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10 October, 1994

Greetings;

The major event of the month was the British Invasion IV at Stowe Vermont. As new member Mike Locodice described it "The British Invasion!! What a time! A chance to park your muddy Land Rover next to someone's pristine Jag or Rolls. Probably not the largest British car show on the East coast, but certainly the most yuppified! Great show, great weather. Well over 20 Land Rovers, all shapes and sizes, including one rather bizarre Series I with chrome sill panels." Despite lowering skies, it was quite a show; some estimated about 400 plus cars. Some of the more interesting non-Land Rover products included a lineup of 3, count-em 3, spectacular AC/Bristols. There was also a 34 AC drophead, a former competitor at Pebble Beach. There were a Reliant Scimitar, an MG Y saloon, a lovingly restored Ford Prefect that I took quite a shine to, and uncountable Minis (including 3 Mini vans and a convertible), MGs, etc. If I saw one TC, I would stop and examine it in great detail. But 10 of them? It is sensory overload. Trying to vote intelligently for the peoples choice award in some categories was a real trial--sometimes they all were beautiful but some of the glossiest ones were not very original. In the car corral, one dear soul has been trying for two years now to sell a clean, but not concours late 40s Hillman Drophead for \$25000. I think it is \$25K Canadian, but still. I expect to see him again next year. There were two bugeyes for sale, both pretty expensive in my opinion. I'm beginning to figure this car corral thing out--it's frequently a case of "park it there with a big price, and see if anyone is nuts enough to buy it." A good example was the late edition black Defender 90 at US\$28,000.

Rovers North extended their off-road demonstration further up the ridge and turned it into something interesting and difficult enough that I would not be bringing the big green beastie up it (strictly 88 only for the sharp turns), but if I had the "little earth pig" would have taken them up on their offer to let me try it out Sunday afternoon. Next year, I am told, some time may be set aside for OVLR to try portions of the course.

OVLR members Murray Jackson, Fred Joyce, Mike McDermott, Alan Pilgrim, Roy Baillie, and Michel Bertrand all made an appearance, though without their Land Rover companions. (Next year they claim...) Three brave Ottawa members did make it down with their Land Rovers, myself, Dale "60 miles to the litre of oil" Desprey, and Richard Wegner. New Jersey member Bill Maloney brought up a rather nice grey 109 station wagon that is in sore need of a mud run (and left his photos lying about so that the OVLR newsletter will be showing *real* American mud and a Land Rover in the form of Ben Smith stuck in what can only be described as a <ahem> puddle. Those of us that decided that brakes are sometimes an option decided to prove the point and drove over Smugglers Notch and experienced brake fade within the first few hundred yards coming down. Second gear up, second gear near redline down. An experience worth repeating, though some of the cars coming the other way didn't seem pleased to see a Land Rover coming around the hairpin turns. However, it is a great opportunity to practice double clutching into low for the hairpin turns.

Internet Land Rover mailing-list members Steven Denis, Mike "give me mud" Locodice, Jan Hilborn, Lesley Stutsman, and Bill Maloney all showed up, commenting that Russell Dushin didn't show & was missing a great time. Steve and Bill exchanged a long conversation extending the "famous people" list of those who need the carrying capacity & low range abilities of a real vehicle (IE Oprah). Mike Locodice, notably, didn't bring a Land Rover making some of us wonder as this is the second event we have seen him, yet his pet noticeably absent. With Bill Maloney's help, all of the InterNet mailing-list attendees have been draughted into OVLR. (OVLR has developed a sort of reputation on the InterNet and this lot will fit right in.) Their ideas of OVLR were reinforced when they started to hear the accounts of McD and his rather spectacular show Friday night. Describing Mike would be difficult, but suffice it to say that the full story includes scotch, a hot tub,

and a roomful of absolutely amazed people. New member Lesley Stutsman arrived with her husband & father (a former Sikorski helicopter test pilot), had recently arrived from Liverpool to check out the situation in the colonies and gather more information on exporting more older Series Land Rovers over to the USA.

There were some 26 odd Land Rovers there. A couple of lightweights, two Series I's, a pile of 88's, four 109 Station Wagons (if there was a worst vehicle of show, I would have had it wrapped up, with Steve Denis racing for a close second). One 109 Station Wagon was an amalgamation of four vehicles, and though very nice and shiny being a '67 with a Series III front end detracted from it. Some Bay State Rovers sport a GPS system. (Gotta wonder about some Americans going off road I guess...) Some of the Land Rovers on display were in immaculate condition, in fact so good they would never see the off-road. The majority of the Land Rovers in attendance were daily drivers, not shiny and immaculate, but pleasing to see. One Series I from Quebec was very well done up top, albeit with chrome sills, but looking underneath found a wee bit of mangled frame. With Michel acting as an interpreter, I discovered the underside had been welded back together with three 12v batteries in series. The frame has been slightly damaged when the owner hearing that there was an abandoned village near home drove off to find it and found himself in a basement shortly after.

Saturday evening rolled around and as one American Land Rover fanatic later commented "The OVLR put on a wonderful spaghetti dinner on Saturday night, with about 40 people in attendance. Those guys really know how to have a good time. Can't wait till next year!!" Yes, OVLR had planned a spaghetti dinner for the Rovers North crowd as guests and ended up feeding some 40 Land Rover people who showed up. With Alan Pilgrim as chief chef and Janet as sous-chef they managed to feed the gathered mass to bursting. The house that Bates & McD rented was perfectly suited for the impromptu event and its slightly isolated position made for excellent camping to handle those who were without a spot to stay in a rather full Stowe. Of course, Roy seeing the tents mushrooming around the house Haitian style prompted him to cry that the colonials had arrived and tried to encourage the children to burn them out, but to little avail. Building on success, next year OVLR will be bringing the trailer, more Land Rovers and doing an even bigger party. The evening was spent alternating between beer, conversation, and hearing and seeing little British cars purring up and down the mountain road. TR8's may be wonderful, but they don't sound necessarily British (kind of like Range Rovers and Discoverys). Ah, but those XK's and E types; they sound magnificent.

There was a tug of war challenge made by the Mini-Cooper club and the Austin-Healey clubs Saturday. Sunday morning arrived and OVLR and the Bay State Rover Owner Association (BSROA) jointly kicked ass wiping out BOTH the Austin Healey club and the Mini club. (of course, and no we didn't drag Minis around the polo grounds..). OVLR and the Bay State club split the US\$300 first prize. BSROA & OVLR may be having some discussions on some joint manoeuvres in New England if suitable terrain can be found in between the two base locations of the clubs. (BSROA is the Boston based Land Rover club).

Comments heard about the British Invasion? Well, they have to break the Land Rover class into at least two parts. Having brand new Defender 90's, 110's, and Range Rovers there to compete against Series I through III vehicles isn't really fair. As with last year, a 110 won an award. It was nice to see that Land Rover North America is beginning to heavily support the clubs and the marque in the United States. LRNA brought up a pair of 90's & a Discovery for the Rovers North off-road course, raising their profile before the public even more. Overall, it was a good time & best Land Rover showing ever.

