



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

President: Yves Fortin (237-9719)
Vice-President: Ted Rose (256-1598)

Secretary: Murray Jackson (591-0672)
Treasurer: Andy Graham (733-1628)

10 August, 1994

Greetings;

Two events this month to write about, the annual Frame Oiler at the Hart's in Kanata and a scouting run down to Silver Lake. In the centre of the newsletter you will find that the time has come around again to nominate members for the executive. A nomination form has been enclosed, with a membership renewal form on the other side (hint, hint). This month there are several pages of reprinted articles from various sources that have mentioned OVLRL over the past two months. There is a short article on how to prepare your Land Rover for winter, or long term, storage as well as one account of the Virginia clubs Mid-Atlantic Rally which saw more than seventy Land Rovers show up on Thanksgiving weekend.

The Frame oiler saw a new record in vehicles getting their bottoms nice and oily this year. Convening at the Harts residence in Kanata, eight Land Rovers took their turns going up the ramps. Tom Hammond brought out his newly finished 109 pick-up, this being the first time it has been on the road for quite a while... For the non Rovers, this year we had a mid 1960's Falcon and VW camper show up for the oily treat.

This year, in trying something different, there were two sets of ramps. Unlike last year, the wait to get your Land Rover sprayed was significantly reduced. In fact, most were all done shortly after lunch, leaving much more time for the occasional brown pop and discussion. The day wound up early and the majority of members repaired to the Royal Oak for post event analysis and discussions. Thanks go to Roy Bailie for digging up a large compressor and pick-up to transport is about, Murray Jackson for supplying the extra set of ramps, Bruce Ricker for getting the oil, Al Pilgrim for pulling the club railer out, Yves for playing cooking host.

The Silver Lake scouting run was a low key event. Several members went down the check out the terrain in light of our search for a new site for next years birthday party. Reports coming back indicate a wide range of trails. From the deep and bottomless mire that some lust after, to the light trails where the chance of getting stuck or scratched is about nil.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS, RUMOURS, TRIVIA...

ROAV Mid-Atlantic Rally was a great success according to every person I have talked to that attended it. Find a synopsis of the rally at the end of the newsletter. From the sound of it was quite an event.

For those who would like a small piece of history, Harold Huggins has a number of the Land Rover -- Association of Land Rover Owners of Canada patches kicking about. To cover the initial cost et cetera, they are still \$2.50. Anyone that is interested in one of these patches, drop a line and I will make arrangements with Harold to get one to you. Note, there are no more of the LR-ALROC window decals left.

We have received a catalogue from L.R. Fasteners from Tony Arnold in Bolton, England listing out several pages of LR part numbers, descriptions, and prices for fasteners used on the Series II and III Land Rovers. They write that there is also a Series One catalogue available covering the various nuts, bolts, studs, washers used on these vehicles (as opposed to the course & Robertson hardware more commonly seen on some over here...)

A couple of newsletters have arrived for anyone interested in reading them. From the Rover Owners of Virginia we have

the Summer 94 edition, and from Toronto, the Toronto Area Rover Club July newsletter. (You just have to wonder about the post office sometimes...)

Speaking of things in the mail, we received a note from Land Rover World magazine. OVLR members subscribing to LRW will receive a reduced rate. Airmail to Canada is forty five pounds (down from sixty pounds), surface delivery is twenty seven pounds ninety pence (down from thirty seven pounds twenty pence). For those that can wait, the subscription form will be printed in the next newsletter. For those who cannot wait, send a cheque or credit card number.info to LRW, Stonehart Subscription Services, Hainault Road, Little Heath, Romford, Essex, ENGLAND, RM6 5NP. The telephone number is 011-44-81-597-7335, the fax is 011-44-81-599-5965 (international access codes for North America included)

In my search for reference material I came across a rather interesting book entitled Land Rover, The Early Years. A letter to the author reveals that there were 1,000 copies of the first edition printed and 1,500 of the second edition. At this time there are no plans to print a third edition, though there are about half a dozen copies available for anyone interested. This may be your last chance to get this for your reference library unless you want to hit the used market. Write Tony Hutchings at Hillside, Harrow Lane, Steep, Petersfield, Hampshire, England GU32 2BZ. Copies are thirty pounds plus an additional seven pounds for postage. For those that wish to browse through the book, Robin Craig had the Ottawa Library add a copy to their collection several years ago.

Rumourtime again, with some facts thrown in for good measure... I recently received a note stating that a number of subjects seem to have reached a boiling point all at once. For those of you who receive, or have read October 1994 issue of Land Rover Owner would remember that there was a report about Lode Lane in England making moves to limit the sale of anything with the Land Rover logo on it (page 16 to be specific.) This is leading to moves in the US to stop some companies trading using the Land Rover logos and name. It should be noted that some of these companies held the franchises when Leyland pulled out in the seventies, and by the way, have never been told that they are no longer Leyland / Land Rover franchises!! (I have been told that in Brazil the franchises won against Land Rover in court when Land Rover tried to shut them down) While some have hypothesised that this is a result of the BMW takeover, other than this was coming anyway, things might be worse south of the border. I have been lead to understand from a source that Land Rover North America could be connected to reports being made to DOT and US Customs on the ownership and importation of vehicles that do not meet US import requirements/rules. From what I understand, somebody, and my source suggests that it might in all likelihood be LRNA, is letting the authorities know when and where these vehicles are showing up, ie from looking through club newsletters etc. This is likely because a lot of clubs post in their scribbles to them. A number of people apparently will be given the opportunity to re export their "illegal" vehicles, destroy them, or have them seized. Time will tell if this second part has any truth to it.

