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10 May, 1994

Greetings;

The main event of the month will be the eleventh OVLR Birthday Party. As last year, the event shall be taking place at Doc Dolan's spread up in Almonte. The cost will be \$15 for adults, \$8 for children, with those under five being free. Saturday lunch, dinner, and Sunday breakfast shall be provided by the club. The schedule of events follows later in the newsletter.

For those who have had a chance to remove some of the caked mud and mire, or who haven't realising that to many our aluminium pets look better under a coat of mud, there is the Richmond car show in Richmond. An interesting show if you wish to see a great number of other British iron, or show off you pet to the assembled masses.

OVLR has made it into the new British magazine Land Rover World. Anyone that is interested in a magazine that features more of the older Series I through III vehicles and on time delivery (thus far) should check this magazine out. In some ways it is superior to Land Rover Owner which is moving towards the Defender/Discovery/Range Rover crowd and has a delivery record slightly worse that what you have come to expect from Communist Post. Though it is still in its infancy, it shows a lot of potential. Anyone that wishes to see a copy, stop by the social gathering at the Prescott. I'll have the June and July issues on hand.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS...

Dale follows the path blazed by Bates and Harry. Dale, in his rush to prepare his 88 with new springs ran into the traditional problems at removing the bolts holding his American repro springs on. Not to be deterred, out came the oxy-acetylene torch and the unco-operative spring quickly came off, though not before the bushing caught fire. Which bolt was the unco-operative one you ask? The one right beside a full tank of diesel fuel. However, quick action drenched the potential problem and Dale now sports genuine springs all round. Will Dale be finished his little rebuild project? The Birthday Party will show.

Not to be out done by Dale, Michel Bertrand demonstrated the necessity of carrying a fire extinguisher around at all times. A loose wire on the anmeter gauge resulted in a toasty situation where Rudolph nearly became a roasted reindeer/Land Rover. Happily only a few wires were blackened.

Preparations abound for the Birthday Party. While out gathering more parts from George, Dave Meadows discovered another Georgian invention. Putting uni-directional tires on the wrong way on two wheels. Now we know why George's off-road monster, the "Big Earth Pig" had a slight bit of trouble the other week when it ground to a halt in its traditional spot in the water canal leading to the rock face, requiring its rescue by J.J.'s brown "Death Machine". Speaking of George, one American coming up for the Birthday party supplied a list of requirements to be met for him to attend. Leading the list was not to be behind George going into the mud. Speaking of the Birthday Party, I hear there will be at least two contests: Murray is going to be giving a prize to the first person who can correctly explain why his Lightweight doesn't sit evenly on a flat tarmac surface; and Dale is also going to give a prize of ale for the first person who can hand crank start his diesel on Saturday morning before the mud run.

Future Events:

Saturday, June 11th: Jaguar Club Concours

6th annual Concours d'elegance hosted by the Jaguar Club at Andrew Haydon Park, on the Ottawa River in Nepean. OVLRL can enter two vehicles for judging (how they will judge a Land Rover versus a TR-3 or E-type will be interesting). Registration is between 9am and noon, judging between 1pm and 3pm. For information contact Merv Clarke (613) 824-5446 for the event, Yves if you are interested in being one of the two club vehicles representing OVLRL.

Sunday, June 12th: Alliance Volvo Annual Summer Meet

Annual summer Volvo show hosted by the Ottawa Volvo Club at Andrew Haydon Park in Nepean from 10am to 3pm. Admission is \$5.00, and Alliance Volvo is supplying the hotdogs and drinks. Prizes planned in conjunction with a charity auction/raffle, as well as other Ottawa car clubs in attendance.

June 18-19th: 11th OVLRL Birthday Party!

Annual Club Birthday Party at Doc. Dolan's in Almonte.

What: The annual light off-roading, heavy mud bogging OVLRL camping party. The Birthday Party is a social occasion, a place to get together with people from all walks of life, people who share a common interest, the legendary Land Rover and its progeny. It is also an opportunity for those who wish to have some fun to try some rock face climbing, mud running, follow the leader into the middle of somewhere and the other silly things that you don't get the opportunity to do at home.

Where: At Doc. Dolan's place in Almonte. There will be a convoy leaving from the Westgate Shopping Centre on Merivale and Carling at 8:30am Saturday morning.

Alternatively, members can arrive for camping on the Friday evening, or drive up on their own. Camping will be around to the left side towards the glen when you enter the field.

Directions: Take the Queensway (Hwy 417) west out of Ottawa.

- Follow the 417 past where it turns into a single lane highway (Now it is Hwy 17). Continue down Hwy 17 for another ten kilometres until you get to a set of traffic lights. This is the Almonte/Carp exit.
- Turn left onto Hwy 44 at the Almonte/Carp exit and continue 16 kilometres into the town of Almonte.
- Continue through Almonte, over the river, until you get to the set of traffic lights at Hwy 15. There will be a Petro Canada station on your right. Turn right.
- Continue down Hwy 15 until you see a sign for Bennies Corners. Turn left.

