



1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

10 February, 1994

Greetings;

The time has come for some of us to pay up our annual membership dues. Membership will cost the princely sum of \$20 for the coming calendar year, remitted to the club address with the form on the last page. News on the recent take-over of Rover Group by BMW is covered in some excerpts from the Land-Rover mailing list. But, first, the club news:

**Incorporation:** Yves met Michel Bertrand and his father for a point-by-point analysis of the Club's constitution vis-a-vis the articles of incorporation. The process is proceeding well and the club will be incorporated federally. Land Rover has been contacted regarding the Club's use of "Land Rover", and the request is now sitting over in England awaiting a decision. The Executive will become a board of directors as a result of the incorporation.

**Finances:** Andy Graham received the Official OVLR briefcase full of numbers from Tom, and in concert with Tom promptly stated that the club was in good financial shape, that some twenty members had already renewed their memberships, and that I am to tell the rest of you to make Andy happy and send him his due. *This will be the last newsletter for the current mailing-list that I have from 1993. The March newsletter shall go to those members on the new membership list supplied by Andy. (Including you Bates... <ahem>)*

**Future meetings:** The February general gathering will take place at the Royal Oak in Kanata on Monday evening, the 21st of the month. I'll have a bunch of copies of the minutes of the February executive meeting for those who desire a copy (Yes! At last printed minutes will be available.)

The March executive meeting will again take place at my abode, 27 Kelvin Crescent, at, or about 7pm on the first Monday of the month which I believe is the 7th of March.

The March general gathering will be on March 21st at 7:00pm at the Prescott Hotel on the east side of Preston Street a couple of blocks north of Dow's Lake between Carling and the Queensway.

#### **OTHER NEWS, REBUILDS/PROJECTS, EVENTS...**

#### **Future Events:**

In light of the fact that many members would like lots of advance notice of upcoming events, the following list has been prepared. Actual dates will be supplied in the near future when the necessary arrangements have been made. Some events may occur on the same day, and others may occur on back to back weekends.

Seeing the varying interests of members in the club, this is not seen to be a problem as some may want to bury their pet to the hills in mud, while others might be more interested in showing their Land Rover off. A variety of possible events, some in conjunction with other Car clubs could be of advantage to the members.

March 19th	British Car club Darts tournament. Location: King's Stag on Colonnade Road in Nepean. Starts at 2pm.
April	Maple Syrup Rally at Vern's (Details in the next newsletter)
May	Tune-up session at MiniMan. Get your aluminium pet running properly after its long winter rest.
May 14th	Jerry & Roy's weekend run up near Ladysmith. An overnight event.
June 18th	Club Birthday Party
June 27th	Richmond Car Show. A joint effort of the car clubs in Ottawa.
July 9th	Breakfast at Lebreton Flats or Victoria Island.
July	Atlantic British (See details in next newsletter)
August	Rovers North (Will it actually occur this year?)
August	Mud-run
September	Labour Day: Rockland Car show and/or Off-road event in LaRose Forest.
Sept. 18th	British Invasion IV in Stowe Vermont.
October	Frame Oiler
October/Nov	Fish-out Vern's trout pond and off-road event?
December 3rd	Christmas Party at the Navy Mess on Victoria Island.

**Land Rover Canada News:** Land Rover Canada reports that total sales for 1993 were up 50.3% over 1992 sales and that they have appointed a new dealership in Quebec City.

### **Efforts Co-ordinated at Single Marque All Club Gathering (Shannon Lee Mannion)**

On the coldest night of the year, a dozen or so individuals, toughened by years of driving their hobby vehicles in dismal weather, hopped in their winter beaters and froze the fifteen miles to the Cheshire Inn where a single marque, all club meeting took place on January 15th.

Organized by Paul Grimshaw, President of Alliance Volvo, the aim of this meeting was to gather a representative from each of the single marque clubs in the Ottawa region to discuss how best to co-ordinate our efforts over the upcoming 1994 season.

With perhaps 25 such clubs in the area, co-ordination of this inaugural meeting alone was fraught with difficulty and although invitations were extended only half the clubs were represented. In addition to the Volvo club, two members of the Morgan club were present, along with the following representatives: Land Rover, Jaguar, Triumph, Lotus, MG, Rolls-Royce, and Volkswagen.

The meeting took the form of a round-table discussion with people explaining their club's organization; there was shop-talk and the volunteering of information on, among other things, whatever dates have already been established for 1994 so that clubs don't schedule major events on the same day.