For some Land Rover facts, the November Land Rover Owner magazine reports that Lode Lane will be dumping some engines in the Defender. Expect in two years to only see the 300 TDi available in the showrooms. Other engines, notably the V8 will be available through special order. For local Ottawa sales, ten is the number that has reached me, a pair or Range Rovers, a pair of Defenders, and the balance Discoverys.

Speaking of the Discovery, the 1995 edition will be different from the 1994. The changes? Well: Side impact beams in rear doors added; More colour choices (more blues added); Dis-arming the alarm activates the interior lights; Lumbar supports in the front seats; Wheels more silver colour than grey; Lots of stuff to meet US regulations; new front grille; New rear light arrangement (very poor in comparison to 94 vehicle but conforms to EEC regulations - shame you never see the break lights or indicators sitting in the bumper well below your line of sight; new dashboard; 3.9 V-8 (thinking about it the 3.9 might just have sneaked into the last few 94 models); Improved Tdi; ABS available (option on some standard on others I believe); and finally electric tilting sunroof(s)

Some trivia for those who figure that the standard engine gearbox set-up in their Land Rover is not up to snuff if you make something ahead of you absorb the impact As Bill Grouell in the Internet writes: Military Rovers have a link between the frame and the bell housing that keeps the engine from moving forward. It prevents just this problem and also makes the E-brake work better. Get one. If you can't find the genuine parts it's a fairly easy fab job. Mine is made from a length of 5/16-24 threaded rod (with a clevis on one end) that goes through the cross member. You will need to drill through both walls of the cross member in the centre, vertically, just in line with where the mounting holes in the bell-housing are. The rod is long enough to allow adjustment. A piece of heavy angle iron drilled to match the two tapped holes in a vertical

pattern on left side of the bell-housing. These holes are where the genuine part bolts to. A few links of 5/16 chain and a 5/16 anchor shackle connect the clevis (pin) to a hole in the lower end of the angle iron. Adjust so there is slight tension pulling the engine/trans rearward and lock with two nuts or nyloc nut. A hefty 5/16 flat washer transferring the tension to the frame cross member is a good idea. The chain is to allow a flexible but secure restraint that will not transfer engine vibrations into the chassis.

Future Events:

November 7th Executive Meeting

In my warren at 27 Kelvin Crescent, 7pm .

November 21st Social Gathering

A change in venue has been suggested for the month of November. The Kings Stag on the corner of Colonnade Road and Highway 16 (Prince of Wales) is to be the location. While the King's Stag doesn't have square pizza, it does have a selection of British beer. Time is the same, 7pm.

November 30th Nominations for Executive Positions close

December 3rd Christmas Dinner

Saturday evening is the time to stuff yourself at the annual OVL R Christmas Party. Again, as in past years, the dinner will be at the Navy Mess on Victoria Island. A chance to come out and see who will take the annual awards for Lugnut of the year, who has been towing the most, and who will manage to win the feelie-meelie.

The cost for this years Party is \$18.00 (barely above the breakeven cost)

The evening kicks off at 6pm with a little mingling, beer consumption, money collection (ie. dinner, a chance to pay your 1995 dues, and for those who still owe money on shirts), the sale of shirts (polo, t, and sweat), the 50/50 draw tickets and a few games (feelie meelie etc).

The time has come around again to prepare for the annual Christmas Party, featuring the highlights of the year, and the fast becoming famous and sought after LUGNUT award. This year, as with all past years, OVL R has managed to throw up a good solid crop of participants.

Roy "Tailgate-challenged" Bailie: Mr. Tailgate challenged himself. Roy, as many will remember, went off-road one day and while trying to get up a small hill didn't experience the sensation of his tailgate thunking open, or the sound of the contents of his box emptying across the hillside. Roy promptly backed over the whole mess, a gallon of oil exploding across the wreckage of his rain coat, his toolbox, and assorted other items. Placing the whole dripping mess in the back afterward, drove home while the still dripping oil slipped into the slipstream, filled his Land Rover and coated everything, including himself. Roy is also rather jealous of Dale winning a Lugnut for driving around with no top. To try and match Dale's performance a few years ago, Roy showed up to Murray's off-road event with no-top when the weather called for something resembling a monsoon. Not satisfied with being drenched once, he duplicated the performance two weeks later. Water wise, it should be noted, Roy is running neck and neck with McD on this one...

Dinner is at 7pm followed by more mingling, leg stretching and the such.

At around 8:15pm there will be a wee bit of official business, the lug nut nominees will have the chance to defend their actions before the award is given out. From there it is simply party on.

Murry will be phoning the local Ottawa Valley members. Members at a farther distance are asked to either phone Murray, leave a message (591-0672) or send a message to his InterNet account on my system: mj@fourfold.ocunix.on.ca

January Annual General Meeting & Election Time!

The Annual General Meeting, featuring the opportunity to vote for those you wish to see in the executive, and all of that necessary stuff that we have to do will be held on Wednesday, January 4th. The location is still up in the air, but it will be known by the December newsletter & Christmas Party.

Early Spring Road Building Revisited

The road building revisit scheduled for this Fall has been rescheduled to the early Spring

Michel Bertrand: Michel thought that Lode Lane's finest electrical harness was not up to spec when it came to what voltages real men put through those rinky dink little wires. So Michel replaced the harness, with his own colour codes, with his own design, and without tightening down all the contacts. A small conflagration later...