OTHER NEWS, LIES, REBUILDS/PROJECTS, BATES, VARIOUS TRIVIA, OUTRIGHT LIES, ETC...

Rumours have reached me that some are unhappy with the current format of the newsletter. The comments are that some think that it is too long, others, interestingly enough, that it is too technical. No matter, there is a solution. Send me material that you would like to see in print.

Russell Dushin writes complaining that I was incomplete in the description of his second pet "RoverRoach". He wanted to claim his patented self dumping rear box that is missing a tailgate. Unfortunately, I had to tell him that Roy Baillie has already patented this invention. For someone who drove a BMW to the Birthday Party... <sigh>

The first Land Rover rumour of the month is that the Defender is going to be discontinued for Canada if not North America.

In a kind of deja-vu of last years' editor **Dave Meadows** predicting that the Defender would arrive over priced and over equipped, resulting in low, or nominal sales, the prediction seems to be being borne out. Lop \$10,000 off the price so they cost slightly less than two loaded Jeep YJ's and they might sell like hot cakes. At \$34,000 plus, despite how really nice they are, they will not sell. Another bandied reason is the possibility of U.S. legislation requiring airbags and the reluctance of Land Rover to add them to the Defender.

The second rumour of the month from our informants down south and overseas regards reports of a new product in development, and we're not talking about "Pegasus" (reputed Range Rover replacement) here. In the last several weeks, many of the upper-level staff at LRNA have gone off to Eastnor for briefings on the new vehicle. Code name: "ODIN" (Where do they get these? At least Pegasus made some kind of sense?) This is a new "sport-ute" tentatively scheduled for the 1997 model year, and at a lower price...maybe around \$20,000. Our spies indicate that it will have a stepped roof like the Disco, but will be more bulbous in shape like the Pegasus/Range Rover. Body panels will be of steel (its cheaper to work than aluminium). It will *NOT* have the box ladder frame but rather be of unibody construction after the fashion of the Grand Cherokee. Thus, it will weigh in a half a ton less than Pegasus. Expect to see bits and pieces of Discos and Range Rovers: live axles and the trailing A-arms from the '95 Range Rover. Some of the advertising blurbs for the new Range Rover are supposed to go like: New Luxury Range Rover launched today Blah Blah Blah.... More Head room, legroom, 50% more luggage space Blah Blah... 3 new engines (2.5 turbo intercooled 6cyl BMW diesel, 4.0L V8, 4.6L V8 166Kw 377Nm (0-100K in 9.3 seconds.. 200Kmh+); New chassis, suspension; Revolutionary H-gate system on auto trans; twin airbags, knee bolsters, side intrusion rails, electronic air suspension, advanced anti-lock braking, remote anti-theft all standard; Burl Walnut and leather interior; Available: UK and most of Europe Oct 1994; USA Canada and Japan early 1995; Australia Mid-late 1995

Our Newfoundland contact, **Kevin Burton** reports a quick late night cut and free operation has fetched him a Series One Land Rover, and he is expecting a new little newfie.

Roy "Tailgate-challenged" Baillie's returns to the road after having the engine pulled, stripped, bored, and balanced. The specific problem was that the number one piston was melted, the top set of rings on every piston were shattered. The engine had been run very lean for a while. Comments from others point to this being slightly common with, former military, engines that have come from out west.

CARE Canada have been loaned a white Defender 90 for a 12 month period by Land Rover Canada. The vehicle will be used to help promote CARE's projects and help them with fund raising and promotions. The vehicle is currently based in Bells Corners, Ontario.

David John Place writes about a new book that might be of interest to various members, especially those who like military Land Rovers. It is De Land Rover in Nederlandse militaire dienst, 1974-1990. over oorzaak en gevolg gesproken by R. de Roos. It is 95 pages and is published by Deventer: Kluwer Tech. Books in 1992. Maybe the pictures if nothing else will be something someone can use and enjoy. David also informs me for those of you who like vehicle reviews, Autovision 94 did a review on page 6 of the Land Rover Defender 90. Only one page long but not bad. A better review is the September 94 Car and Driver page 101. Some very nice pictures in this article, and it is 4 pages with lots of good information. The article is very positive on the Discovery. The things the author didn't like were minor, like, "Practised coordination needed to match the powertrain"s talents to the off-road needs of the moment.. Highs: "Handsomely axed lines, dandy interior, dual sunroofs, admirable on the road and exceptional off road." The overall verdict: "Good looking, good driving; Rover cachet for lots less cash."

Land Rover movie of the month (oh yeah, it was the "Day of the Triffids", not "Night of the Triffids") is something that is generally shown on late night television. (We have to appeal to all here eh?) My informant tells me that he saw this on the German SAT1, but others tell me that it has been on here in North America. The film seems to be an adult movie of an extremely bad quality and features some couples in an open 109 SANTANA Land Rover that had a break-down somewhere in a kind of desert (actually looks like southern Spain) because this twit of a driver was fooling around with one of the gals next to him, let go of the steering wheel and ran the Rover up against a cliff, busting the radiator, right? After this mishap the actors begin jumping all over the Rover, engaging in activities that, since this is not an adult CB-band, I won't elaborate on further... after all that's the logical thing to do when you break down in the desert and you're "in the

heat" so to speak... (Nothing like an instructive educational movie now and then, eh? Sounds like a good successor to our old "Gods must be Crazy" cult movie. Might be good to screen at a rally... show us how to use our tools & lubricants & such. Wonder what it was called?)

Thanks go to **Andy Graham** for helping put together the final version of the September newsletter. Andy supplies a great wad of paper, so volunteers would be appreciated at collating this mess.

Poor **Russell Dushin** missed the British Invasion as he had to go to a wedding. This has caused some concern for he did want to go to Stowe with OVL. However, as he writes "In recent months past I've found myself in this predicament of having to attend this posh event, and as the greasy-nailed lackluster country boy that I am, I've struggled to find a way to enhance my image amongst the Newport elite. Enter Nigel, the long-faded-once-tan-then-green-now-silvery, greasy-grimey '60 '68 loaded corner-to-corner with character dents, happily parked beside a fresh 110, a Disco, a pair of near-perfect '66 and '67 E type Jags, and a pre-War Rolls. Lemme tell ya folks, Nige, the li'l woman and I were *stylin'*. As for celebrities, Brooke Shields, coincidentally the bride's step sister was, along with yours truly, in the wedding party. Had I been a quarter inch taller or just not had me head mowed I'd of had the honour of the escorting her down the aisle. #:(vs. *;*) Despite her purported vanity, largely absent from the occasion, she was most cordial and polite throughout the event and I can verify that she can at least-for what it's worth-dance. Furthermore-and more importantly, she did have the good presence of mind to exclaim in true faith "I like *this* car", with motions of affection aimed at a blushing Nigel whilst the other ladies Ooed and Ahhed over pristine Jags. Maybe Nige isn't such a bad "babe magnet" after all, but alas, she's not my type, nor anywhere near within my price range." One should add that she wouldn't get near Nigel, despite her affection for a beaten Land Rover.