The majority of the clubs represented fell into the exotic or specialty vehicle category, many of them being sports cars. Since the Richmond Sports car show (formerly the Manotick Sports Car Flea Market) has been dropped by its initiators, the Triumph club thought that they would like to take a run at organizing this eclectic show. This said, Triumph Club President John Lashley asked for support from the clubs present in

Grimshaw, "We will act as planners and thinkers in order to elicit support from other clubs so that this will be a successful car club/family oriented event.

Several hours of discussion resulted in the following group consensus:

1. We will act as an umbrella group in supporting and encouraging support of the upcoming efforts of the Triumph club to run a successful 1994 show in Richmond,
2. We agree to facilitate the flow of information through the exchange of newsletters and related material,
3. We agree to meet at least once a year or more often if needs be to achieve our objective of bringing together our memberships for mutual benefit.

Thus, the Ottawa area has established a steering committee composed of single marque car clubs where trading of information on a club to club basis can take place, plus individual know-how can be exchanged member to member. Clubs in other areas might consider this approach as it appears to be a solid idea whose time has come.

#### **NEW MEMBERS:**

Andre LaPointe of Ottawa joins us.

#### **FOR SALE:**

A lean month for parts and vehicles for sale. If you have any Land Rover items that you wish to sell, drop a note to the club address above, or leave a message at one of my phone numbers below.

- One used overdrive (\$350-375) Scott Sheppard (204)-367-2141 Makes a bit of noise from a worn main shaft
- There is a 1955 or 1956 107" available in Manitoba. Phone Scott Sheppard for details.
- Paul (416-633-1697) in Toronto wants a Series IIA 109 Station Wagon. Anyone know of any about?

#### **GENERAL SERVICE by Robin Craig**

Howdy folks! What more can I say? It's good to be around again. Well for those of you who have been living under a rock, the Rover group was sold to BMW on the first of this month. I guess BMW now stands for British Motor Works! I hope for all parties involved that this marriage in the continuing saga of the Land Rover Story works out. Also I trust that Land Rover Ltd remains unscathed by it all, because boys and girls, in case you have not noticed money is what it is all about. In other words the management of the day will make decisions that dyed in the wool lovers of the aluminium beast like yourself view as abhorrent. Remember they run the company and not you.

Land Rover Owner (LRO) magazine is facing some competition on the home front. A publication put out by Link House, publishers of the British magazine Off Road And Four Wheel Drive, printed under the name of "Land Rover & Range Rover World" has surfaced. The blurb sent out to advertisers claims the following "Enjoying a close relationship with Land Rover Ltd, Land Rover World is the first dedicated magazine to offer *credible* adventure, technical, military and historical features devoted to the Lode Lane vehicles while presenting them in an attractive and aesthetically pleasing way which is enjoyable and at the same time, highly informative." As yet I have not seen it for myself. Those in the know in the UK that I have talked to say that it is not all it is cracked up to be. The name Land Rover World is already in use by the factory as the

title for it's own magazine sent out to commercial customers. On an historical note my archivist Bob Wood reminds me that it was Link House who were sparring partners for the Overlander magazine once put out by David Bowyer.

Talking of mediocre, LRO itself is suffering under its own internal power struggles and constraints. A number of respected writers, seem to have fallen out of favour from what I understand. Proof reading seems to have slipped somewhat over the last year. A number of cock ups with picture captions and the like leaves one to believe that there is room for improvement in the proof reading department.

The February LRO shows a picture claiming to be a series 3 gearbox. The gearbox has a short and a long lever sticking out of the top and attached to the frame in full view is a torsion bar. This is a 90/110! James Taylor admitted to me he did put the wrong photo in for publication but was surprised that the editor had not noticed it either. A more amusing faux-pas this month is some captioning for a jacking article by David Bowyer which states "Here the author is just demonstrating - his nuts are still in place". I'm sure we'll all sleep better knowing that!!

Charles (you can call me Master Corporal) Widenmaier is back on the road again. After just about a complete rebuild his 88 is up and raring to go. If any of you are planning on going up to the Petawawa area give him a call at 687 6688 and get together if you can. I have it on good authority that his vehicle used to be mistaken for a Coleman stove (if you want more details ask him). To put and end to that the rebuild was topped of with a two tone brown paint job, the nickname the Brown Bomber cant be far behind now.