Harry "Take a walk on the Far Side" Bligh: At the Maple Syrup Rally off-road Harry missed an obvious turn while following ten feet behind a Land Rover and ran straight into a tree. At the Birthday Party... Well to say his Land Rover self-destructed is probably an understatement. How else do you describe driving home with no exhaust system from the manifold back, a wrecked back-up fog light, a non-functional winch, a ripped off front bumper/ crossmember, smashed in right wing... The list is too gruesome to complete. It should be noted that we understand that Ernie's clutch failed at Calabogie soon after Harry was allowed to drive it. Harry (yes there is more) nearly fried his poor Land Rover last winter when trying to start it in -40 weather placed a propane heater under the engine and turned around to do something else. When he turn back because of funny shadows in front of him there what his engine bay bathed in flamed from a propane tank gone wild. Not only did he repeat the performance, but seeing how Jerry won the LugNut award last year for driving *through* his garage" managed to roll his Land Rover right through his garage door one evening. Apparently Harry was afraid that if he used the parking brake it wouldn't come undone. Harry's garage is at the bottom of a slope, he parked at the top on the angle. Go figure...

Dale "It's not my fault" Desprey: A former LUGNUT recipient is competing for this years title by managing to loose a door off of his belching diesel while on the off-road at Calabogie. How did Dale manage this? By not attaching the little nuts to the hinge bolts, descending a steep rocky trail, having his door swing open, catch a boulder and bounce up and off the hinges. This wouldn't of been so bad, but for Dale then leaning out of the Land Rover and watching the door come to a rest while he was continuing down hill. Dale also nearly tested the extreme roll angles of his Land Rover, where after Murray's road building exercise nearly rolled his "Ditch Pig" right into the ditch. Keeping with his oft heard cry "Its not my fault", Dale is now blaming diesel engine vibrations for an Exxon Valdez (aka vibrating his oil canister off) in the driveway, creating a scene unwitnessed since CNN broadcast pictures of Kuwait after the Iraqi's had finished with the place.

Jerry Dowell: Jerry loves to drive Land Rovers. He loves them so much, that when the crossmember holding up his gearbox decided to turn to dust, continued to drive "Edna" around. When she began to shake and shimmy a little to much from this missing item, Jerry fetched a nearby tuggum strap and roped the gearbox in and continued to drive around. Who needs a crossmember he has been heard to cry...

Rob Ferguson: Normally Rob wouldn't make a list such as this, but getting mention in an international Land Rover magazine for driving straight into a four foot high boulder, nicely centred on the Birthday Party light off-road trail certainly deserves mention. We will not mention that while driving Ted's Land Rover he was following several other Land Rovers that took both the left and right trails around this obstacle. To be fair, Dale's parking abilities have also been mentioned.

Murray "50" Jackson: Murray enters this list from a different direction, promoting a light off-road road building exercise. As participants will attest, this was a light off-road that required Bob Wood's winch to pull people through some of the morass, left the property owner in shock over what Land Rover could, and did do... Murray is also reported to be rather challenged when it comes to the use of sockets, a half dozen or more long extension bars, and a universal. The mind boggles.

Fred Joyce: Fred has been rather good this year, despite wetting out his Land Rover at the Maple Syrup rally and requiring Harry to come to his rescue. On the rally itself, while tooling through the woods he managed to get stuck on a fashion that still has the assembled scratching their heads on how he managed to do something that no one else managed.

Dixon Kenner: For happily telling Bob Wood that the left missing rear lugnut and stud was matched on the other side for balancing the wheels, and mis-diagnosing a failing winch propshaft pounding his front crossmember apart as a spun bearing in the engine.

Bill Maloney: Where do we start... Painting his radiator with ten costs of paint so it would rust and then wondering why the radiator boiled over faster than if he had put 50,000 volts through it, built up a brand new gearbox, mixing and matching synchromesh gears that looked good despite a known history when in another gearbox and ended up with a gearbox that featured no synchromesh in any gear; and pulled a "Dale" and tried to park on a shoulder that wasn't there giving him a

whole new meaning of "going off-road".

Mike "Water rat" McDermott: Mike, in collusion with Roy, has gone topless twice this past year getting completely drowned in the process. Door pockets, even his gauges filled with water, something that is difficult to do in the best of times. Not satisfied with getting drowned by mother nature, he decided to play submarine at the Birthday Party after trying so well to stay dry.

Alan "Bates" Pilgrim: Another LugNut veteran here. What has Bates done this year? A perennial candidate for the Lugnut award Bates has lost his brakes at Calabogie after rebuilding them six days before; being a bit hazy on how power tools, specifically grinders work. Bates also forgot the Mrs Dash and olive oil on the Calabogie run, stooping low and having to beg Harry for some extra.

Bruce Ricker: In collusion with Bob Wood, wimped out on the Calabogie run just because they figured that their last visit ten years ago would be repeated.

Ted "Shit Happens" Rose: We don't have anything on him, not one lousy minor thing. This is very suspicious in itself.

Bob Wood: For chickening out of the Calabogie run, predicting disaster, famine, pestilence, hail, and all sorts of very nasty things to those foolish enough to go on it, then seeing Ottawa get the shitty weather and those on the off-road adventure have one of the most marvellous off-road events in years.

Just to keep this all in perspective, here is a partial honour roll for past years... Last year we had Jerry Dowell for destroying a newly built garage with his Land Rover. Before that, Fred Joyce became the first OVLR member to round the mighty oak and find a stationary 109 in the way. Three years ago, Dale richly deserved the award for pulling off a no-top expedition to Rovers North ignoring weather forecasts. (See Roy and McD above).