And finally, OVL has been mentioned in both LRO and LRW magazines again this month. Land Rover World writes a short couple of paragraphs about the Birthday Party. The photo in LRW of the Birthday Party is Jerry hanging over the back of Dale's Land Rover while he was stuck in the canal.

For those trying to get a hold of me during the day, I am now working in the Corporate Planning & Communication Division of CANMET (Canada Centre for Mineral and Energy Technology) doing policy type work. My work number is 943-0589

Future Events:

October 3rd Executive meeting
Usual place, my dark, dingy basement at 27 Kelvin Crescent in Nepean. All are welcome to berate or praise the assembled executive.

October 8 - 10th Rover Owners of Virginia Rally. (ROAV)

ROAV is holding a rally on the weekend of October 8th & 9th (Thanksgiving for us, Columbus day for them). Land Rover North America has giving ROAV \$2,000 (first time ever for a club) and the local Land Rover dealer chipped in another thou' plus vehicles, two breakfasts and an insurance floater. Trials course (on-site), teeter totter, blindfold obstacle course, silent auction, bluegrass band, barbecue, road tour, Defender-draft horse challenge skidding logs. Dash plaques, T-shirts, prizes, the whole magilla. Dixon Kenner has the details on how to get there. Basically it is about a 10 to 12 hour drive in something faster than a Land Rover via I-95 south to I-64 to Richmond, Virginia to a bunch of smaller local roads.

Registration is \$5US before Sept 15, \$10 thereafter. Plenty of room for camping on-site, B & B or motels nearby (7-12 miles). Meals will cost a few bucks, but the continental breakfasts are free courtesy LRNA. The site is in Buckingham County, the geographic center of Virginia. It is a mile west of US Rt. 15, 5 miles south of the James River. The rally officially starts Saturday morning October 8th, but we'll be around from the 6th. Monday, October 10th is a federal holiday, so most US folks take the day off.

Hope to see you there...we're working on a deal with the local micro-brewer so we might have several *kegs* of free beer! (And if that doesn't bring you Canadians down, I don't know what will!) :-) For information from the source, call (804) 423-4898 in the evening.

(Editors note: Though not going with a Land Rover, I may be going in the Saab & am looking for volunteers who wish to accompany me. Two seats are tentatively taken already)

October 15th Frame Oiler.

Your chance to prepare the steel portions of your Land Rover for the ravages of the annual MoT salt laying exercises. Not designed for people like Roy who believe in year round oiling with his Series III breather caps for the valve cover and crank vent hoses leading into the frame rails.

An opportunity to pick up the golf shirts, sweat shirts et cetera that you may have ordered (Hint: Bring cash)

When: 9am is the starting time. Saturday is the planned date, the Sunday is the proposed rain date. If you think it might be cancelled to Sunday, phone my work number (943-0589). There will be a message stating if the date has been changed to Sunday. No message, no change.

Cost: \$25.00 This cost is the same as last year. As an added bonus lunch will be served. (Bring your own plate and cutlery if you are hungry)

What: Bring, or wear clothes that you do not mind getting a bit oily. You are responsible for spraying your own vehicle, unless of course you can bribe someone else to do it for you. Bring a clean Land Rover. The oil you put on will be slightly more efficient if the frame is not coated in mud. Wash the inside of the frame out while you are at it.

Where: The traditional spot, at the Hart's home in Kanata. To get there is easy. Take the 417 to March Road. Go north on March road until you get to the Dunrobin turnoff (at the stop lights where March Road turns west). Turn right at the stop lights. Follow the Dunrobin Road to Harwood Road. Turn right. (The Dunrobin-Harwood intersection is where the speed zone changes from 60 km/h to 80 km/h) The Hart's home is on the right shortly after you turn onto Harwood. Look for the OVL R sign.

October 17th Social Gathering at the Prescott Hotel

Pick up your ordered clothing for those of you who forgot to bring ca\$h to the oiler two days ago...

An opportunity to discuss the Silver Lake Mission occurring in four days.

October 22nd Silver Lake Exploratory Mission

Last weekend Jason Dowell, Ted Rose, and a couple others ventured down to Silver Lake to assess the potential of the site for next years Birthday Party. They were much impressed.

What: This is an opportunity for off-roading from the very light and gentle, to the rather heavy sort that OVL R seems to like to try regularly. A secondary purpose of this visit is to investigate the trails that will be used for next years Birthday Party.

Where: Silver Lake area, approximately 100 kilometres from

Ottawa. To get there, drive down Highway 7 to Silver Lake. Just past Silver Lake there will be a large sign saying you are entering Frontanac County (The other side says Lanark County). Turn left onto the road at the sign and go down it. If you miss the turn you will see a picnic area. If you think you are lost, phone 268-2162 and ask for Deacon.

When: Saturday, October 22nd and possibly the Sunday. The Land Rovers will be leaving from the Westgate Shopping Centre at 8am Saturday. There is the option of camping out at a static campsite. Some people will be staying the night. Bring your own food, beverages, and tents, et cetera. For additional information phone Jason Dowell at (819) 595-4593.

Late October Road Building Revisited

A possible revisit to the site of the July road building exercise in Carp. This time, not only are we going to finish what we started, but there is the opportunity for a little overnight camping. As before, contact Murray Jackson for more details.

November 7th Executive Meeting

In my warren at 27 Kelvin Crescent, 7pm .

November 21st Social Gathering

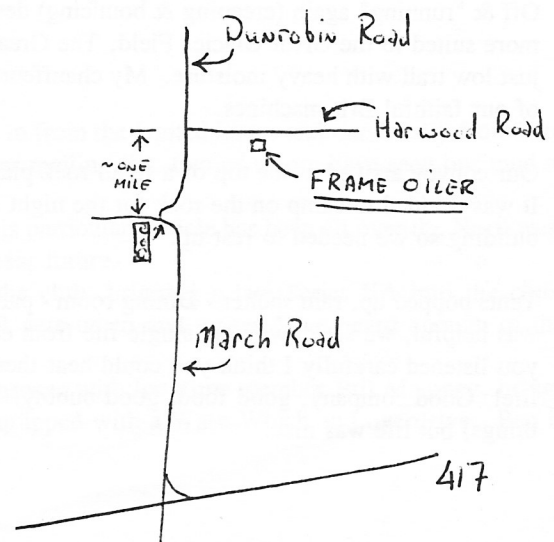
A change in venue has been suggested for the month of November. The Kings Stag on the corner of Colonnade Road and Highway 16 (Prince of Wales) is to be the location. While the King's Stag doesn't have square pizza, it does have a selection of British beer. Time is the same, 7pm.

December 3rd Christmas Dinner

Stuff yourself at the Navy Mess on Victoria Island.

January Annual General Meeting & Election Time!

Some Rough Maps:



Harry's article on Calabogie arrived on the day that the newsletter went off to be printed and was thus unfortunately omitted from the September issue. However, seeing that Harry has a growing following who enjoy reading his prose, as well as slightly unique views of things, here he goes...

