



1016 NORMANDY CRESCENT, OTTAWA, ONTARIO, CANADA K2C 0L4

5 July 1993

G'day eh:

In the beginning--in rained.....  
At the going down of the sun--it rained....  
But in between---IT WAS MARVELLOUS.

So went the kick-off to OVLIR's 10th anniversary celebrations as nearly 50 members, their families and friends mingled with Land Rovers of many vintages and conditions at "Doc" Dolan's getaway near Almonte over the June 19th weekend.

Overall, it was a good beginning to our year-long celebrations marking a decade of Land Rover activities. We saw the appearance of the first annual "Saab pulling contest", the largest Land Rover turnout and a major fireworks display that was actually planned that way.

Things began Friday afternoon with the advance team of Mike McDermott and Bob Wood pulling through the mist into the high meadow at Dolan's. After a quick walk about in the tall grass to find the perfect flat spot--then realizing they should have put their wet suits on BEFORE they left the trucks--the soggy pair set up the kitchen trailer and retired to Bob's tent for a little warming libation. That set the trend for the weekend and, before their little bums had a chance to dry, they were joined by Don Watson and Gabby from Wingham, Bates and his clan and the lovely and charming Fred Joyce, winner of this year's Lugnut Award.

As the sky began to clear Friday night, the group was invaded by a ba-zillion mosquitos. The smoke pots and repellent came out but, after putting up a brave front, the mildewed band soon headed for the security of their tents and a good night's sleep.

Saturday morning came warm and sunny--not a mosquito in sight--and, as coffee spread through stiff limbs, the pristine shape of Murray Jackson's Lightweight hove into sight with Bruce Ricker in close pursuit. Harry and Lyn rumbled in with all the fixings for Saturday's banquet. Jason Dowell dragged a house trailer behind his GM tow-horse while his trusty 88 arrived separately. Charlie and Pam Haigh drove from Vermont with a 109 load of birthday presents from Rovers North. They were followed closely by Dave Davey and Nancy representing the Series One Club and Richard and Pat Owens in their Volvo-powered 109 wagon.

And so it went with Land Rovers trundling into camp all morning amid handshakes and hugs and giggles all round until event co-ordinator Ted Rose

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welcomed all and announced it was time for a little off-roading. To say the course was a little muddy, is to say the ocean is a little moist. The wettest spring in memory had dissolved what, in drier years, had humorously been called a road and the Land Rovers spent the afternoon doing the "Warwickshire Wallow".

Another Land Rover was summoned from camp and, after a little winching from the "dry side", the mud-caked warriors returned triumphant to the strains of Mozart wafting over barbecued chicken and ribs. Class act. Casualties were light: Sean McGuire's squeaky clean bottom half when Fred Joyce dragged him from the cab into the mire and Bate's recent Tremclad paint job when "Sally", his 107, became stuck and Al felt the need to discipline her with the application of a rock to several parts of her long-suffering body panels.

After dinner it was time to relax a little, chat with the neighbours and let the day's events mellow in the mind. Well, almost. An audible "whump" announced the beginning of the bonfire as Bob Wood overcame the natural reluctance of wet firewood to ignite with a generous application of high-test. As the surrounding trees vaporized and a mushroom-shaped cloud staggered into the heavens, Bob and his black-faced accomplices clawed their way up the crater walls and the party began.

After a little socializing, an embarrassing sing-a-long attempt and some marshmallow incineration, it was time for the fireworks. It only seemed natural that a man who has blown up everything from power tools, to old meat, set fire to acetylene tanks, his trusty Land Rover and himself and makes more noise sleeping than a moose in heat, should handle the fireworks. Actually, to the disappointment of the more cynical among us who have seen Bates at his bungling best, only the fireworks exploded and burned this time. It was a good show and ended to the tune of Happy Birthday sung from the gallery surrounding the fire pit. Even Sally, who acted as table and rocket launcher, escaped any serious damage.

As the fireworks subsided the homebodies headed for their tents and the hard-bodies repaired to the 88 pick-up of George Kearney where lurked a mega-litre keg of ice-cold beer.

Talk soon turned to Land Rover's legendary pulling power and before anyone could say "drop a cog and stomp it Gertrude", a four-door Saab--"sans wheels"--was pressed into service as a drag sled. After several roars around the track--which unfortunately coincided with the campsite--the competitors came to the conclusion that maybe midnight tractor pulls were not the best way to win friends and influence people and headed for the showers.