- Continue down the dirt road until you get to a "T". Turn right.
- Follow this road and take your first left turn, about 1/4 mile from the "T". Drive until you see the OVLRL sign. Turn left and follow the trail to the upper fields.

When: Tentative schedule:

Saturday: For those of you who have not arrived Friday evening at the site, a convoy shall gather at the Westgate Shopping Plaza on Merivale and Carling, leaving at 8:30am to proceed up to the Birthday Party.

10:00 Everyone has arrived at the party site.

10:30 Brunch (Hot dogs & coffee)

Noon Heavy off-road session. Lots of mud, bog, etc. For the heavy off-road, it has been suggested that vehicles that prove to be unable to perform on the trail, and die some horrible (overheating coil) & predictable (Honda wires) death will be towed into the woods adjoining the trail, thus allowing vehicles to get past and continue on. Vehicles that are moved off the trail will be fetched & assisted at the conclusion of the heavy off-road event.

4-7pm Social

7pm Dinner & Social (menu to be announced)

Sunday

9:30 Breakfast

11:00 Auction hosted by Bates?

Land Rover games, scavenger hunt for children...

There will be a series of light off-road trails marked off for those who do not wish to coat great amounts of glorious image enhancing mud upon their vehicles.

All children going on off-road events are wear either hockey or bicycle helmets while in the back of the Land Rovers. They do get bounced about a fair amount while shouting for us to get well and truly stuck.

Individuals are to be reminded to stay off the off-road trails used by the Land Rovers.

What: As this is an off-road and camping event, participants are expected to bring along the necessities of survival, such as a tent, any chairs, cutlery, plates and extra food that they will require. OVLRL will be providing the Dinner Saturday evening. For the brunch and breakfast, the club should be providing hot-dogs, eggs, et cetera. More news, and cost of the event, and what about the SAAB pull in the next newsletter.

Cost: \$15 for adults, \$8 for children 5 -12 years, children under 5 are free.

Monday, June 20th: General Gathering***NOTE CHANGE OF DATE***

The general gathering will be on Monday, June 20th 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. For consistency it was thought the meetings should be on Mondays regardless.

Sunday, June 26th: OVTC Classic Car show in Richmond**Ottawa Valley Sporting & Classic Car Show in Richmond**

What: Classic & sports car show and flea market put on by the Ottawa Valley Triumph club and attended by the various car clubs in the Ottawa Valley. Each club puts on a display of three vehicles, the balance of the vehicles are lined up for the public to view etc.

Where: Richmond Fairgrounds in Richmond south of Ottawa

Cost: \$2.50 a person, or \$5 per family at the gate. Under 12 for free. Phone Dave Meadows or Dixon Kenner for more information.

July 2-4th: Downeast VI Land Rover Rally

Who: The trip is open to all interested Land Rover owners and friends. As Miles puts it: "At the annual Downeast we are inclined to avoid hill climbs, obstacle courses, treasure hunts, mud running, follow the leader into the middle of nowhere, and all the other silly things most Land Rover, Range Rover, Defender, Discovery and Rover car owners don't wish to subject themselves or their vehicles to. The Downeast is more a social occasion, a place to get together with people from all walks of life, people who share a common interest, the legendary Land Rover and its progeny."

What: Up to 100 Land Rovers at the Owl's Head Transportation Museum on Sunday the 3rd, including clubs and Rovers North reps. Described by the organiser as North Americas largest gathering of Land Rover, Range Rover, Discovery, Defender, and Rover cars, is a casual event featuring no off-roading at all.

When: July 2,3,4. Saturday features a BBQ by Lake Megunticook, to the west of Camden Hills State Park. Nominal cost for the BBQ is \$5. From noon onwards boats and canoes will be available to muck about in. Evening camp at Old Massachusetts Homestead Campground (207) 789-5135. Campfires plus natter and noggin into the wee hours. Sunday is the main event with the Land Rovers lined up for display. For those who are not interested in Land Rovers, or grow tired of them (<gasp!>), the Transportation Museum will be open along with a large selection of historic aircraft flown down for the Transportation Museum show the same day.

Contacts: For more information phone Miles Murphy at (207) 789-5303.

Monday, July 4th: Executive Meeting

Monthly executive meeting at my lair, 27 Kelvin Crescent.

July 9th

Breakfast at Lebreton Flats or Victoria Island has been changed. Victoria Island is occupied by another group this day. A new date will be decided upon at the general gathering.

Monday, July 18th: General Gathering

The general gathering for July will take place at the Navy Mess on Victoria Island, starting at 7pm.

July 23

Murray is planning a light off-road event. This will feature a road building session through the woods up near Carp. This is not an OVLR event as well as being a no children, no pets occasion.

For more information please call Murray Jackson at 591-0672

July

Atlantic British (Cancelled)

July/August

Possible OVLR overnight camping/off-road events to replace RN & APB cancellations.

August

Rovers North (Cancelled)

August 21

British Car Day hosted by the Kingston Boot and Bonnet club at Green Creek.

September

British Invasion IV @ Stowe Vermont on September 16, 17, 18th.

