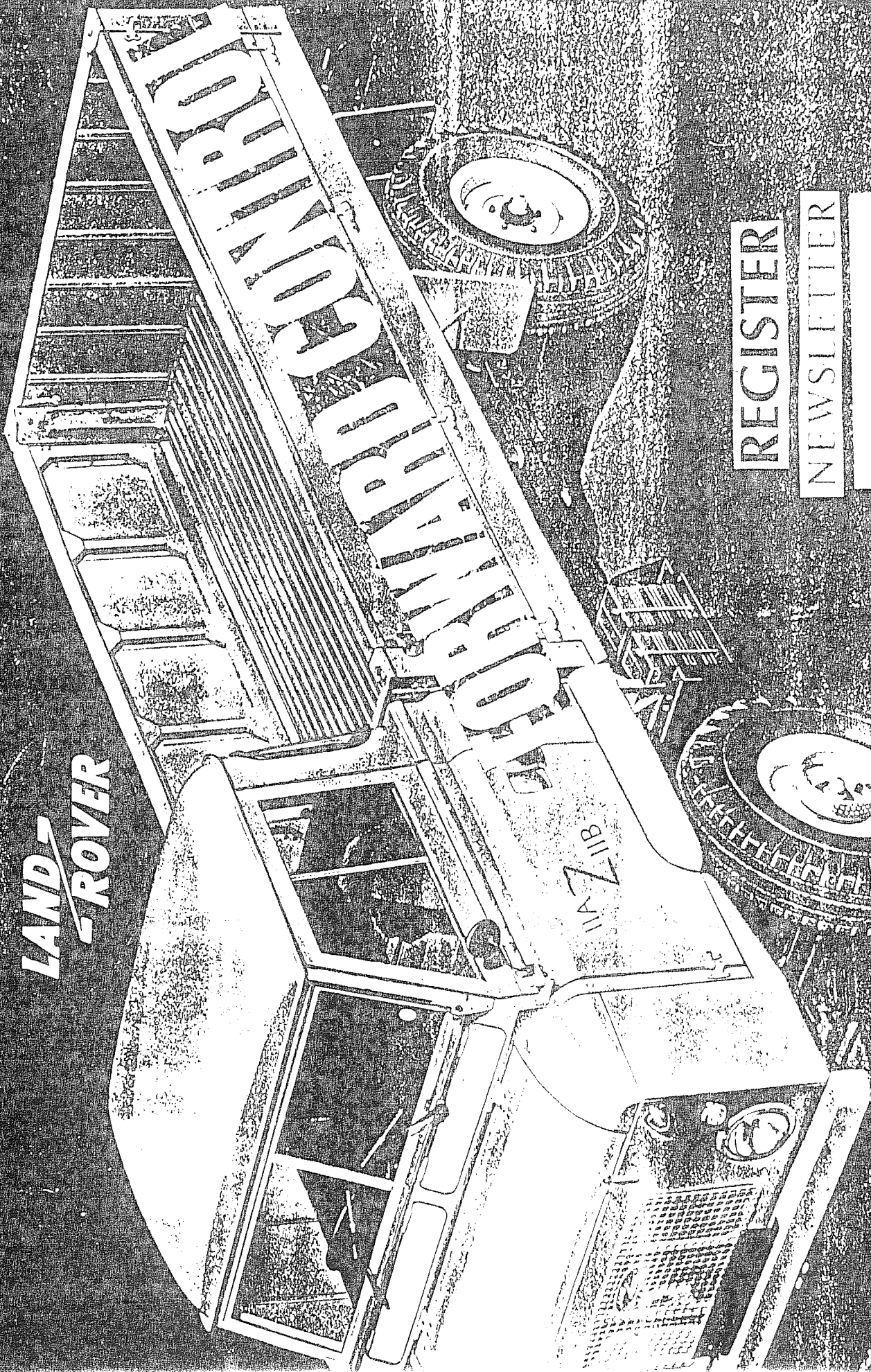
THX TO HAFH!

BOLT INDEX

FIELD REQUESTED HARDWARE

MEMBERS NOTE! ONLY 3 of 6 PAGES printed here due to space limitations
- 50.

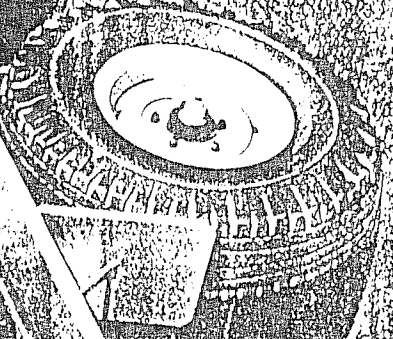
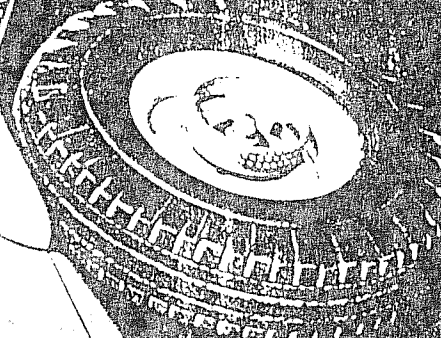
**LAND-
ROVER**



FORUMARIO CONTROL

**REGISTER
NEWSLETTER**

MARCH 1991



Dear Members,

Owing to the fact that our secretary and founder Simon Denham is temporarily indisposed, it has fallen to me to write the newsletter for the time being. This did originally set out to be the February one, but, as my forty year old typewriter decided that the shock was too much and promptly died on me the whole operation has been delayed until a replacement could be purchased.