Sunday morning came slowly into focus for many celebrants and more than one mumbled complaints about the racket the breeze was making in the poplar trees. Several even missed the club breakfast--sausages, eggs, homefries, toast, fruit juice, coffee--opting instead for a closer relationship with the port-a-potty.

All were up later however to hear President Yves talk about the club's first decade and the journey from a small group of friends who shared a love for

Britain's most famous vehicle to Canada's largest, oldest and most successful Land Rover organization.

Pam Haigh, whose husband Charlie runs the mechanical end of Rovers North, presented Yves with a T-shirt for his presidential body and a super water container for the club trailer. Then she unloaded a pile of gifts from the RN warehouse and "Crazy Al the auctioneer" went to work flinging gaskets, wipers, oil filters, note pads, frisbees, mugs and mystery prizes into the crowd. In all, we collected \$48 before giving the rest of the stuff away.

Then it was time for the official photo and 16 Land Rovers--and one Range Rover--lined up with their keepers to pose for history and a guaranteed place in the planned anniversary yearbook.

With clouds moving in, people began folding their tents, looking for keys and kids and saying their goodbyes. When the rain finally returned by late afternoon only the cleanup crew remained loading up the kitchen trailer and burning the garbage. An hour later they too were gone and the mist was alone again in the high meadow.

Special thanks to Ted Rose for co-ordinating the anniversary party, Harry and Lyn for their cooking skills, Bates for the auction, the fireworks and for not blowing us all to hell, Mark and Andrea Letorney of Rovers North for their generosity, Pam and Charlie for trucking the loot up here, Murray Jackson for offering to lead the Ottawa convoy to the party, Bob, Fred, Bates, Mike and President Yves for cleanup, Jason and Jerry Dowell and Roy Bailie for port-a-potty patrol, George for organizing the beer keg and Mike and Pat Dolan, basking under the depleted ozone in Saudi Arabia, for the use of their fabulous party place. Come home soon Doc. It just ain't the same without ya.....

Editors Note: My thanks to Mike McD for contributing the above article and for the pictures that follow.



Pam Haigh bearing  
gifts from  
Rovers North Limited



**The Club Trailer....**



**Roy Bailie on the Throne of Ireland**

THE JULY EXECUTIVE MEETING....With the strains of "Hearts of Oak" in the background the meeting was chaired by VP Harry Bligh at the RCN Naval Association....Fred Barrett informed the Prez. he is unable to act as secretary. Jerry Dowell was appointed to fill the position for the remainder of Fred's term...."Doc" Dolan will be asked if OVLR can erect a permanent potty at the Birthday Party site for the benefit of those with weak kidneys and loose bowels...In future all events will have a chairman appointed by and responsible to the executive....An Executive Committee has been set up to review the legal status of OVLR...

The Executive is now as follows: Prez. Yves Fortin, V.Prez Harry Bligh, Sec. Jerry Dowell and Treas. Tom Mayor

**NEXT EXECUTIVE MEETING...**Sassy Saddle Restaurant, Stitsville Flea Market, West on Hazeldean Road, Tuesday, 3 Aug 7:30 pm, (613) 836-2454

## **CLUB EVENTS...**

**JULY...**Off Road weekend organized by Ted Rose at "Doc" Dolan's farm 31 July, 9:00 am. Meet at Shoppers City West 8:00 am, near the Beer Store Contact Ted Rose (613) 256-1598.

**AUGUST...**OVRL Breakfast at Victoria Island, Organized by Al (Bates) Pilgrim and Yves Fortin, 14 August, 9:00 am. \$3.00/person. Want to help? Call Bates (613) 731-6616

**OCTOBER....**Frame Oiler, Organized by Roy Bailie, 23 October, 8:00 am, Want to help? Call Roy Bailey (613) 523-5740

## NEWS...FOR SALE.... EVENTS....ETC...

HONDA.... announced it will buy Land Rover Discovery sport utility vehicles and market them under the Crossroad name through their Verno distribution organization in Japan. Honda expects to sell 1,000 vehicles a year. The Discovery is currently sold in Japan by Land Rover at ¥3.85 million (yen) / \$46 000 a copy.

**FOR SALE** - 1974 Ser III 88", rebuilt engine (1,500 miles), good frame, overdrive, well maintained. \$4,500 / offers David Bateman (514) 481-3152.