"A View from the Far Side: Calabogie as seen through my somewhat jaded and distorted mind" by Harry Bligh

What a week-end!! Boggled the mind, shook the noogies, & tightened the tail end. Thanks to Jerry Dowell for putting together a good run.

Friday early evening Ernie Ferguson (his 88) and I started out for Calabogie. Plan was to meet up with McD & Bates who had left Ottawa earlier in the day & camping overnight at the "Big Pine"

My last trip on the trail from the Big Pine was in the summer of '77 in a Dodge Sportsman 300 Series Van carrying a canoe. Changes in the entrance choices to the area had occurred so we asked directions & proceeded on. We caught up with Al & Mike a few minutes later at a fork in the trail (flipping a quarter to determine the way) so we drove on & found the site where the Big Pine used to be. (long since removed by lightning & wood scavengers) Riding with McD is V.D. Mark Van Dussen of C.B.C. fame.

After an evening snack, settling down for the evening a noise approaches through the bush. Andre and Louis arrived in his Volvo Forward Control. The rest of the gang will be meeting us Saturday at Straddlebug Lake. Sure!

Around 1am I awoke to a strange pounding coming from my tent mates sleeping bag (Ernie). He claims a snake crawled under the floor of the tent looking for body warmth and it wriggling woke him up and he started to pound the hell out of it. The plastic tent floor and sleeping bag made for some weird pounding noises. When we rolled up the tent in the morning, the snake was gone, must have been scared off.

Saturday -- shortly after daybreak - Oh God! What a short night. Thanks to my coming prepared, most of us stayed reasonably dry. Rain keeps the dust down anyway, right? Quick breakfast, broke camp and hit the trail -- and every rock, tree & swamp we could find. After all, this is an off-road event. The scenery was fantastic! The steep rock trail looked intimidating. Charlie Haigh, where are you? (Charlie has this theory that us guys up here are a bit crazy and its a "testosterone trip" to go through rock & trees instead of around them) Some parts of the trail ran along narrow ridges with a bit of a drop on one side. The trail was very narrow & travelled by ATV 4x4's or a good trail bike. Definitely not "Hummer Country" -- A "yuppie" in a Hummer on this run would run out of toilet paper within the first hour. More like Depends sealed with silicone gasket goop. We were having fun!

Around noon we arrived at an old log cabin at Straddlebug complete with local "mountain folk" residents having dinner right in the middle of our trail. Actually, the trail was their front yard. We were making lunch when a couple of Rovers drove out of the bush -- Dixon and Diesel Dale had arrived -- the whole gang (What happened Bob?) -- just for the second -- we had more rain showers and then the sun came out. Just beautiful weather! What a great way to spend a weekend -- fresh air, sunshine, good food, fed the chainsaws & topped up tanks, just felt good to be there. You got to be there to understand. Can't stop for long as this feels too good.

Off & "running" again (creeping & bouncing) destination "The Swamp" at the beaver dam -- talked about by some in tones more suited to the Great Glacier Field, The Great Desert, etc. etc. I assumed some of the stuff we had been through was just low trail with heavy moisture. My chauffeur/lumberjack Ernie was quite impressed with the capabilities and durability of our faithful Brit machines.

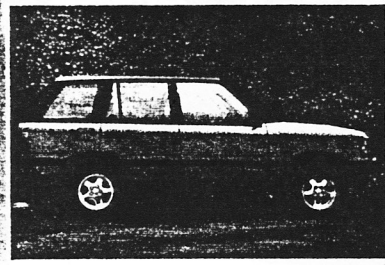
Our convoy arrived at the top of a small rock plateau & waited while our forward scouting party eyeballed THE SWAMP. It was decided to camp on the rock for the night as Jerry (having seen Bridge on the River Kwai 17 times) was into bridge building so we needed to rest up.

Tents popped up, rain shelter - Dining room - party lounge. All the comforts of home except no water to wash. The breeze was helpful, we sat downwind single file from each other. The mosquitoes didn't seem quite so bad for some reason. If you listened carefully I think you could hear them gagging on the taste. Supper was a gourmet delight again. This is the life! Good company, good food, good bubbly! Can't think of much more a person could want (well, maybe one or two things) but life was nice.

LAND ROVER

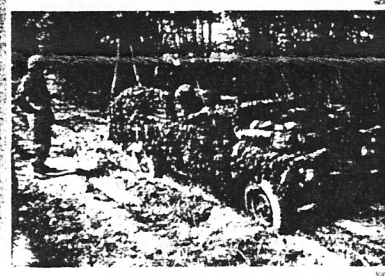
WORLD

*After only
25 years...*



Soldier Green

**Days and nights with
the Territorial Army**



FREE!
Pin Badge

- Daphne soldiers on
- Forward (in) Control
- Range Rover with a Nissan heart
- A 2A to Asia