October

Frame Oiler

December

Christmas Dinner

LAND ROVER CANADA NEWS:

The Sun Never Sets on Land Rover (Press Release 18th May)

Conceived out of pure and urgent need in 1948, Land Rovers have become the "unofficial off-road vehicle of the planet Earth". Over 80 percent of the 1.7 million Land Rovers produced since 1948 are still in service. Land Rovers have been sold in every country on Earth except Albania.

Land Rover's public debut came at the Amsterdam Motor Show in April, 1948. The Rover Chairman Maurice Wilks saw the post-war world as a huge, untapped market for a vehicle that could work like a tractor, haul like a truck and drive like a car.

Land Rover solved the British post-war steel shortage problem by simply ignoring it. Britain experienced no shortage or aircraft-quality aluminium in 1948, so the company used this tough, lightweight, rust resistant metal to create bodies for its new four-wheel drive vehicle.

Combined with the stiff, 14-gauge box frame, a light-weight body that resisted rust and traction that shamed many tracked vehicles, Land Rover became an instant hit. Export sales took off. Each new owner perceived Land Rover differently.

Farmers bought them and put them to good, hard agricultural use. The police quickly took to Land Rover. So did the military, who are always in the market for a strong, silent hero. Field scientists, geographers and researchers had a willing ally and a tireless co-worker in Land Rover. In some countries Land Rovers were sold in CKD (completely knocked down) kits to reduce costs further. To this day it isn't difficult to stumble onto a Land Rover "expert" in some of the most remote villages on Earth.

In 1949 Rootes Motors was named as North American distributor for Land Rover and Rover vehicles, holding franchise for the United States, Canada, and the Caribbean. Land Rovers sold well in Canada and the Islands. In Canada, where the capabilities of the Land Rover were understood and appreciated, it was particularly popular in the West and in Newfoundland. In and around St. John's, Newfoundland, Land Rovers served the police and fire department, local industry and even the Premier of the Province.

By the Fifties it was obvious that Land Rover had quietly become a "cult car" with a huge and fast-growing following that covered all the major continents. As a concession to the increasing population of "civilian" Land Rovers, a metal roof was made available in 1950. A long wheel base version appeared in 1954. (A passage in an older Land Rovers owners manual advised owners in the tropics regarding the best method of washing clothes while driving!)

1958 Rover established a North American subsidiary company with headquarters in Toronto. Vancouver airport was using Land Rover fire tenders, the Automobile Association of British Columbia had a fleet for roadside assistance and period photos show them in action in oil fields, strip mining operations and ski resorts.

Though sales numbers were small, a full selection of Series I Land Rover models was offered, from basic short wheelbase pickup to long wheelbase station wagon. There were "specials" as well. Pre-dating the Range Rover "Popemobile" by around 30 years, Rover North America produced a Land Rover parade vehicle for Queen Elizabeth and Prince Philip when they visited Canada in 1959.

1959 Rover depots existed in Toronto, Vancouver, San Francisco, New York and Montreal.

1962 The North American headquarters were moved to New York.

1974 Sale of Land Rover products in North America were halted.

By 1976 over one million Land Rovers were working and playing in over 120 countries. Land Rover, and its luxury

stablemate, the Range Rover, had become fashionable. The hard working 4x4 from Solihull now carried the Royal Warrants of HM Queen Elizabeth II, the Duke of Edinburgh, the Queen Mother and the Prince of Wales. In fact it was Queen Elizabeth's father, George VI, who ordered the first of many Land Rovers into use on royal estates.

In 1987, Land Rover returned to the North American market with the Range Rover and six years later followed up with the Range Rover County LWB - Long Wheel Base. In 1990 Land Rover Canada Inc. dedicated its headquarters in Mississauga, Ontario and officially launched Range Rover in the Canadian market.

Alan Manessy became General Manager of the Canadian operation in 1991. In the same year, Motoring '91, Canada's award winning automotive television production, following an extensive road test and evaluation had these words to say, "the Range Rover enjoys the reputation of being the world's best off-road vehicle. Having ventured into the backwoods I can honestly say that I must agree. As and when the going gets rough, the big Rover truly struts its stuff."

The new flagship, Range Rover County LWB was introduced to Canada in 1992 with electronically controlled air suspension. 25 specially equipped Defender 110's were imported to this country the same year. In 1993 the Automobile Journalists Association of Canada named the Range Rover County LWB "Best New Light Truck/Sport Utility Vehicle." In late Fall 1993, the Defender 90 was launched.

Now, in 1994, the all-new 1995 Discovery is the third full-time four-wheel drive Land Rover product line to be sold in Canada, and along with the 1995 Range Rover, Land Rover achieved another industry first by offering dual air bags in a sport utility vehicle and ABS brakes as standard equipment.

Despite radical advances in technology and powerful global political and economic trends, Land Rover has never turned its back on the original engineering precepts of 1948, or the proposition that function is the ultimate luxury anywhere on the earth, road or no road. Chairman Wilks would be pleased.

Land Rover Canada is a wholly owned subsidiary of Land Rover North America Inc. which is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover, Solihull, England.