**FOR SALE** - Two, 1956, 109, Cab and Box Land Rovers, Front mount mechanical winch also many miscellaneous parts. \$1,500 for the works.  
Mubaruk Carroll, (705) 841-2560

**FOR SALE** - 1967 Ser. IIA diesel pick-up, many extra parts. US \$5800, Fred (407) 267-7376

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**WELCOME...** to new members Frank Herock and Robert St. Louis

**BRITISH INVASION WEEKEND...**Stowe Vermont 17, 18 and 19 September.  
All sorts of British stuff including Land Rovers

**GENERAL SERVICE** .....By Robin Craig

The last month has been very busy and, so, this page will be full.

First up: Land Rover have returned to the big screen. In CLIFFHANGER, Sylvester Stallone does us proud by driving a series 3 109 station wagon. The vehicle looks standard, although the engine sounded more powerful than the conventional four-cylinder. I offer two possible explanations for this. First, perhaps a sound bank provided a generic "truck type" engine noise for the film's sound track. Second, since filming happened in Colorado, the vehicle may have a Chevy transplant or even a Rover 6 cylinder. It is great to see Land Rovers in the movies again.

Recently, the good people at Rovers North have gained a diesel 90 from Germany, another addition to the ex-military vehicles they have owned or sold. No doubt, Mark Letorney and crew will put it to work along side the 101 FC. Have fun with your new toy, guys!

Talking of 90's: Numerous rumours are coming from the UK about their future. Some concern a new vehicle possibly called Challenger and based on the 90 series but with a cut-down Discovery body. I doubt that the vehicle will be called "Challenger," mainly because it is the name of the British Army's main battle tank. It could be the project name, though: remember that the Discovery project was called "JAY." Finally, manufacturing of the 90 may change this fall, since a monocoque-bodied 90, perhaps with a Discovery-type front end, could be launched. Since monocoque body panels are welded together instead of being bolted together, as is more usual, aligning them is easier, and assembly quicker.

Several people report that the 90's destined for North America have gone down the production line at Solihull. My own source says that as of 22 June they had not; but anything can happen in a week.

Some of you on the mailing list of Crown Assets in Edmonton may not have received anything for a while. According to David Lowe (Daphne to his friends), if you do not enter a bid on any lot in three consecutive tenders, then your name drops from the list. David says the way he gets around this by writing a letter stating "no bids at this time." Crown Assets lists vehicles in lots and sells them by tender. Should you contact the address below, state that you are interested in all wheeled and tracked vehicles:

Supply and Services Canada  
Crown Assets Distribution Centre  
15508 114 Avenue  
Edmonton, Alberta T5M 3S8 FAX (403) 495 3399

David says the rules have been relaxed for the last couple of tenders. For what was offered were well-cannibalised 90 and 110 frames, and it was ridiculous to require that this material be exported from the country. In fact, the last batch aroused so little interest that the whole lot was reported sold for only \$6000!

Marco, recently the editor of the Toronto-area club's newsletter, is now out in British Columbia, about to go to UBC. His original intention to plant trees for the cash took a different route, as it were. Joining a planting outfit, he found that their domestic 4 X 4's had trouble getting their loads of seedlings up the slopes and goat paths of the clear cuts. Since Marco owns an ex-military series 3 109 FFR, his boss has him transport seedlings with it. The 109 is doing sterling service. On the other hand, Marco says he has now become tired of off-road driving!

Our intrepid Albertan club member Alex (call me Bodger) Heath is at it again. He managed a good look around the British base at Wainright and even test drove a 110 Defender arctic spec. He comments only that wind-down windows look out of place on a military Land Rover. He did like the cab's sunroof, which is in fact an escape hatch, for times the vehicle gets caught in snow drifts!

Alex has also found an old NADA 109 station wagon with a damaged limited slip differential. If you have replacement parts or know where to get them, please contact me or call Alex direct at 1 403 842 2955, evenings.

My thanks to Dale Desprey for recently aiding a fellow club member's wife, who had a machine stuck nose first in some bushes. Thanks, Dale.

I have received the good news that a contact in DND will give me pictures of Simon Skuse's two 101 FC's under evaluation by the Canadian Forces in 1972/3. For those of you who are unaware, it has taken nearly four years of struggle to get photos. More later.

That is all for this month.....Robin (613) 738-7880

From the Newsletter Editor, Cheers.....David Meadows (613) 599-8746