Rediscovered Original

**How it all began - we drive the
pre-production Range Rover**



OVLR Makes it into LAND ROVER WORLD

The legend that is **LAND ROVER**

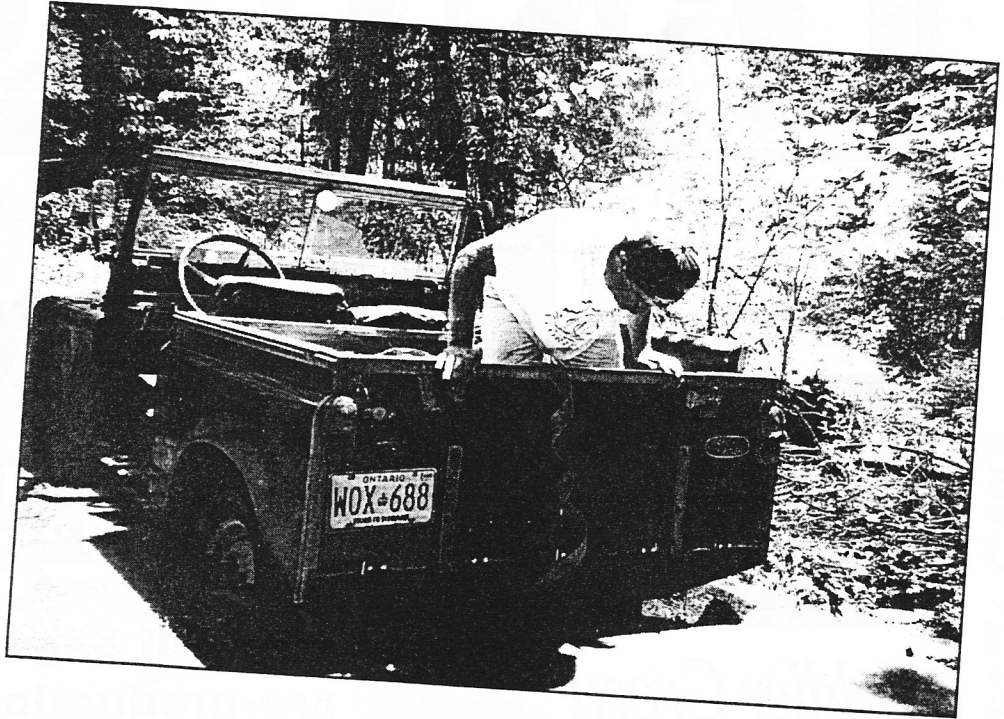
 A Link House Magazine



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concerning the BMW takeover. Nine times out of ten it is better to let people speak for themselves, so here he goes: "We here in North America are survivors of age and neglect and we will carry on with our love/hate relationship 'till death us do part. To buy Land Rover was to buy British and all the trappings. I deeply regret that Britain could not find it within herself to fly the banner any longer. So for now, down comes the Union Jack. But it will be a long wait before the red, yellow and black fly over my BRITISH Land Rover." From club member Myles Murphy, info too about a US Army Ranger Special Operations Vehicle (RSOV) based on the 110. Known as the C2 Shark, the communications vehicle is fitted with Michelin XCL tyres, skid plates underneath, four infra red lights on a front bush bar, roll-up cover for the standard headlights, an 8000lb winch and two spade type antennae mounted on either side of the windscreen. As well as such exotica, the US clubs go in for the locations that we can only dream about here in Croydon. At least I can console myself with the fact that the Pennines on a windswept and rainy day is about as challenging and exotic as any Land Rover would want – does anyone disagree? Meanwhile if you really want to know about Land Roving Stateside, talk to the Editor, Brad Blevins on 0101-510-687-0955 (and remember the time difference – he might not appreciate getting woken up).

The 11th annual Ottawa Valley Land Rovers birthday party, held in Almonte, saw 23 Land Rovers and more than 50 people meet up for a social bash with lots of off-roading and no shortage of food. Among the vehicles present were Doc Watson's Series One, which he had towed 450 miles from Wingham, Ontario, Russell Dushin, on the other hand, drove all the way to Canada from New York in ... a BMW. The heavy off-road session featured a variety of Land Rovers including one whose rebuild had been completed all of one and a half hours previously. It also featured lots of deep sand and silt, and water with jagged rocks hidden just below the surface. One such boulder was eventually winched out of the way, though it took an 88 and a 109 chained together to roll it, with a snatch block, away to one side. Does this count as cheating? Some would say so, with great vigour, but those whose vehicles crashed into the rock might disagree. At least one exhaust was removed in attempting to get through and, in trying to get round it, Ernie Ferguson sank, rather in the manner of a torpedoed gunboat, with



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The firework display, from the back of an abused Land Rover, took a bizarre twist when a large meteor came burning out of the heavens to the north

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five inches of water lapping over his floor. Such delays tend to make convoy driving unpredictable, so much of the group turned round and retraced their steps back to camp for a welcome swim, an excellent dinner and several completely unnecessary beers. One of the Land Rovers was even (ab)used as the launching pad for a firework display, which took a rather bizarre twist when a large meteor came burning out of the heavens to the north. Next morning's traditional auction saw various goodies, donated by Rovers North, sold to generate cash for the club. This was followed by some more off-roading, this time a gentle trail through the woods. The previous day's anarchy was far in the past, though Rob Ferguson for some reason drove straight into a four-foot boulder. OVL saw the event as a big success, with a home-grown catering team which managed to fill everyone with as much fine food as they could handle. The club kitchen trailer proved to have been a particularly worthwhile addition to the inventory – how many British clubs could learn from this? Just as important as the weekend feeding frenzy was the post-event clean-up, in which a

good number of members took part, and overall the club was left looking forward to next year – its 12th birthday – with great anticipation.

And finally from the land some Land Rover owners love to hate (though why I can't even begin to understand), some news from the Deutscher Rover Club. This is no spring chicken – the club has existed for almost 19 years and, with more than 500 members, it is not only one of the biggest but also one of the oldest four-wheel drive clubs in Europe. Like the clubs here, it organises trials, where possible, green laning, expeditions, off-road training days, pub meets and technical help. Next year the club will be celebrating its 20th anniversary from May 25-29, and this will be a great opportunity to see some classic Land Rovers. If you're interested, contact Roland Koch on 01049-6155/4951 (he speaks English).

And that just about rounds it up for this month. Keep me supplied with the mags – you know I love the gossip and intrigue that lurks behind every galvanised grille.

Rain started at 1am. Almost as good as the first evening (minus the hail stones of Friday night Saturday morning). By breakfast time the rain eased off & we got packed up and ready to bounce, but first the logging crew went into action as the smaller boulders were obstructed by windfalls. I drove for Ernie as he was kept busy with his super chainsaw. The trip was made more interesting as Al's Series I was having brake trouble & was able to stop better by gently placing its front bumper against a tree or the Rover in front of him. What ever works.

Jerry did his Alec Guinness routine with the logs, mud, work crew etc. I could hear strains of the Col Bogey march (Theme of the Bridge of the River Kwai) every once and a while. First vehicle started across. Disaster struck. Maybe we should have made a big raft. From here on this became Volvo time.

Exceptional ground clearance due to drop axles, centre mounted winch & just awesome. Thanks to Andre we were able to do some nearly impossible crossing so easily. We could have done it but it would have taken us much longer. MUCH LONGER.

This is a Rover trip, but, thanks Andre, we all appreciate your help. I won't mention the "V" word, but you done good!!

Dale fell into the water but I didn't have my camera ready. I managed to sit down in the muck as my balance went & I got super clumsy as has been happening all too often.

Andre had a rear brake line broken by a stump & pinched it off to retain brakes on the other wheels.

All vehicles winched through & we're on the way once more. Lots more chainsaw & rocks. Were we ever having fun! After much clawing and scrambling up hills & kissing the windscreen on the downhill, we arrived at an abandoned hunt camp almost at the end of our run & quick gourmet lunch -- combined leftovers tenderized & aged but artistically assembled into a delicious lunch. My hard cider was finished -- where is that Sangria Princess when a person is in need?

Ernie & Mike did some quick repairs on a few vehicles & we were off again -- almost Ernie discovered that the clutch was not working. Talk about timing. Mike gave us a push & Ernie played crash-box blues on the last few miles. We stayed rear vehicle so that the Rover was able to pick its own way through the rocks & muck. We all ended up at Flower Station said our goodbyes & hit for home praying that the Sunday Turkeys had already done their cruising & rubbernecking. Lady Luck was not smiling for us again. Ernie was slowly overtaking a woman driving a 1/2 ton with an empty boat trailer just creeping along admiring the white line & blocking the road which just started up hill (long hill) Three-quarters of the way up, we couldn't go any slower so it died. Wouldn't come out of gear so it got a bit messy. Finally got neutral and crested backwards all the way back down & recovered our composure, said a few choice prayers for the 1/2 ton driver & proceeded home via the back roads. What a great week-end! -- just for the record -- I had a doctors appointment Monday am for my high blood pressure which for some reason over the past 8 weeks had reached 150 over 120. Stroke territory. This last check was 120 over 82, best in ages. -- Like I said -- "what a marvellous weekend." Thanks to all who contributed to the great time. For those who missed -- eat your hearts out...

LAND ROVER CANADA NEWS:

No press releases this month from Land Rover Canada.