LAND ROVER CANADA NEWS & PRESS RELEASE: Land Rover has informed OVLR that the request for permission to use the name "Land Rover" has been forwarded to Land Rover North America for consideration. Ten months and counting now...

LONDON, ONTARIO 1994. Land Rover Canada has appointed a new dealer in London taking effect November 1. Land Rover of London will be a division of Grand Touring Cars located at 766 Wharnclyffe Road South - London's Golden Auto Mile - which has been serving this market for the past two decades and already represents other fine imports including Jaguar and BMW.

"London has always been an excellent market per capita for upscale marques," comments Alan Manessy, Managing Director, Land Rover Canada Inc. "It's growth has been consistent and it is a very prosperous area with a great many people who like the finer things in life."

Grand Touring Cars was acquired in 1992 by a father and son investment team of Duffields. Dealer Principal is William B. Duffield and William E. Duffield is Chief Executive Officer. There is a third partner, Dennis Plowright, President of the dealership, who, like General Manager Steve McKeown, is a 20-year veteran of the Automotive trade.

Dealer Principal Duffield is proud to add Land Rover to the dealership. "It's an excellent fit with our existing top-of-the-line quality cars. We have a great need for quality vehicles that handle both normal everyday driving and the arduous off-roading all year long. In addition to customer demand, we know that there will be a line-up internally by our staff to do some test driving."

For more information on Land Rover products, please call 1 800 FINE-4WD or in London call (519) 685-2277.

20 — Old Autos — Monday, September 19, 1994



There were only 811 made of these 1968 109 Station Wagons. Owner Peter Whitworth of Manotick is seen at the annual 'oiler' where members ensure that their vehicles' steel frames will last as long as their aluminum bodies.

The everlasting Land-Rover

by Shannon Lee Mannion

Squat down and look at a Land-Rover square on. The effect is one of a total absence of styling. These vehicles have been fashioned to be utilitarian to the max; with a little willing suspension of disbelief, the closely set headlights and wide bumper that more oft than not supports a winch give these vehicles the look of a myopic accountant grimacing over an unbalanced ledger.

It was 1945, post war Great Britain, that The Rover Co. Ltd., of Solihull, Birmingham, when faced with a flagging demand for their Rover cars, decided to bolster their market-share by building a multi-purpose commercial vehicle designed to combine the qualities of a light tractor with added scope offered by a portable source of power.

If the stories surrounding the beginning of the Land-Rover are to be believed, then it is due to the extreme success of the Second World War effort in collecting aluminum that resulted in a surplus, one that was put to good use making automotive body parts. Thus, it could very well have been Aunt Betty's tea kettle or Uncle Bert's fry pan that initially went into the making of door panels and hoods for Land Rovers.

Introduced in 1948 at the Amsterdam show, these durable, severely practical compact trucks originally appealed to agriculturalists who wanted to be able to run equipment that was either mounted directly on the vehicle or that could be used for driving external farm or industrial machinery.

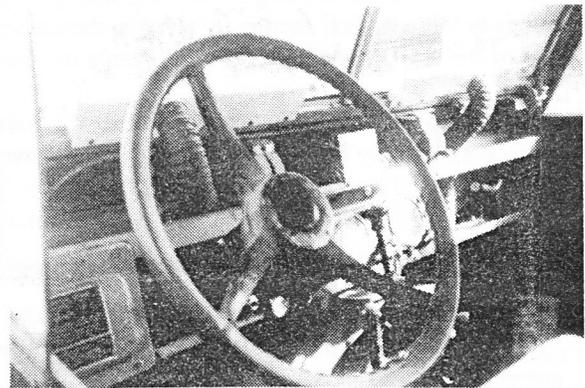
Handy features included gate-type hinged doors that could be readily removed or folded flush with the quarter panels. There was provision for plugging in an inspection lamp as well as a hand throttle designed to be used over the entire power range when the engine was providing stationary power.

Given over to being highly serviceable, power take off worked from three different drive arrangements; from the rear cross-member external to the vehicle, in a centre position from behind the gearbox, and from a capstan-type winch mounted on the cross-member via a worm and wheel.

One of the earmarks of the rugged Land-Rover was the way in which the spare tire could be carried on the hood which was specially strengthened for this purpose. Early Land-Rovers, with their canvass trappings gave the impression of being like so many covered wagons when seen in a group. You expected



Complete with winch and heavy-duty rope, Dale Desprey is set to go anywhere in his 1968 2A Diesel Land-Rover.



A spartan interior with a huge steering wheel that helps in navigating boulders in the road.



Bruce Ricker of Kanata owns this 1966 2A 109 Land-Rover which he uses to plough with in the winter. You may not be able to see it but there is mud caked on the inside of this engine compartment.

to hear whistles and the crack of a whip when they started up.

Within its first ten years, 75% of the company's production went to 150 different countries. By 1968, 600,000 Land Rovers - in 38 body styles had spread themselves throughout 170 territories. By the end of the twenty years, they could be ordered in six different colours, including two shades of green or grey, plus in fawn or blue.

To give you an idea of cost differentials, in 1961 a Land-Rover with extras such as heater and two windshield wipers, would have cost \$4,095. The look-alike Toyota Land Cruiser would have cost \$3,365 but that was without low range. Coming in as the discount relatives were the DKW at \$2,995 and the Willys \$1,010 at \$2,500.