NEW MEMBERS:

Paul Smith of Nepean joins the club, bring a poppy red Series II 109 pick-up. Paul has had the engine rebuilt, and has recently been getting a helping hand from Bates, Baillie, McD, & Jason. They got the engine going the other weekend, but still requires some TLC in the form of brakes, tires, clutch hydraulics, and some electrics.

FOR SALE/STUFF WANTED:

Another 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. (Leaving a message on the voice mail system at work has been found by many as the best way.)

- For sale:- truck cab, missing adaptor plate, roof part needs some body work. \$ 135 FIRM. Buy it before winter comes. Robin Craig (613) 738-7880
- FOR SALE: One each, front and rear axle casings from Series II/109. Includes axle shafts, diffs and brake backing plates. (No rear backing plates) Good swivel balls. Also Series II transmission, includes bellhousing, clutch and front prop shaft. \$500 or best offer. Paul Smith, 829-2104
- FOR SALE: 1973 Series III 88", aquablue body in good condition, rear door model. Engine rebuilt in 1992. More than \$4,000 work done since, including brakes, road springs, oil seals, electrics and new swivel ball gaiters. (detailed receipts available) Sold with new battery, repair manual, extra tire and one new front hub. Asking \$6,000. For separate sale: One new front hub... reasonable offer. Kiki Athanassiadis, (514) 731-6235
- 1957 88" for sale. Engine (2 1/4) and transmission in good shape; 16" wheels with 600x16 tires; two side lockers. Body is a bit rough, lights have been disconnected. Owned by current owner for two years, but wife has said it must go. Previous owner kept the vehicle for use at a hunting lodge. \$5,500. Phone Dave Leeworthy, Westport nr. Kingston, (613) 353-1950.

- Wanted, one good home for a late Series IIA 109 ex-military frame and bulkhead. Serious inquiries only. Phone Bob Wood (613) 225-2100
- Paul (416-633-1697) in Toronto wants a Series IIA 109 Station Wagon. Anyone know of any about?
- Series IIA Transmission, Suffix "D" with transfer case. Transmission slips out of 2nd and 3rd gears. \$150.00. Call Marlene Manning (705) 385-1085
- Ian Harper has the following for sale: Brake Master Cylinder CB (Ser II, IIA through '67) part# 564706; Brake shoes 11" (Front & rear axle 109") Axle Set part#'s RTC 3417 & RTC 3418. All parts are brand new, still in the original box. Give him a call at (519) 273-7771.

GENERAL SERVICE by Robin Craig

General Service this month will cover the launch of the Discovery in Canada. Back to usual for next month.

CANADIAN LAUNCH OF LAND ROVER DISCOVERY

Founded on 25 June 1990 in Mississauga Ontario, Land Rover Canada Inc had by May 1st of this year sold 658 vehicles. These numbers were made up of the Range Rover in both its original and Long Wheel Base versions, twenty five limited edition Defender 110's and the Defender 90.

On Wednesday May 18th Alan Manessy, LRC Inc managing director launched the Canadian version of the Land Rover Discovery, filling the slot in the fierce Canadian family sport utility vehicle market that LRC Inc intends to serve. The North American Discovery has already been covered in Land Rover Owner so I will not cover those details again. The Canadian versions differ only in the following areas; all labels are bi-lingual English / French, all gauges are metric, daytime running lights and block heaters are standard. This article tells of the people and preparations for the Discovery launch and the launch itself.

The Canadian Discovery launch was held later than the American market. This was deliberately done so that adequate time could be given for dealers to have vehicles in the showroom and a dealer stock to be available so that supply would exceed demand, an issue that had embarrassingly not been handled well on a number of other North American launches by Land Rovers own admission.

As a free lance writer I was making my own plans to attend the launch on behalf of LRO. I also felt that I could possibly add something to the day.

I approached Shawne Alexander of LRC Inc to loan them the joint toy collection belonging to Andy Graham and I. She was not only thrilled at the suggestion but also somewhat amazed that anyone would collect them to start with! This would tie in very well with a planned set of display cabinets they were to have built in their front office in time for the launch. We made preparations here to bring one of every different vehicle we had in our collection. A couple of weeks before the launch Shawne phoned to say that the cabinets were not going to be finished in time, we would have to arrange our own method of displaying the collection. We decide to make a series of styrofoam steps to be covered with a large felt cloth, making it easy and light to transport in pieces yet retaining a high standard of appearance that would fit in with the launch.

On Monday 16th May Andy and I packed our bags and loaded our precious toys into his car along with the dismantled display for the five and a half hour trip to Mississauga, just outside of Toronto. As we talked in the car on the way down Andy asked me what titles I had in mind for my article in LRO. I came up with simple ones like "Canadian Discovery Launch" and the like, he suggested "Toy Boys from Ottawa exhibit their wares". Somehow I didn't thing Richard Thomas would go for it!