NEW MEMBERS:

A banner month for the membership rolls with six new members joining in from the United States and one locally from here in Ottawa. All six Americans hail from the InterNet Land-Rover-Owner mailing-list, two of whom have seen our mud at this years Birthday Party.

- Lloyd Ellam of Nepean brings a 1970 late IIA to our ranks. This particular vehicle has been all over the Northwest Territories and will be undergoing refurbishment in the very near future.
- Spencer K.C. Norcross of Haverhill, Mass., America joins the club, bringing a late Series IIA into the club. Spencer has been reading about the various things that OVLRL gets up to and writes "I've heard enough of the nonsense, now I want to join in!"
- Ben Smith of Chatham New Jersey, partner in Land Rover nonsense with longtime member Bill Maloney, brings the Series III total another one higher with his 1972 hardtop equipped with a Warn Winch and overdrive. Ben is

a longtime Internet mailing-list participant.

- Steven Denis of Erleville New York took the plunge and joined at Stowe. Those who were at the Birthday Party will remember a big blue 109 Station with roof rack, American flag, Koneig winch, lots of dents, and an ability to find submerged objects on the off-road course. Steve has three other Land Rovers hidden about, ranging from a 1957 Series I 107, to a 1967 NADA. One even has no dents, though he grows cagey when asked about the rust option.
- Michael "I want lots of mud" Locodice of Gloversville New York, the fateful pilot of Steven Denis's 109 at the Birthday Party, arrives with three Land Rovers, a Series III ready for the mire, and two others standing ready. His primary Land Rover some may remember from Atlantic-British events of days past. It has a distinctive paint scheme, namely a great many ferns painted all over it. The third he notes has the minus option of no significant amount of frame left. Michael, some will remember, came up to the Birthday Party looking for *mud*. He is suitably impressed with the Canadian muck and looks forward to driving his own, rather than Steve's through it next year.
- Lesley Stutsman, sometimes of Florida, generally hiding out in Liverpool England. Lesley has a sideline buying very good to excellent condition "Series" Land Rovers in England and then selling them into Canada and the United States, depending on what the potential purchaser is looking for.
- Jan Hilborn of Vermont joins with "Witt", a xx short wheelbase Land Rover

FOR SALE/STUFF WANTED:

- Andre LaPointe's 1967 109 Station Wagon goes up for auction at Westboro Auction (321 McRea Street) on October 15th. The Station Wagon is in fine shape, sports a roof rack, Koenig winch, hella fog lights et cetera.
- An omission from last months newsletter was a phone number for David Place's huge list of spare parts. David can be found in Selkirk, Manitoba at (204) 482-7461
- FOR SALE: 1987 Diesel Land Rover 90. Registered with Alberta plates, this Land Rover has a 2.5 litre diesel engine, soft top, has been recently mechanically overhauled, there are some marks on the body work (it is an ex-military Land Rover), has 40,000 km on the odometer, 9,000 km on the rebuilt engine. Kevin Algar is asking between \$11,000 to \$12,000, or the best offer around or above this for the vehicle. Potentially there is a coil sprung frame and other parts that may, or will be available at the same time. Phone Kevin at (403) 528-3057.
- FOR SALE: 1961 Series IIA 88" with tailgate. Vehicle runs but gas tank & battery. Asking \$1,000 (negotiable) Call Andrew Grant (613) 987-5475
- FOR SALE: 1967 109 Station Wagon with safari roof with roof rack, tow bar, hella fog lights, new gearbox, engine rebuilt, needs paint. \$8,000 or best offer. Call Andre Lapointe (613) 459-1036 (cottage): 720-1695 (h)

GENERAL SERVICING: Three pieces in this months newsletter. The first was inspired after Murray's little build a road session, Bob Wood took fifteen gallons of mud off of his Land Rover. (We know because he shovelled it into five gallon pails to save digging out the drainage pit). More mud made it down the drain and there was still more mud to come off of the "Bread Wagon". This observation lead to a long discussion on what else needs to be done after an off-road session. The second, another short piece by Bill Maloney on playing with clutch hydraulics. The third is from Mike Rooth on putting windows into a blindsider, though I am sure that there are many over here in North America that would happily send their windowed side panels to the U.K. in exchange for some of these blidesided panels.

"They die in the worst possible spot, revisited"

Back in April, with the off-roading season quickly approaching, Ted Rose wrote a short article entitled "They die in the worst possible spot" which outlined how to prepare your vehicle for a mud run. Now that the season is well underway, in fact well more than half over, it may be time for an article on what you do after a mud run. Just as preparing your vehicle properly is important, you just don't drive home and leave the Rover in the driveway until next time. Bearing that in mind...

A good number of members regularly participate in off-road events and these people generally seem to have fairly reliable vehicles. Could there be some sort of connection between vehicle reliability and mud runs? Well, when one thinks about it there is. Mud runs, whether they be an afternoon jaunt down to Larose Forest, Dwyer Hill Road, or a more serious overnight run down the Calabogie Hydro Cut/Flower Station route can be expensive propositions. By expensive, we are not including any accidental damage that may occur. As one of the unofficial club mottos goes: "Shit Happens". Here we

are discussing the costs and work involved in participating in the monthly club mud run.

First the costs. Why should you even bother to read on, well... What costs come quickly to mind? Well, be prepared to go through at least one set of brake shoes a year. More than likely, depending on how often you venture into the mire, (and what particular flavour of mire) you could be looking at two sets. Unlike the old days when it was a viable option to re pad a brake shoe, today new shoes are almost the same cost as repadding a shoe. Buying a new set will cost you about \$60¹ an axle. If you don't clean out the brakes and you are looking not only at a new set of shoes every so often, but be prepared to go and buy new drums every few years. Drums could cost you upwards of \$140 each, depending on what source you are going to get them from. While they will last through several sets of shoes, if you don't replace eaten shoes, the drums will get damaged. They are cheaper in England, but they weight a bit and you will be paying more in shipping than if you paid more from them in America.

Seeing that these figures can add up, what should you be doing after a mud run? A fair amount of work and the sooner the better. You should start by putting the vehicle up on jack stands. If it is summertime, your lawn probably could use a drink and some extra soil, so put your Land Rover on the front lawn. The driveway works if you don't mind cleaning it off afterwards, assuming you even bother. To clean the frame, a hose or pressure washer is fine to use.

Turn the hose onto the frame. Outriggers, nooks and crannies in the body can hold quite a lot of mud. Shoot the hose into the frame. You will be surprised at how much mud there is hiding up there. On top of the petrol tank is another hard to get at, but excellent collection spot for mud. Aim the hose at the top outsides of the wheel wells and run your fingers along the internal lips along the edge of the fenders. You will find them full of mud. Make sure that you get the wiring harness free of the caked mud. Leaving this stuff around the lights and wires will lead to problems and sooner than necessary replacement. Older Land Rovers have a cloth covered harness. Mud and water will do wonders for that. No wonder people complain about Lucas electrics.