Some people say that a Land-Rover is less a vehicle than a state of mind, a studied carelessness, if you will. Where one owner is quoted as saying that it is a rolling torture chamber, another has enthused about it being a delightful runabout and a tremendous kick to drive.

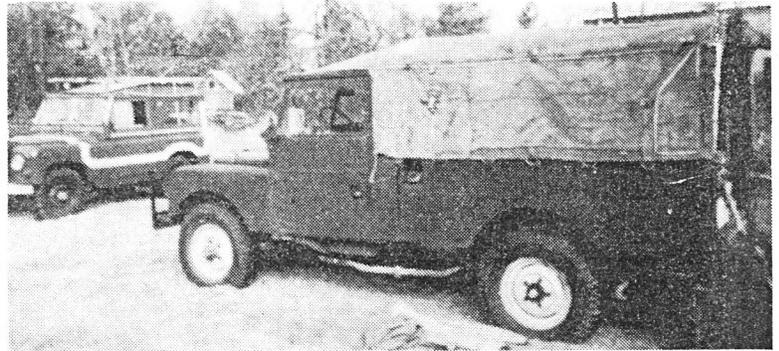
Personal experience is that there is nothing esthetic about the exterior or interior of a Land-Rover. The outside is resoundingly utilitarian. On the inside, the dash is bare metal with mysterious knobs and toggle switches everywhere. With three people crammed onto the pillion-like seats, the middle person runs the risk of having the driver make intimate contact when gears are shifted.

In a vehicle with anywhere from eight to almost ten inches of ground clearance, you sit high but visibility is compromised by the tire on the

hood. If it rains and you are in a newer truck, one with two windshield wipers, they operate independently of one another and will drive you crazy with their antics. Trying to converse is like taking part in a Loud Family skit on Saturday Night Live.

Nonetheless, there is a tremendous appeal to Land-Rovers that belies their Meccano Set likeliness. People who own them are fanatical about their functionability, their stalwartness in circumventing would be impassable obstacles, their well-constructed frame which supports the non-corrodable body, their irrepressible charm.

A word to the wise. Don't ever ask a Land-Rover owner how their Jeep is doing. Have you ever heard of the punishment once used on sailors called keelhauling? See the winch on the front of the Land-Rover . . .



Al Pilgrim calls his 1957 Series 1 107 'Sally'. Sal pulls the Land-Rover Club's trailer whenever members get together for overnight events or when they sponsor brunches.



Seen at the annual OVLR birthday party is left, Fred Joyce's 1961 Series 11 pickup, middle, Charlie Haigh's 1964 Series 11A pickup which came from Vermont for the festivities, and in the back is Sally.



Newcomer to the Ottawa Valley Land Rover Club (OVLR) is Ben Yonge with his 1961 Series 2 truck in the foreground. Bruce Ricker's 1966 109 pickup is behind. For more information about OVLR, please write Yves Fortin, 651-A MacLaren Street, Ottawa, Ontario K1R 5L1.

Rest of the world...

FROM
NOVEMBER LAND ROVER WORLD MAGAZINE

Finally, one from my mate Dixon Kenner in Ottawa, Canada: the Ottawa Valley Land Rover Club's newsletter and a thought-provoking recognition guide to the Series' Land Rovers. Dixon's tale of a road building task in the forest 20 miles west of Ottawa was gripping. Amid pouring rain, thunderstorms and rapidly deteriorating visibility, the Rovers were used for pulling 20ft sections of tree up to a nearby sawmill. Before that task could be accomplished however, the proposed roadways had to be walked out. Then the forest reverberated to the sound of axes and chainsaws as trees were felled. One ex-military 109 driver, demonstrating

a singular lack of wellie (Is this how all Canadians write? - Ed) managed to get massively stuck. His punishment was simple, he had to use his Koenig PTO winch to pull all the following vehicles. One and a half roads were built through the forest and the landowner was forced to admit that his Detroit pick-up would not have been able to handle the trails as well as the Land Rover. A job well done was followed by a sumptuous barbeque that sounds well-earned. Simply getting there was not without drama, though, as Club member Dale managed to get his long-suffering diesel disturbingly close to the

magic 45 degree angle as it worked its way into the deep ditch across the way from the BBQ site. Fortunately willing help was at hand to prevent the unfortunate Dale from becoming the first

Ottawa Valley Land Rover Club member to roll a Land Rover while standing stationary beside a normal paved road.

FROM OCTOBER & NOVEMBER LAND ROVER OWNER MAGAZINE

FROM THE CLUBS BY DAVE BARKER

LRO October 1994

LRO November 1994

CLUB REVIEW: OTTAWA VALLEY LAND ROVERS

Ideal off-roading in Canada

THIS year is the 11th anniversary of Ottawa Valley Land Rovers (OVLRL), but Land Rover enthusiasts in Ontario, Canada had been getting together for many years before they decided to organise formally as a club.

Today the OVLRL has around 100 members, making it the largest as well as the oldest Land Rover club in Canada. The majority of members live in the Ottawa valley area, with its flat farmlands and forests to the south and rough mountain ranges to the north. Combine these with hot summers and snowy winters, and this makes perfect Land Rover driving country.

The club organises social events and family-oriented outings, as well as off-roading adventures, including 'mud bogging' runs along country lanes to longer trips taking several days across public lands navigating by compass. The club also travels to other Land Rover clubs both in Canada and the USA.

The club's excellent monthly newsletter keeps all the membership informed of events and club activities and other Land Rover topics.