If you like me collect the reduced Rovers then you might be interested to know that ED Models in Solihull of all places have a new released by JB models on sale. It is of a Series 3 109" hard top towing a trailer in 1/76 scale. This model is available at about 3.50 pounds directly plus taxes shipping etc or can be ordered through Terry Jones at the Hobby House location on Montreal Road here in town.

Finally a warning to all of you with the famous SPIN ON OIL FILTER ADAPTERS. David ( Daphne to his friends ) Lowe from Toronto relates a tale of I think it was four engine strip downs on one vehicle in about as many days. The vehicle in question has a spin on oil filter adapter fitted. Unfortunately the owner (not David) had fitted it on back to front, some doubt this is possible but David says it is. In conjunction with a new style FRAM filter, which has an internal valve which allows circulation in one direction only, the problems began. What resulted was great oil pressure, against the valve but no flow because the valve was closed because the adapter, fitted backwards had reversed the flow. Follow that? Any queries call David at 1 416 283 9130 NOT ME!

That's all folks..... I'm outa here..... Robin

**Acquiring a Land Rover by Bill McClelland** (future OVLRL member when the below comes to pass)

Dec. 29/93

Dear Diary: Had an interesting conversation with a fellow I met at Statistics earlier this year. I mentioned I needed to get some sort of tractor to haul logs out of the back fields for firewood and was having trouble finding something cheap/reliable enough. He asked me if I had thought about a Land Rover and when I expressed a certain amount of sceptical incredulity he assured me they were routinely used as farm vehicles in the U.K., pulling ploughs and all sorts of other uses. I promised to give it some thought, but I don't think so.

Jan. 4/94

Dear Diary: Bumped into the guy from Stats again. He had glowing things to say about Land Rovers used as farm vehicles and gave me a copy of a Land Rover FAQ that seems to support a lot of his statements. If they really are that easy to rebuild/repair/maintain it might be worth some serious thought. I like the bit about being able to stand up to the charge of a bull rhino. I could use one to chase the bulls back to Jean-Guy's farm when they get out every summer (and they always break through his old fences to come after my corn)

Jan. 6/94

Dear Diary: I am so enthusiastic about getting a Land Rover for the farm. I will also be able to drive it to Ottawa whenever it snows really badly because it seems, so I am told, that no amount of snow can stop them.

Jan. 9/94

Dear Diary: I am told of a Land Rover at a wreckers where it has been for 4 years waiting for someone who can appreciate it to come along. We are going to go see it this weekend. I am told it will be a great bargain because these wrecker guys don't know anything about British machines.

Jan. 15/94

Dear Diary: We went to look at the Land Rover today. I am assured that the price the guy is asking (\$ 300) is a great bargain and the machine can be restored to a work of art without much trouble. Who does he think he's kidding? The only machines I've seen like that in wreckers' have been there because that is where they should be. It looks like this thing has come to the end of its useful travelling life. I bet if you attached a chain to it and pulled the thing would break in half.

Jan. 17/94

Dear Diary: I was told at lunch today that the Land Rover we saw on Saturday would make a wonderful restoration project. It seems there is some guy in the hills outside of Lanark who can rebuild frames and make these old babies fly again. He said it wouldn't cost much to rebuild a frame because they are always doing it and then all that would have to be done is some simple wiring and stuff. It seems the holes in the body don't detract from the machine but actually give it character. Honest. That's what he says.

Jan. 19/94

Dear Diary: It seems there is a secret society that some people are a member of, the Ottawa Valley Land Rover club or some such name which, from the way he describes it, is some sort of support group for Land Rover owners. It seems that apart from a few, all the members are anxious to share their knowledge and experience with others who want to enjoy these classic automobiles. I must remember not to refer to them again as "those Toyota look alikes." It seems that is about the worst mistake you can make when talking to an initiate.

Jan. 20/94

Dear Diary: I am so excited. I have decided to buy this classic 4-wheel drive vehicle and restore it to pristine mint condition. It seems this can be done for very little money in just a couple of weekends by the wizards at their secret lab near Almonte. He says I will be able to drive this little baby all over the back fields around here where the roads no longer go. *(to be continued in future newsletters...)*

### **THE LAND ROVER FREQUENTLY ASKED QUESTIONS (FAQ)**

Not enough space this month, the newsletter being limited to four pieces of paper (8 pages) for 43 cents.

## INTERESTING EXCERPTS FROM THE LAND-ROVER MAILING-LIST

From: Ben Smith <ranger@ugcs.caltech.edu>  
 Subject: Land Rover's in the News  
 Date: Fri, 21 Jan 1994 13:09:19 -0500

Here's an article which my father emailed to me, so I thought I'd pass it along to the net.