As we neared Mississauga I dug out the A to Z street map, minutes later we were pulling into the parking lot of Land Rover Canada's offices. It was after six thirty at night and we did not expect there to be anyone around. A number of Discoverys were parked outside along with a Defender 90 and a couple of Range Rovers. Beside the offices is an undeveloped property with some hills and slopes and tracks on it, we presumed this would be the basis for the planned off road course on Launch day.

We could not help but notice at the end of the building a roller door was open and people were working inside and somebody was welding outside. We wandered along and poked our heads in to see what was going on. With our usual nonchalance and bravado we nosed our way into the workshop where three guys were drilling and bolting some long pieces of lumber together.

"So guys, are you making something for the launch on Wednesday then?" I asked.

"Yep, a teeter totter", said some chap with an English accent. "I'm Robin and this is Andy, we've come from Ottawa to display our toy collection for Discovery launch". "Hi, we heard you were coming, I'm Jonathan Slavin".

It was at this point that it dawned on me that I knew that name very well, then the penny dropped, this was Ken and Julie Slavin's son. We were quickly introduced to the other three. Doing the welding outside was Tim Hensley, one of the US team members who won the Camel Trophy in '93. Helping Jonathan inside were Jim Davis, a technical support supervisor on loan from Land Rover North America and Mel Rose, Land Rover Canada Inc's newest employee in only his second week on the job.

As we could see that they were busy we decided to leave them alone and head off to find our motel and settle in for the night. We would be back early the next morning to set up, so we would get to see more then.

By nine am on the Tuesday we were back at the LRC Inc office. We were greeted by Shawne Alexander and shown where we would be setting up. We unloaded our display and went to work. As we did various members of the staff of only six came by and we made our introductions. We could see that they were all very busy preparing for the launch the next day. The phones in the offices were constantly ringing, Shawne's clipping for a giant scrap book were blown onto the floor as someone inadvertently opened the workshop door. It was hectic. By eleven thirty we had our display laid out and finished. The last member of staff to make an introduction was Alan Manessy himself. He, like all the other members of staff was agog at the display. Thanking us profusely for taking the time to help with the launch by bringing the display we shook hands and he returned to answer yet another phone call in his office.

Andy and I then spent some time watching and photographing Tim and Jonathan building the teeter totter and then installing it. Tim drove a Discovery onto it and very quickly proved that balancing was possible. It was Brian Greggains, LRC Inc's media relations consultant who suggested the idea for this to Alan Manessy After watching the '93 Camel Trophy video, what he could not have known was how much of a hit on launch day this would be with the media.

While Mel set up the sound system and Jim checked over the vehicles for any last minute problems. We found out from Jonathan that he and Tim still had to finish building the off road course that they had already started on the Monday with the aid of a small shovel loader. In addition a few practice circuits would have to be done to prove the course. We could tell that it was going to be a long day for them.

After lunch Mel said that he and Don Robidas, the Operations Manager for LRC Inc were going to start taking the vehicles to be cleaned at a local car wash and detailing shop. I asked if Andy and I could tag along for the ride, he thought about it for a moment and disappeared back inside the office. A few minutes later he re-appeared, "Everyone else is really busy, how about you give us a hand to shuttle the vehicles to the wash". What a question, a chance to drive the vehicles on the road before the launch day, who was he kidding? "Sure" I said "As long as it is ok with you guys". Again he disappeared and the when he came again he passed me the keys to a white Discovery. Little did I know what role this vehicle would play in the launch.

Andy piled into the passenger seat beside me with our cameras at the ready and we were quickly familiarised with the controls by Mel. We were to follow Don who was driving a Range Rover County LWB. Soon the three vehicles were heading out of the parking lot. Keeping up with Don, who knew the way was no problem as I found that the automatic Discovery moved really quickly with the 3.9 litre V8 under the hood, the same engine that is now in all three vehicles here in Canada.

This was my first time driving the Discovery. With the permanent four wheel drive the vehicle had a surefootedness that took me way back to when I had driven an Audi Quattro in England years ago. The driving position was commanding in the fast moving city traffic. The convoy of the Range Rover and the two Discoveries moving at speed instantly turned heads

as we made the four mile trip to the wash.

As time was running out I was asked to shuttle the Range Rover back to the office as soon as it was cleaned and come back with another vehicle. I settled behind the wheel and soon found the electric controls for the seat. In my opinion this is the only option that I would want in a Discovery that is not available at the moment. The Range Rover drove as I had remembered it from over ten years ago in the UK. Even though it has the same engine as the Discovery it does accelerate a little differently and the gear change point was at a different rpm than the Discovery.

Back at the office I handed over the Range Rovers keys in exchange for another set of Discovery keys. The tag this time did not have a label on it as to which vehicle it belonged to. Finding the matching Discovery was no problem, as the key ring has an infra red locking control. I walked into the parking lot and pointed the control at the line up until the hazard warning lights on one came on indicating that I had found my ride!

The cycle of washing and driving continued until all the vehicles were done. That was, except for a green Discovery that had developed a transmission leak and was put onto a flat bed recovery truck and hauled off to the local dealership to be worked on. Hopefully it would be ready for the next day's launch.