For membership details contact the secretary, Murray Jackson, Ottawa Valley Land Rovers, 1016 Normandy Crescent, Ottawa, Canada K2C 0L4.

Canada catering

DIXON Kenner sent the September issue of the Ottawa Valley Land Rover club's newsletter over to me in good time yet again. This month's features a report on August's off-road adventure, a drive down to the end of Victoria Island. This journey had never been done before by 4x4, only by motorbikes and ATVs.

The journey sounded excellent, a challenge for any off-roaders - chainsaws, bridge-building and undriven routes. The attempt was successful despite the weather and the many regular stops for food along the way. Food seems to play a very important part in all OVLRL events. From the description of what was on offer I'm surprised that members strayed very far from the club's kitchen trailer, where chefs Bates and Yves cooked up a feast of bacon and eggs plus all the trimmings. Now that's what I call well organised.

Club news

Identification lists for Canadian LR spotters

The Ottawa Valley Land Rovers August newsletter landed on my door mat right on time just a couple of days after its cover date - not bad all the way from Canada.

Always full of news and club activities, this month's magazine also has a guide to easily identifying the various Land Rover models over the years. It lists the

many distinguishing features both inside and outside the vehicle, useful even for old Land Rover hands. Next month's newsletter will have a pull-out page with diagrams to ease the process of identification.

NEW MEMBERS: Two new members this month.

- Stan Johnson of Ottawa joins the club, and while not currently owning a Land Rover brings an interest in old motorcycles and cars. A Land Rover may be in the cards in the future.
- Emmanuel Katsanis of St. Luc Quebec joins after reading about OVLRL in LRO and LRW magazines.

FOR SALE/STUFF WANTED:

- Doc Watson is depleting his large reserves somewhat and has the following available for sale:
 - 1966 109" 2 door with full cap. Has a good solid frame, straight body panels. Comes with 750/16 tires. This was his everyday vehicle for a while and is in good shape. \$6,000
 - 1962 Rover T5 Sedan. 3 litre engine. In good condition, the floor are solid though it needs sills (rockers). \$1,000
 - Parts for sale: A pick-up cab, some tailgates, and a number of Rover 2000 parts.
- Doc has said that he can bring up your desires to the Christmas Party if you act soon.

GENERAL SERVICING: I have received a couple of phone calls from members asking for information regarding the winter storage of their Land Rover. While I had planned on writing an article on what steps one should take to drive the Land Rover through the winter, more people seem to be interested in the storage aspect this month. My quick and dirty researches have led to information that is more suited for longer term storage, though much of this information should be valid for the four or five months that the Land Rover will be laid up over the winter. Next month expect an article on winterising the Land Rover for driving purposes. I hope everyone finds the information relevant and useful. This will also provide all with a copy should people decide to file for future reference. Next month, we should have another missive from Mike Rooth writing us on repadding those seats which generally resemble a mass of duct tape. Dale is still playing coy on his short narrative on fixing those seized freewheeling hubs.

Location: If at all possible store the car in a garage. Also if possible store in a cool, dry environment where the temp does not fall below freezing, extremely high temps are also as bad. In the dead of winter, parking the Land Rover on grass doesn't matter, but in this November weather right now, if the Land Rover is on grass, the underside will be filling with moisture that will not be out until Spring. On gravel is the best outside if available.

Engine/Fuel System: the MOST IMPORTANT thing to remember when mothballing an engine is to do it while it is warm. All the procedures are worthless if moisture has a chance to seep into a cold engine. There are two approaches here. The first: The fuel system can be prepared by using a siphon pump to remove as much gas as possible from the tank, then let the engine run until it's out of gas. If gas is left in the system it will evaporate, leaving a deposit that can damage the engine and fuel components. Mix up a 3-4 quart solution of kerosene and oil (three parts kerosene to one part oil), dump it in the tank and bounce the car to thoroughly slosh and coat the inside of the tank. The second is to keep the fuel tank full to the brim. With the tank full, there will not be condensation inside the tank (which we all know to generally be unpainted steel) and thus no water in the gas in the Spring when you try to get the Land Rover going again.

Remove the spark plugs and ground the large ignition wire coming from the coil to the distributor. Pour one ounce of non-detergent oil through the spark plug port of each cylinder. Use the same weight oil you would normally use. Reinstall the plugs, but not the coil wire. Crank the engine over 5-10 seconds. This will coat the cylinders with oil and draw the kerosene/oil mixture into the fuel pump and carb(s) to help in the rustproofing process. Replace the spark plugs. Leaving them out invites things to fall in.

Change the oil and filter. Contaminants in dirty oil can cause serious problems when left in the engine. The more fastidious can run the engine for ten - fifteen minutes or so and then change the oil again.

Relieve tension on all drive belts.

Cooling: Drain the coolant. Flush the cooling system and re-fill with fresh, rust-inhibiting coolant to normal

strength/levels.

Gearbox & Differentials: Top off oil levels. [I have found no mention as to draining and replacing the oil with fresh stuff. For some, it would be a very good idea to drain the oil for the winter and replace with fresh oil. More that one diff opened up in the past two months has spilled forth quite a flow of water. That water will freeze nicely, leading to some fun at breaking the solid ice up (yes, it can be done, ask Dale)) Since no specific mention was made, I assume no oil change is necessary]. Leave the car in neutral with the parking brake off. Some write where possible, cut a piece of wood long enough to fit from the bottom of the dash to fully depress the clutch. Otherwise the clutch plates will rust together. However, this places pressure on the seals and cylinders for a long time and might cause problems depending on the condition of the system.