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 From "Ward's Auto World" December 1993 BMW MAY BUY ROVER

Munich -- BMW AG may buy U.K. automaker Rover Group plc. industry sources say. BMW reportedly is willing to pay as much as \$1.5 billion for the automaker. Rover's current owner, British Aerospace plc. (BAe) reportedly believes the company is worth about that much. Rover has debts of some \$675 million.

Sources say BMW believes Rover's expertise dovetails nicely with its plan to build smaller cars and sports/utility vehicles. Honda Motor Co. Ltd. owns 20% of Rover, which has become heavily dependent on the Japanese company for product development, but it has recently created a new family of engines on its own, and will release several internally developed cars and SUVs over the next couple of years.

BMW of North America Inc. says it is unaware of any plan to buy Rover.

The acquisition would raise BMW capacity to slightly more than 1 million units annually compared with output of 580,000 in 1992. Rover has tried to remake itself into a self proclaimed "British BMW," aiming to be profitable by selling around 500,000 cars annually and positioned each model at the prestige end of its segment.

BAe bought Rover from the U.K. government in 1988 for \$222 million in a heavily subsidized sale. BAe promised not to sell Rover before September 1993. The sale was widely seen as a government ploy to get the company off its books without drawing political criticism for selling Rover to a foreign group. BAe had not been expected to keep Rover for the long term.

-Benjamin Smith  
 ranger@ugcs.caltech.edu  
 1972 Land Rover Series III 88

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 Date: Mon, 31 Jan 94 16:09:20 EST  
 From: amace%sedofis@VM1.NYSED.GOV  
 Subject: LBCs become LGCs?

ROVER FOLLOWS JAGUAR, ASTON MARTIN DOWN THE ROAD By Peter Bale

LONDON, Jan 31 (Reuter) - Thirty years ago German car maker BMW struggled, producing bubble cars, while the British Motor Corporation thrived -- the second largest car maker in Europe.

Now the tables have turned and Bayerische Motoren Werke is a premier brand which on Monday swallowed Rover, the last even half-way British mass car-maker. The famous names of Jaguar, Austin, Morris, Wolseley, Triumph, MG, Aston Martin and Lotus have all been consumed by foreign multi-nationals or shut down within bigger groups like Rover. Even with Rover in British ownership, however, the "British" car of today owed more to Japan than to British engineering after a decade of massive investment by Japanese marques.

The background to the 800 million pound (\$1.2 billion) deal is the story of the British car industry itself: a catalogue of post-war decline, nationalisation and decay only reversed in recent years by a resurgent Rover brand. "No one could have believed 30 years ago that BMW and Rover would each be building about half a million cars," said Mark Bishop, deputy editor of Carweek magazine. It is a tale of thrusting post-war German growth matched by post-war British industrial decline.

"There is strong nostalgia in this deal," said Bishop. Rover embodied some of the best known British car marques inherited from BMC, later British Leyland. While the Rover and Land Rover brands were retained, it shed Austin and Morris and was embarked on a revival of the MG (Morris Garage) sportscar.

Apart from Rover only Jaguar survives from the British Leyland era to produce cars in significant numbers. Industry analysts argue that both were lucky to survive mismanagement and poor product planning in the 1960s, followed by nationalisation when they were virtually run as job centres. Like Rover, Jaguar was sold off by the British government in the late 1980s -- Rover went to British Aerospace while Ford picked Jaguar and bespoke sportscar maker Aston Martin.

General Motors, which like Ford vacuumed up British offshoots before and after World War Two, built on its Vauxhall mass label with a 1980s foray into tiny sportscar group Lotus only to pass it on to the resurrected Italian company Bugatti. Only tiny producers such as Rolls-Royce and the thriving sportscar-maker TVR of Blackpool can genuinely call themselves British, and that only because BMW failed last year to go through with proposals to buy Rolls from Vickers PLC.

So what makes a British car "British" today?

Rover based virtually all its cars, apart from the 31-year-old Mini and ageing Metro inherited from British Leyland, on floorplans and engineering from Honda of Japan. Its best-selling 600 is essentially a Honda Accord. While Rover gave its cars a trademark interior of walnut veneer and leather, it could not conceal their Japanese heritage. Carweek's Bishop argues the most "British" mass-produced car is probably the Nissan Micra -- produced in Sunderland. Fords and Vauxhalls may come from Belgium, France or Spain. Honda, Nissan, Toyota and Peugeot of France all have plants in Britain reflecting its place as among the lowest cost locations to produce cars in Europe.