It was time to wander out onto the course. We found Tim and Jonathan placing the rocks and hard core onto the track. With over thirty members of the press expected the next day and each one having a chance to drive each one the three different vehicles the course had to satisfy an number of different criteria. First, it had been worked out that each circuit was to take no longer than ten minutes. The course should be demanding and varied enough to show the vehicle's capabilities to the maximum. Secondly it was imperative that the vehicles not become stuck and create a log jam in the system. It was anticipated that up to four vehicles would be on the course at once.

The rock climbing part of the course had been started with some very large boulders and hunks of sand stone, placed at critical distances to maximise axle articulation and to give the driver all the sensations that accompany it. On launch day each journalist was to have an instructor in the passenger seat to guide the vehicle over the correct line.

The placing of each stone was important to how well it would feel. Hard core was brought in over the course by Tim Hensley driving the front end loader. It was during one of these runs that the loader got bogged down. We all joked that it was ironic that the same driver had conquered Sabah Mayalasia Camel trophy in '93 but was defeated by a bit of mud in Canada! The replies were interesting but un-printable here. He seemed to be very agitated when Andy and I began photographing the evidence!

To be fair to Tim the plant hire company had provided a loader with virtually bald tires and a totally gutless engine that defied all attempts at momentum building to get through the goo. With valuable minutes before launch day quickly ticking by one of the 90's was backed up to the stricken loader and a strap attached. With Jonathan at the wheel Tim was rescued from his indignity.

At just after six thirty that night Jonathan decided to try the course for the first time with the Red Defender 90. I asked if I could catch a ride along. We started part way through the course on a steep down slope and from that through the rock climb section. With Tim giving us hand signals for the best line we made it through but this was far too severe to let journalists attempt, they would be over running the ten minute time slot allotted. More material was brought in and refinements made. When we left at nearly eight that night Don, Tim and Jonathan were still hard at work. We later found out that they had stayed at it 'till nearly eleven that night.

The next morning, launch day, we arrived at about nine to find all the Discoverys had been hidden away. A line of Defender 90s and Range Rovers were parked in front of a banner declaring that this was the Discovery launch.

Inside the office, journalists had already started to arrive and were being registered and given coffee and pastries. Soon all the top names in the Canadian automotive world were here. Andy took up his position beside our toy display and answered a constant stream of questions. All those present were impressed at the variety and range in size that was on display, from our smallest half inch long Land Rovers and Range Rovers up to the biggest Land Rover at over a foot long and remote controlled.

Just before ten we were ushered into the workshop area, this was where we had first met Tim and Jonathan making the beams and tetter totter. It had now been transformed into a very smart looking presentation area. Towards the rear of the area the vehicle hoist had been completely covered and protected from prying eyes with screens and wraps. I was told by a staff member that the white Discovery that I had driven to the car wash the day before was inside.

Just after ten Alan Manessy welcomed the assembled press and began a half hour multi media presentation that gave some history to both Land Rover Canada and the vehicles that it had sold up to that point. He explained that the Discovery is aimed at taking a portion of the high end market sport utility market and described the features of the vehicle.

Paul Ferraiolo of Land Rover North America Inc then took over and showed some graphic videos of testing that was done on the Discovery and described some of the systems involved in detail. A video of the recent LRNA Inc "La Ruta Maya" expedition in January of this year was run. This showed the recent trip into the jungles of Belize by new Discoverys with the elite of the North American motoring journalists in the drivers seat.

The purpose of which was two fold. Firstly the media would be given an unrivalled chance to driver the new vehicle in some incredible terrain. Secondly a replica of an Mayan altar and a carved limestone monolith from this ancient civilisation were to be returned. The broken pieces had been removed to the University of Pennsylvania in the 1950s to ensure their survival. Land Rover North America was sponsored the making of the fibreglass replicas and their return to Caracol in Belize.

With the video over Alan Manessy then finished introducing the Discovery, at the end of which was a question and answer session. Surprisingly few questions were asked. What did come out of it was that there is no intention to sell either a very basic or a commercial version. At present there is no "Land Rover Experience" driving course in existence in Canada. Serious thought is being given to sanctioning an off road driving school locally if one develops.

In addition it was revealed that market research suggests that the Discovery will sell in a ratio of about 3 to 1 to Range Rovers. Although there are currently only eight dealers across the country that is being increased to a perceived maximum of sixteen with their own dedicated sales territories.

That concluded the signal was given to Glen Campbell of LRNA who turned out the main lights and the Discovery was lowered on the lift to the floor. From inside the vehicle a "Discovery Family" of seven people emerged, the five adults were LRNA and LRC Inc staff members accompanied by Alan Manessy's two young boys. A very clever arrival indeed.

While the presentation had been going on staff had slipped outside and re-arranged all the vehicles and brought out the Discoverys ready for the on and off road driving. Unfortunately the green Discovery had not made it back from being repaired overnight. Before starting the afternoons driving we were all treated to a Gourmet Buffet that featured dishes of rainbow trout, venison, rabbit and an stir fry with the largest shrimp I have ever seen! This was accompanied by a suitable non alcoholic wine and juices.