Electrical: Two options: remove the battery, bring inside and don't put on a concrete floor; or trickle charge the battery until it is fully charged and leave in the Land Rover with at least one wire detached. Throw some mothballs behind the dash in among the wires.

Exhaust: Use some type of plug and duct tape to plug the exhaust pipe(s) and air cleaner(s). Also plug oil breather valves. If a newer, closed type system, this last step is not necessary. Plug anything possible going into/out of the engine/exhaust system.

Interior: Put some mothballs inside the dash. They will tend to keep the mice away. Mice tend to find the rats nest of wire back their an idea place to build mouse nests. Use a good quality upholstery cleaner and plenty of elbow grease. This will clean and soften the upholstery and get it ready for an application of silicone spray. Don't forget to treat all the plastic interior parts with silicone spray. Neat's-foot oil works well on leather. (I do note that this may be very unnecessary for some of us, but there are some nice Land Rovers in the club)

Chrome: a light layer of petroleum jelly will preserve chrome, while bright metal trim needs no special treatment.

Suspension: Put the car on jack stands or blocks and remove the wheels. If for any reason you are unable to remove the wheels, blocking under the springs will at least eliminate tire flat spots as well as ease strain on shocks, wheel bearings, etc. If the car cannot be lifted off the ground, increase tire pressure by 10-15 psi. Flat spots could be a problem with radials, those of us with bias ply wouldn't notice the difference between sitting for two weeks versus six months.

Cover: If you have found a car cover that can cover the Land Rover, assuming you are going to use it open a window JUST a crack and cover the car with a top quality car cover. DON'T use plastic to over the car as it cannot breathe and moisture will be trapped against the body.

RETURN to driving condition: Add gas. Install freshly charged battery. Tighten all belts. Check all fluid levels. Check tire pressures. Remove all plugs from the engine/exhaust system, as you want the engine to be able to turn as easily as possible. Disconnect the fuel line between the fuel pump and carb(s). Provide a catch basin for the fuel and turn the engine over until you begin to see oil pressure beginning to build. This will both pump out any residue in the fuel line and provide oil to the engine parts. Reconnect the fuel line, reinstall (un-ground) the coil wire, install new spark plugs, and fire away.

INTERESTING EXCERPTS FROM THE LAND ROVER MAILING-LIST: ROAV Mid Atlantic Rally by Bill Maloney (OVLRL; New Jersey)

I got back from the Mid Atlantic rally Monday and what a great time. On the trip down I caravanned with Ben Smith (OVLRL; California) in our last hurrah before he leaves for CA this week. I sure will miss him. Aside from my leading us miles out of the way to get gas and depositing my gas cap at one of the stations, the trip down was pretty uneventful. I did discover that my CB doesn't receive worth a damn. I got plenty of exercise push starting Ben's Rover at each gas and one rest stop. Unfortunately for Ben the only starter for sale at the rally looked pretty poor with dirt on the Bendix gear and shaft. Once I arrived the landowner, was kind enough to lend me an extra cap as none of the vendors had any. I'll be sending it back shortly in better shape than I got it and with a new seal.

There were quite a lot of Rovers and 10, YES 10, LRO internetters in attendance. I think this may have been the largest gathering of LRO netters so far. It was really neat being able to connect the names with the faces. Dixon Kenner was noticeably absent, but 7 other Canadians were in attendance bringing 4 Rovers (Tom Tollefson (TARC; Toronto), Dave Lowe (OVL/R/TARC; Toronto), Dave Daveys (Canadian Series One Club), Brett, & three others). It has been said that Dixon once hooked a chain to a wheelless Saab and pulled it around a campground at 2:00am. You'd think he could have pulled his wheeled Saab across the border. Steve Denis (OVL/R, Oswego New York) was AWOL. I assume he was on one of those social trips to VT that weekend. Russ Dushin (OVL/R; Peekskill New York) was also missing. Must have been out doing the rumba with Brookiekins. Russ, you should have been there. Your fancy footwork on the dance floor would have served you well dancing through the minefield of dog turds randomly placed about the tents, parking and catering area.

There were some 86 Land Rovers registered for the event, and a quick survey at one point brought this total up (others could easily have been elsewhere at the time): 1 SI 80; 11 SII/SIIA 88s; 9 SII/SIIA 109s; 8 SIII 88s; 3 SIII 109s; 1 110; 2 US Defender 110s; 8 US Defender 90s; 14 Range Rovers; 5 Discoveries; 1 Rover Car (I forgot to write down the type); 1 Lightweight; 1 SIIA 109 Doormobile; 1 Range Rover rolling chassis with Land Rover 90 upper parts.

Yes there were dogs. Lots of them. Sandy's, Andrews, and John's seemed to be the only dogs that were kept tied up. One of the two Disco owners went to great lengths to set up their campsite VERY neatly. Everything was just so. They brought out one nice green folding chair and placed it at a 45 degree angle under their awning. Then another nice green folding chair was placed under the same side of the awning 45 degrees in a converging direction. It was so cute. Then one of the dogs came up and hosed down the chair... and got a boot in the ribs. It was difficult to keep a straight face.

Friday night was fun getting acquainted with faces both old and new. Sandy kept Land Rover videos going for all who were interested. One was a LRNA tape showing tips for dealers on developing sales tactics for Defender 90s. One method was to get the customer excited about the fun aspect of the vehicle, then close the sale before the customer considered the reality of owning a canvas topped truck. Definitely not for public viewing, but very interesting. It was a surprisingly cold night for camping. Another "throw all the clothes in your bag on top of your sleeping bag" night.