Leaving the mud on there is just asking for an early case of frame rot. It should be noted that next month brings the annual OVL R frame oiler. As your frame needs to be nice and clean if the oil is going to do any good, now would be a good time to get under your vehicle and start cleaning. A clean underside also makes a lot more pleasant to work. Lying under the Rover, periodically getting showered with dirt as you try and do something is annoying. It is even more annoying to the person who might be doing you a favour and doing some of this work for you.

Bear in mind a new frame is going to cost you a minimum of \$1,000, bar shipping, GST etc., from the U.K.. Bulkheads are not cheap either, difficult to repair, yet how many people are not being meticulous with cleaning after ever mud run and have no splash guards inside the front wings? You would be amazed at how much mud can collect on the top portion of the bulkhead in and around the brake and clutch assemblies on one side, the heater core on the other. The foot wells rot out, not only because of the salt in the winter, but by being continuously kept wet from the mud above. Some of us, like me do not have the splash guards in place, but at least do clean thoroughly after every mud run. (yeah, I know, my set of splash guards are hanging on the basement wall...

Take off the wheels and the drums (the second might be a bit difficult. Drums tend to be unco-operative at the best of times, and these drums may be full). Look at the mud and clay that are packed inside the drum. With a hose, clean out all of the mud and clay. Do not use a pressure washer to clean out the brakes. The pressure from the washer will force water through the seals, something you do not want. It should be clean inside there. Put the drums back on. Put some anti-seize on the drum screws before you replace them. With a large spanner in hand, find the adjuster, turn the wheel, and adjust the brakes. Despite the fact that you just put on new shoes two days ago, you will be amazed at how much of the pad has been eaten away by the fine clay that is normal for our environment.

While playing with the brakes, don't forget to wash out the gearbox/transmission/parking brake, assuming it works in the first place. It hangs a bit low and acts at times like a grader picking up everything. The transmission brake could be failing because of a leaking rear seal, the lever arrangement is rusted solid et cetera, besides being full of mud and clay. However to keep the drum and shoes in good shape it should be cleaned.

Get out the grease gun and grease any places you are able to (some tie rod ends and u-joints have grease nipples, others don't). Forcing grease in will force any water out. Put some grease on the wheel cylinder nuts and bleed screws, just to

¹. Current Rovers North price converted to Canadian dollars without shipping or G.S.T. included.

keep them from seizing up solidly and creating a large headache when you have to bleed or otherwise address the brake hydraulic system.

Other things that suffer greater than normal wear includes your clutch. As you rock back and forth, keeping moving in some bog, you are putting a lot of extra wear on the clutch plate. You are also looking at potential problems with your rear main seal. Once and a while you should check the fluid level in the diffs. In fact seeing how much water is also in there would be a good idea. You don't want to be like one Land Rover I know of that one winter had to be towed down the road, fishtailing all the way trying to get the rear axle to crack the ice within.

How often should you be cleaning and how thoroughly? It all depends on how deeply you muddied the Land Rover and what soil types you were playing in. Larose Forest and Doc Dolan's spread both have spots of a very fine clay. This clay can blow away a set of shoes in one afternoon. The Calabogie/Flower Station run doesn't have fine clay, but it does have some thick black mud that sticks all over the place. For the most part, the mud collected in some light off roads will not require the removal of brake drums and meticulous cleaning.

What should you be carrying on a mud run? Expanding slightly on the list that appeared in last month's newsletter (a good starting point). Some people bring absolutely nothing, not even a spare tire. Some bring just about everything, which is really nice if you happen to forget something. If you want to be prepared, and many are, get a large plastic or metal box and fill it up. Below is a short list of recommended items:

- Some electrical goodies: A coil, cap, rotor, and if you are ambitious a set of wires are a good idea. Considering when you are wading in fairly deep water you will notice that the water of pouring out over the wings like two small, but high volume waterfalls. Think about where else that water is going underneath the hood. LUCAS electrics are not renowned for their reliability in wet situations. Add to the little box a can of WD-40. The stuff is a requirement to drive the water out of wet wires, et cetera, when your prized pet is dead with electrical failure.
- Silicone sealant, or Hylamar. A couple quarts of engine oil (20w50 or your own synthetic oil if that is what you are using) and hypoid gear oil (90wt).
- Some mechanical wire, gaffers tape, and electrical tape.
- Hose clamps (Jubilee clips for the concours types, Tridon for those who like Canadian Tire).
- A box of tools (spanners, sockets, vice grips, screw drivers, big rock for Bates to use).
- Some rags and stuff to clean up with would also be nice.

In conclusion, to quote one long time member, "mud runs are bloody expensive. OVLRL is renowned for its mud runs, but it costs..." There are ways to minimise these costs and while Land Rovers may look better covered in mud, the underside should be free of it. Who cares about appearances, well....

"Playing with a finicky clutch hydraulics" by Bill Maloney

During a recent conversation with Ben Smith, a local 88 owner and Internetter, Ben related that his next project was to pull the RH wing off his 88 as he felt the adjuster nuts on his clutch master cylinder had come undone. I invited him over to try to tackle the problem together, but was skeptical of the loose adjuster nut possibility and thought the problem would lie with a worn clutch disk.

When Ben arrived we immediately pulled the front wheel and supported the front axle, then went to work on the mud shield. The hardware came off fairly easily due to 2 sets of hands and an air ratchet (one of the best investments I've ever made). The hydraulic line fitting into the clutch master cylinder was difficult, but at least the line didn't turn with the fitting (thank God). After undoing the 6 bolts securing the clutch pedal assembly and much manoeuvring to clear a radio antenna, the assembly was out.

Once on the bench we removed the 6 screws securing the inspection plate and lo and behold, he was right!. The outer nut had worked it's way clean off. We threaded a new nut on the end of the pushrod (the threads were chaffed enough that Locktight was not needed) and tightened it up. We then took the opportunity to thoroughly lubricate the pivot points as this is the only time they are accessible, and drained and cleaned out the reservoir.

Reinstallation didn't take long. We began to bleed the unit and all seemed well - air, then dirty fluid and bubbles, then clear clean fluid. Unfortunately the pedal had no resistance until 1.5" before reaching the floor. Out comes the assembly (now we were getting pretty quick about it). On the bench the master cylinder came off. The piston was almost all the way into

the bore. I assumed that it had worn a ridge in the cylinder and was sticking. I had Ben hold a box over the end of the master cylinder to catch the piston while I applied compressed air to the inlet. Pop!!! I should have been paying more attention as the box was pointed towards Ben's face. Fortunately the box held and no damage was done. We scooped the innards from the floor and discovered that the return spring was broken - in two places! No wonder it didn't work. The piston had lost 2/3 of its travel. On went my spare master cylinder (with Locktight on the new nuts). In went the assembly (now were getting really quick). Bleeding took no time at all and the pedal had resistance almost from the very top. The clutch was now disengaging fully. Very satisfying.

While we were there we cleaned off the adjuster for the steering box and turned 4-5" of steering wheel play into none. All it required was loosening the lock nut and turning in the square adjuster screw in gently until we felt resistance against the bearings, then tighten the lock nut. Now that the clearance is much tighter, Ben will need to top off his steering box more often. The mud shield and steering box covers went on next with new hardware followed by the wheel.