I now hope to be able to produce a monthly newsletter starting with this March edition, so, if you have any items for publication or advertisements that you would like included please send them to the address below to arrive no later than the 20th. of the month and I will do my best to get them into print.

C. MacDonald-Smith,
Land-Rover Specialist,
Fadmoor, York. YO6-6HY.

I have received the following text from Simon Denham,

Another year begins for the F.C. Register - we are now 2 years old, reflecting on the past it seems that many of our goals have been achieved. The Register now exists on computer, we have discovered which F.C. bits are hard to get. We have developed contacts with a number of people overseas and have benefited from their experiences of a number of "scratch builders".

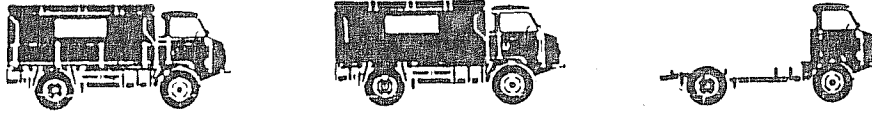
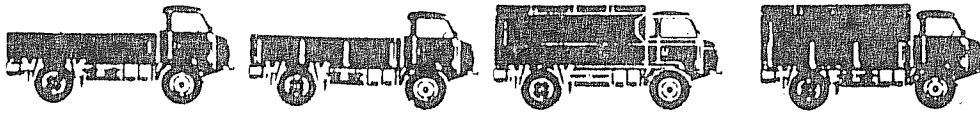
As an A.R.C. affiliated club we are required to have a committee with a number of "officers of the club", I anticipated some problems with this, and so it is, the committee only see each other "face to face" once or twice a year, but the club has benefitted in so much as we now extend these occasions to "club meets" or "static displays" - something I did not anticipate at the beginning.

In 1991 we plan to hold the A.G.M. at Embsay - Nr Skipton - on Sunday April 28th (date supplied by Tony Arnold as Organiser will not answer his phone. Ed). It is likely that we will also put on a stand at "Top Farm". Why the northern venues you might ask, well at present most of the active support for the club is from the north - if a few of the southern members care to get together to organise something down there I am sure the chairman will be delighted.

In conclusion it seems the present aims of the Register are:-

1. To continue to expand the Register.
2. To promote exhibitions at 4X4 and Agricultural gatherings.
3. To collate information on spares and machines (vehicles)
4. To publish a newsletter, and register update around three times a year

VEHICLE OPTIONS



KSC 07N
OLIVAY 011
015 MOUWADA 011
OLIVAY 011 011 011 011



TOP ROW LEFT TO RIGHT

Fixed side body, Drop side body, Fixed side body with canvas hood, Drop side body with canvas hood.

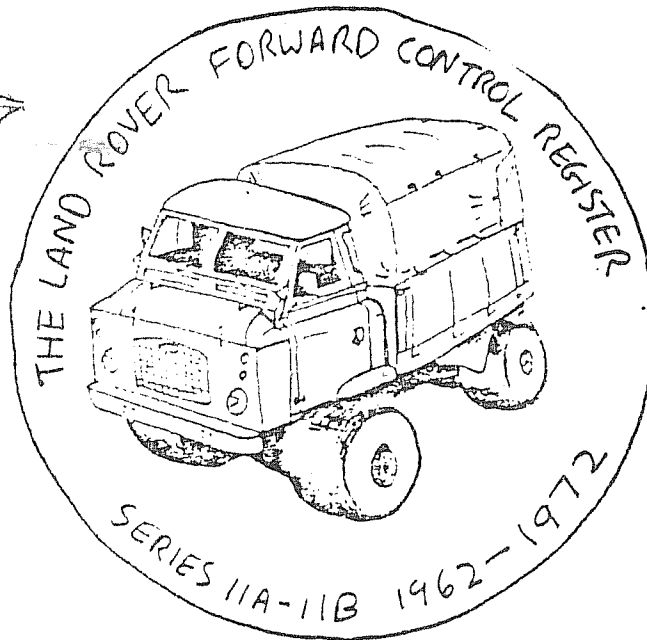
MIDDLE ROW LEFT TO RIGHT

Drop side body with canvas hood and side windows for export, Fixed side body with canvas hood and side windows for export, Chassis cab without subframe.

BOTTOM ROW LEFT TO RIGHT

Chassis cab with flat body, Chassis cab with subframe, Chassis half cab with subframe.

NO DRAWINGS FROM PAGE 4



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



OTTAWA VALLEY LAND ROVERS
1016 NORMANDY CRES.
OTTAWA, ONT
K2C 0L4