Saturday morning Bruce McErney of British Rovers provided some worthwhile tips on improving Land Rover performance and fuel economy. Steve Johnson of Dixieland Rovers arrived with a trailer full of parts. Another vendor arrived with a second trailer full of parts. Unfortunately, no bargains were found at either.

After lunch came the trials course. A rather twisty path through the woods with a stream crossing and a small mud hole. There was a substantial dip at the entrance and as I passed a log there were lined up on it a neat row of Range Rover bumper end caps that had parted from their parent vehicles. The stream crossing was fun. Choose your angle then give it a little gas to get your momentum up, cross and regain control before ploughing into a pile of people. Ben was stationed at this point to pull the Range Rovers out of the stream. Very enjoyable and if you were careful nothing got damaged. But not everyone was careful. One of the 110s creased a rear quarter panel, a Range Rover shattered its air dam, a 109 blew 2 (bald) tires and a couple of others bumped into trees. As you came off the course there was a section of logs set up so that alternate wheels were articulated at the same time. Then up and over a 4' mound to the finish line. I believe the winner was the Series 1 and the prize was a Camel Trophy lighter and something else I've forgotten. Sandy said he saw me stop and back up at one point. This clearly shows how urgently he needs new glasses.

That evening there was a barbecue dinner of ribs, pork (?) on a bun (very good, whatever it was), hush puppies, Brownies, and other good stuff. A couple of kegs helped quench the parched and a very good bluegrass band kept us entertained by the bonfire (was that John Humphries playing the Banjo at one point?). Good food, good friends, and a good time. Potato cannons boomed into the night (I didn't see one myself, but was told that they consisted of a tube open at one end, a shot of hairspray, a potato, and an ignition source). Later that evening Steve Johnson of Dixieland Rovers entertained us from 2-5am with the sound of his generator powering his flood lamps as his group drank the night away (they also drank the morning, afternoon, and evening away).

Sunday before noon was a road rally to get to a catered lunch. It helped to have no rally experience because a fork was a T, a T was an opportunity to turn, and an intersection was the entrance to a plant with a sign saying Employees Only Beyond This Point. The instructions to turn in the direction of East and North were also challenging as I had no compass and it was

so close to noon that solar navigation was out. I can't say what it was like because everyone was gone once I reached the finish. Most of the others did enjoy it and I believe Jeff took 3rd place.

Sunday afternoon the teeter totter competition was held. Very entertaining. I didn't know that Ben was so limber as he contorted himself in an effort to balance his 88 on the contraption. I think he'll be seeing a chiropractor this week. The Series I driver cursed and punched his steering wheel as he stalled his Rover, then dropped his jaw as he realized he was balanced at the top. A small group then headed off to do some serious off roading nearby.

In the evening Sandy posted the results of the Feely Meely- a box with several Rover parts inside where you had to reach through a bag to feel and identify the parts. One had "Land Rover Part" listed in each blank, which was essentially correct. Sandy would have none of that, however. I had one rather creative answer that for some reason Sandy would not announce. I've forgotten what the prize was. There were no prizes for creative answers.

A silent auction was also held. People wrote their bids on a sheet by the item in question and the highest bidder got the item. If there were 2 or 2 of one item the top 2 or 3 bidders could purchase the items at the highest bid. The items and top bids included (forgive my inaccuracies):

Camel Trophy Zippo lighter - \$100 (yup, \$100 or more was the top bid), Camel Trophy Belts - \$22 +(?), Camel Trophy book - \$60+, Multi-pick-axe tool - \$65+(?), Land Rover enamel sign - \$32+, Camel Trophy T shirts - \$19 - There were 3 of these and somehow one person got 2 and Ben who should have gotten 2nd choice got the last choice. I can't fault Sandy as he couldn't be everywhere. There may have been others but I can't recall them.

A raffle was held for a bike rack and a pull pal, a winching device that digs into the ground as an anchor for the winch.

Videos continued as it began to rain on and off into the evening. Steve Johnson thankfully left taking his generator with him.

Monday morning I left in convoy with Jeff well before dawn. My CB was next to useless. One thing I learned is that when convoying with another vehicle the trailing vehicle gets the better gas mileage. Even if it has a full roofrack, winch, hardtop, and double plated frame (and the lead vehicle is a softtop). But more importantly, it's less mentally taxing, in that you don't have to keep one eye on the rearview mirror (sorry Jeff, yes I did take advantage of you-it was hard to keep track of you through the canvas top rear window when I was in the lead). After 9.5 hours on the road it was good to get my 1st shower in 4 days.

All in all it was a great time and Sandy did an outstanding job of coordinating a rather eventful weekend. I can't wait 'til next year. I don't know if I can say the same for Sandy.

=====
Deadlines: Submissions to the OVLN Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input, in any format.

Editorial Policy: The Editor of the OVLN newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLN newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLN, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club,

Officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

Copyright: No portion of the OVLN may be reprinted without written permission of the editor. Portions of this newsletter copyright is held by the author of the article, the balance held by OVLN.

Membership: OVLN has a fixed membership period starting January 1st each year. Those joining throughout the year pay a pro-rated membership fee until they reach the annual renewal period. The membership fees are:

January - \$20 April - \$15 July - \$10 October - \$5
Please remit any dues to the club address on the first page.

=====
Regards from the Newsletter editor:

Dixon Kenner (613) 723-6718 (h) (613) 943-0589 (w)