When we had finished, Ben had no more gearbox clunk and much more responsive steering. And a somewhat more reliable and easier to drive Rover back on the road.

Let There Be Light or, at least, Lighten The Darkness" by Mike Rooth

What I wanted when I began looking for a Land Rover, was an 88" diesel hardtop, Bronze Green, with side windows. What I actually ended up with was nearly that, apart from the colour (since remedied in last months newsletter), and the fact that the top was "blind sided", in other words, a van. When John Craddock of Cannock had a "silly season" of ridiculously cheap parts, my eye was drawn to "side windows 5 pounds each". These were the non-opening rubber sealed type that I wanted, and since I had some spare cash, which I hasten to add, had never happened before, nor will it again, I sent him thirty five pounds, which covered two windows and the sealing rubber with which to do the job.

It was at this stage that cold feet began to manifest themselves, and for a while I seriously considered getting the job done by someone else. Confidence was NOT improved when various people told me it was easy. I was once told that making your own taps and dies was easy... by a toolmaker. 'Nuff sed.

However, I talked to a chap that, with his father runs a small fleet of buses. He had put in bigger windows by far, and was realistic enough to say that it was a two man job. Thanks, Andrew.

The first thing to do when the windows arrive is to make a template. If you look at the sealing rubber, you will see it has a plain side, which goes inside the vehicle, a wide slot, for the glass, and a narrow slot, for the bodywork, separated by about a quarter inch of rubber. On the "weather side" of the rubber strip is an odd shaped "slot" (for want of a better word), which houses the sealing strip, which should be included in the package. Comparison of the rubber and the strip will show how the two go together.

The template of thick card should be made larger than the glass by just under the thickness of rubber separating the thick and thin slots. Only just under, though. Now hang the template on the panel you want to pierce. Measure, measure, and measure again. Use masking tape to hold the template in place, just odd short strips, say two each top and bottom. DON'T rely on someone holding it for you, its only too easy for the template to slip. Draw round it with a fine marker. Do the other side. Measure the position of each side YET AGAIN. Make sure they are both where you want them and the same both sides. Now hold a glass up to the marks, and ensure that the line does not represent a hole which is too big. In other words, top to bottom it should be glass + rubber "bit" minus a gnats kneecap, or exactly.

Now, the moment of truth approaches. If its true that to OVLR folk R&R means Ratfaced, or Recovering, I strongly suggest the latter state. Tools. I used a power jigsaw. Battery powered in fact, but I don't suppose it matters, which I borrowed. Now I know that names transmogrify on a transatlantic trip, so a jigsaw is a power saw, handheld, with a reciprocating blade projecting vertically from a "table". Make sure you have a metal cutting blade. The only hand tool I can suggest as an alternative goes by the name of a "Monodex" metal cutter. You work it like tin snips, but the cutting blade comes out centrally from a small table, and it takes out a very thin strip so as not to distort the large area of metal it is cutting. Drill a hole in the waste metal area, soon to be a hole, and work the saw up to the line and go round your marked out line. Don't let the saw take charge, it will if you let it. Go round slowly and carefully. When the cutout starts banging about; as it will; tame it a bit by sticking bits of masking tape between the waste metal and the rest. You will soon end up with two window shaped bits of aluminium, and two holes in the sides. Which, of course, is when it starts raining!

You may now revert to Ratfaced, if you wish. I forgot to say that the initial hole is for the saw blade to start in. Sorry. Clean up the edge with a fine file.

Take the sealing rubber, and trim one end square with a wet craft knife. Starting in the centre of either the top or bottom of the cutout, I don't think it matters which, I used the bottom, offer it up round the cutout. Remember the narrow slot goes round the bodywork. Bang it well in to seat the slot as well as you can. Plain side inwards. When you get back to where you started, you need a further generous inch overlap. Honest! It will disappear, and is essential. Wet craft knife again.

This is where the two person act comes in. Bang the glass in the rubber, at the bottom (again, I don't suppose it matters, but that's what I did) and get the other person to push. Hard. Now with a screwdriver, and care, persuade, tweak and cuss the rubber over the glass all round. The push must be maintained all the time, otherwise you chase your own tail round and round. Finally, the thing will give you best and go in. Do the other side, which shouldn't take as long. After all you know how it behaves now. It won't look a tidy job at all yet, but don't worry. Warning. Don't use a screwdriver with sharp edges or you will hear crunching glass, and believe me, that's worrying!

All that is left is to insert the sealing strip into its slot in the rubber. Its ends should be opposite the join in the rubber. So if, like me you have the rubber join in the centre bottom, the sealing strip must be centre top. Incidentally it is easier to start inserting the glass where the join is, since it tends to hold it together while you are working, so bottom is easier.

There is a tool for the sealing strip, picture in the Workshop Manual, Andrew lent me his, but he also said I would find his home made one a lot better. He was right. Description follows.

The idea of the tool is to spread the lips of the rubber section so the sealing strip can be pushed in by a following thumb. Take a piece of 3/4" x 1/8" mild steel, about six inches long. Incidentally, you ought to make this before you start, but after you get the rubber and sealing strip. Now, you need to file a diamond shape at one end which will push the lips apart far enough to let the sealer in. BUT, it should be big enough to be able to take out the centre of the diamond (leaving a hollow diamond) to the extent that the sealing strip can be passed through it. Round off all edges. That is the main advantage of the home made job, I think. Bend the diamond end about twenty degrees offset from the handle (the rest of the metal). Now, if you but the business end flat on the bench the handle will stick up off the bench. That's the way it's used in practice. Wet craft knife to square off the strip, push it through the centre of the tool, "pointed" edge in and wiggle the tool to open the lip and start the strip. You will soon get the knack of holding the tool at the right angle and pushing round the window so that the strip inserts itself. Wet the lot with a brush, if you like, or use soapy water, it makes it a bit easier. This time you need a 1/4 plus overlap, cut square and tucked in. As you go round, the rubber will even itself out and you end up with a neat and waterproof job. And waterproof, in a Land Rover is no mean achievement!

Late thoughts. You may want to Sellotape some thin card over the table of the jigsaw to preserve the paint on the body. The technique also applies if you want to replace the sealing rubbers in the small windows at the back of a hardtop. Just pull out the old, skip the hole cutting bit, use the same overlaps, and the same method.

I've had mine in a couple of years now and they are still as dry, proof as they were when I started. And the view is great!

NEXT MONTH: I have recently received a first draught of the lugnut nominees. In preparation for the Christmas Party on December 4th (where we generally honour the award recipients) this list will be published in the November issue of the newsletter. There are about a dozen people on this list, so if you think you might be one of the finalists, now is the time to snatch on the person who may have snatched on you already. This will give everyone a good opportunity to lobby the unseen decision makers on who is most deserving to be honoured.

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 Submissions to the OVLRL Newsletter must be received by the first of every month for inclusion in that month's newsletter. The Editor reserves the right to edit any submitted material for space and content considerations. Portions of this newsletter copyright is held by the author of the article, the balance held by OVLRL.

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 OVLRL 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.
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Regards from the Newsletter editor:

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