Once outside the media enjoyed a competition to balance an automatic Discovery on the teeter totter. The idea of using a vehicle with a manual transmission had been vetoed, when all were reminded of how much slipping of the clutch would occur. The smell of a burned out clutch was something to be avoided. Both Defender 90s and two Range Rovers and three Discoverys were kept very busy being driven around the course by the media.

Once things had died down I too was given an opportunity to drive all three of the different vehicles around the course. Jonathan Slavin graciously consented to be my instructor for the 90 and Discovery. I found that the manual 90 with the 3.9 litre V8 was easy too stall if one was not careful. The automatic Discovery was a delight to drive and even after having been around the course in an Range Rover County LWB earlier I really did prefer the Discovery for it's all round vision and the way it handled.

Not only was this a memorable day for me but it was also one for Jonathan. It was his thirty first birthday. He commented to me that he had now been driving Land Rovers for twenty four years. Some quick mental math meant that he started at the tender age of seven. One other piece of trivia is that Jonathan is soon to be a dad for the first time. He let it slip that the pre-natal name for his child is Rover! He should have heard his father Ken's howls of laughter when I spoke to him the next day on the phone!

Once most people had left Alan Manessy and I sat down to talk for a while in his office. For nearly an hour we talked on a wide variety of topics. From where he intends to take Land Rover Canada Inc, the difficulties involved with cracking the Canadian market to where he has come from in the automotive world. We also covered possible modifications to the current products to better suit the consumer. This for me was the highlight of the perfect end to the day.

Andy and I would like to offer our most sincere thanks to all those involved in the Discovery launch. From Land Rover Canada Inc Alan Manessy and his staff of Shawne, Don, Lana-Lee, Sherry and Mel and Linda. From LRNA Glen and Jim. The course building geniuses and driving instructors Jonathan and Tim.

That's all for this month..... Robin Craig 613 738 7880

"Acquiring a Land Rover" by Bill McLellan

While Bill has been busy this past month, he has been very careful in where he leaves his diary. I do know that the infection going by the name "Land Rovers" is spreading and Bill is now searching old stamp catalogues in search of Land Rovers on postage stamps as a means of increasing his collection. Efforts shall be redoubled to ensure that the June diary is obtained.

EXCERPT FROM THE LAND ROVER FAQ:

9.2 CUSTOMS & EXCISE: Basic Information on Bringing Items into Canada

This unofficial information is for general guidance only. The rules change often, so consult the authorities listed below for current information.

1. DUTY FREE TOURIST EXEMPTIONS

Your "duty free" limits are \$20.00 after 24 hours absence (no booze or tobacco!), \$100.00 after 48 hours absence (maximum 40 ounces or 1.14 litres booze and 200 cigarettes) and \$300.00 after 7 days absence (same booze and tobacco limits). The \$20.00 and \$100.00 exemptions can be claimed as often as you wish but the \$300.00 exemption is once a year. Limits are in Canadian dollars including booze and cigarettes. You cannot pool exemptions and must declare all items acquired abroad even if you did not buy them. Undeclared goods can result in the seizure of the goods and your vehicle and the penalties for the return of seized goods and vehicles can be very high.

Hints: Stop at Customs on your way out for the "I Declare" brochure and identification cards for valuable items. Keep receipts for gas, food and lodging to prove the length of your absence. Keep a detailed list of your purchases abroad for presentation to Customs on your return.

2. DUTIES AND TAXES

Goods valued in excess of your exemption are subject to customs duty and GST. Rates of duty differ for various commodities and depending on the country of origin of the goods. Customs duty is a percentage of the price of the goods and GST is charged on the total of the purchase price plus the Customs duty. Contact Customs for rates of customs duty on particular commodities and preferential rates of duty on goods in excess of your exemption limits.

3. IMPORTING GOODS THROUGH THE POST AND BY COURIER

Parcel post shipments under \$20.00 (Cdn) are duty free but subject to duty and GST on the full value if over \$20.00 value. Canada Post will collect any duty owing and will charge a \$5.00 processing fee. Courier shipments from the USA (UPS, PUROLATOR, FEDEX, etc.) are not much faster and are more expensive. In addition to courier charges, you may have to pay a fee for customs brokerage. Also, you'll probably have to go further to pick up your parcel if you're not home when the courier attempts delivery.