Rover chairman George Simpson told a news conference that Britain had to put aside nostalgia and accept the global nature of the industry: "The motor business is very, very much an international community these days. It's very, very difficult to be efficient in our business if you take a nationalistic approach."

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 From: William Caloccia <caloccia@sw.stratus.com>  
 Subject: Re: Keep Land Rover British  
 Date: Tue, 1 Feb 1994 06:07:42 -0500

Well, it's all over the front pages here (last night and this AM),

The Germans (who have this whole social/political/union life, that almost holds them back) have given assurances that they'll not move manufacturing out of the U.K. at the expense of jobs. The LR/RR works is one of the most profitable small volume (74,000 unit) car manufacturers in Europe, and is clearly the prize of the deal.

As it turns out Honda still owns the other 20% of Rover, and BMW says that they don't plan on undoing those agreements. The Independent states that Honda was offered the other 80% share, but only wanted up to 50%, and turned down the offer. (so get one of those H badges with a slash through it !!!)

BMW will gain a complete line of vehicles, including the low end rovers cars (nee Hondas and Honda descendants) and reportedly is interested in reviving the lower volume prestige/sport marques of the Rover clan (TR, Austin Healy & Rielys), and promises to spend at least \$250M/year on improvements.

Cost was \$800M, and BMW will assume another \$900M in Rover debt that BAe has accrued over the years. Rover made \$56M on a gross of \$4.6bn in 1989. The deal still requires shareholder & EC approvals.

- Bill caloccia@stratus.com

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 From: Ben Smith <ranger@ugcs.caltech.edu>  
 Subject: Re: Keeping Land Rover \*BRITISH\*  
 Date: Tue, 1 Feb 1994 15:17:25 -0500

So after being the first one to post a possible BMW buy of LR, the LA Times ran the article today. Even the LA times was saying there goes the last of the large British auto makers. The article mentioned how pissed Honda was and that the Rover group took a 13.7 million loss last year, but expected a rebound this year. The only heartening thing in the article was that the deal still has to be approved by the British Aerospace stockholders and the British Government. So there is a slim chance that the \$1.2 billion deal won't go through.

If the deal does go through, the future may be grim. 10 years from now I can see people saying that the Land Rover was a great car, but the only good new 4x4s are Hummers and Land Cruisers. Sigh... Where's the Spitfire squadron forming up?

-Benjamin Smith (ranger@ugcs.caltech.edu)  
 1972 Land Rover Series III 88

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 From: POLSTAB@MIZZOU1.missouri.edu  
 Subject: Re: Keep Land Rover British  
 Date: Tue, 1 Feb 1994 20:36:28 -0500

What is really strange is the British car that evolved straight out of WWII ends up being purchased by a German company. The WSJ mentioned today that BMW was pleased. " 'This is different from a normal takeover,' a triumphant Chairman Bernd Pitschetsrieder said during a London news conference..." To the business community, it's just a smart move of one firm getting market position. But it's the war.... the Germans just didn't need an army this time. So, ya'll, forget the Spitfires. Rovers are for infantry. Ask a friend w/ a BMW to follow you for a little drive... Pick a nice road, or no road at all.

cheers, thad brown '71 88" - The Blue Beast

**Membership Renewal/Application**

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone (H) ( ) \_\_\_\_\_ (W) ( ) \_\_\_\_\_ (F) ( ) \_\_\_\_\_

Occupation: \_\_\_\_\_ Hobbies: \_\_\_\_\_

**Vehicle Description:**

<u>Year</u>	<u>Series</u>	<u>Wheelbase</u>	<u>Body</u>	<u>Options</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, the undersigned, hereby acknowledge that Ottawa Valley Land Rovers (OVLRL), its elected officials and members, will not be held liable for any damage or injuries that may occur during an event or related activity organised by the club. While every reasonable precaution is taken, members attend club events at their own risk and are expected to act in a safe, responsible manner and reflect the principles set out by the constitution.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

**Complete and return this form with your cheque to:**

**1016 Normandy Crescent, Ottawa, Ontario, K2C 0L4**

Note: The Fax number is for future notification of events to save effort on the phone around. Please be complete of the vehicle descriptions. I'll publish a statistical tally of the clubs vehicles in a future newsletter.

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Regards from the Newsletter editor:

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