4. IMPORTING MOTOR VEHICLES

Be careful - both Customs rules and Transport Canada rules apply. Contact the appropriate authorities before you attempt to import any vehicle:

a) **New Vehicles** - New vehicles can be imported but must conform to Canadian specifications. Do not assume a USA-built vehicle is OK, check with Transport Canada. Customs duty will apply and GST will be charged on the total of the purchase price and the customs duty.

b) **Used Vehicles Imported From A Country Other Than The U.S.A.** - As a general rule, Canadian residents cannot import a used vehicle unless it is at least 15 years old. There are no Transport Canada requirements if the vehicle is 15 years old. If the age requirement is met, the vehicle can be imported subject to payment of customs duty and GST (see above). If the vehicle is more than 25 years old, there is no customs duty but the GST applies. The authorities for the removal of the duty on 25 year old vehicles and their parts are Statutory Concessions 2440 (vehicles) and 2441 (parts) found in Schedule 2 of the Customs Tariff 1994. Check with customs authorities in the country of export regarding possible export formalities.

c) **Used Vehicles Imported From The U.S.A.** - Used motor vehicles may be imported from the USA. The vehicle must have been registered in the U.S.A. but not necessarily manufactured there. Transport Canada equipment requirements apply if the vehicle is not 15 years old; do not assume a vehicle produced in the USA conforms to Canadian requirements. If eligible, the vehicle can be imported subject to payment of customs duty and GST (see above). The rate of customs duty varies depending on whether the vehicle was manufactured in the USA. If the vehicle is more than 25 years old, there is no customs duty (see above) but the GST applies. Check with U.S. Customs regarding possible export formalities.

d) **Value for Duty of Imported Vehicles** - Customs duty is calculated on the purchase price, if reasonable. Alternatively, Customs will use an objective source of information such as the Red Book.

e) **Provincial Sales Tax and Registration** - Imported vehicles will probably be subject to PST when registered in Canada - check with your local authorities. Imported vehicles will not be registered by provincial authorities without the proper Customs forms.

Hints: Check with Transport Canada regarding equipment requirements. Ensure you have a proper Bill of Sale and previous registration documents. Make available proof of vehicle age (photocopy of registration document) if you intend to claim duty-free entry of parts for a vehicle more than 25 years old.

5. Sources of Information

a) For Customs information, contact your local Customs office. In Ottawa, the office is at 2265 St. Laurent Blvd., K1G 4K3, the telephone number is (613) 993-0534. Ask for copies of the brochures "I Declare", "Importing a Motor Vehicle Into Canada" and "Personal Importations by Mail".

b) For information on equipment requirements for imported vehicles, contact Road Safety and Motor Vehicle Regulation Directorate, Transport Canada, 344 Slater Street, Ottawa, K1A 0N5, telephone (613) 998-2174.

INTERESTING EXCERPTS FROM THE LAND ROVER MAILING-LIST

Subject: What else would a Lucas torpedo do but try to fly?

From: megatest!bldg2fs1!sfisher@uu2.psi.com (Scott Fisher)

Six or seven years ago, I worked with a fellow with the very British name of Ken Appleby. He had a Spitfire, I had my '74 B, and we used to motor out to Pickwick's Pub and throw darts after work on occasion.

Ken used to work for Lucas in the UK, specifically for a division of Lucas that did military electronics. My favourite of his stories was about the time he had been working on a computer-controlled torpedo. It used magnetic core memory to store the programs, which had the advantage of being very non-volatile as well as not susceptible to EMP (Electro-Magnetic Pulse) discharge.

So Ken got to ride on the boat for the first test of the torpedo that used the computer with his program in it. Somewhere out in the North Sea, on an R. N. cutter, Ken and his crew launched the first ever run of this new weapon, and Ken learned a new respect for debugging...

The program was supposed to make the torpedo shoot off the boat, dive to a depth at which it couldn't be easily detected, then circle toward the target, climb to striking depth, and hit the target. There were on-board sensors to detect sea level, and the torpedo was supposed to travel at a preset distance below sea level, with constant feedback keeping it on track.

Somehow, somewhere, Ken had multiplied one of the 3D coordinates by a negative number, and this error soon propagated through the transformation matrix (the mathematical construct that models 3D space), with predictable results.

Within instants of hitting the water, the torpedo -- instead of sinking out of visible range -- blasted up and out from the water in a great silver fountain, then continued skipping across the surface of the blue like some sort of deranged wingless flying fish. Worse yet, instead of circling toward the target, it circled all right, but began to return to the ship that launched it. Fortunately it was not armed, but they still detonated the self-destruct on it rather than let it slice through their ship at 50 knots or whatever rate it travelled. Because of the non-volatile core memory, Ken was able to debug the program from what the Royal Navy frogmen could recover from it, and he fixed the problem for Rev 2.0.

But I must admit that the image of the torpedo, splashing happily above the surface of the water like an aroused porpoise, is one that returns to me in idle moments such this. What else would a Lucas torpedo do but try to fly?

Subject: Canadian Armed Forces acquire some Land Rovers...

From: rc@fourfold.ocunix.on.ca (Robin Craig)

The Canadian Armed forces have bought 3 Land Rover 110 CAV 100 vehicles. These are armoured and are based on a 110 chassis cab and are fitted with a package made by Courtaulds aerospace. The liaison officers with the Canadian UN mission go alone into lousy places and need protection. This need was identified early on and up until recently these officers were using British CAV 100's on loan. All three vehicles are left hand drive and are fitted with riot screens for the windows.

Our defence department is very cagey about vehicle buys as another project is taking a slamming in the press, so it was hard to worm this info out of them, my thanks go to my source who will remain nameless for the time being.

In case you did not know the Canadian forces do not usually use Land Rovers in military service.

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Regards from the Newsletter editor:

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