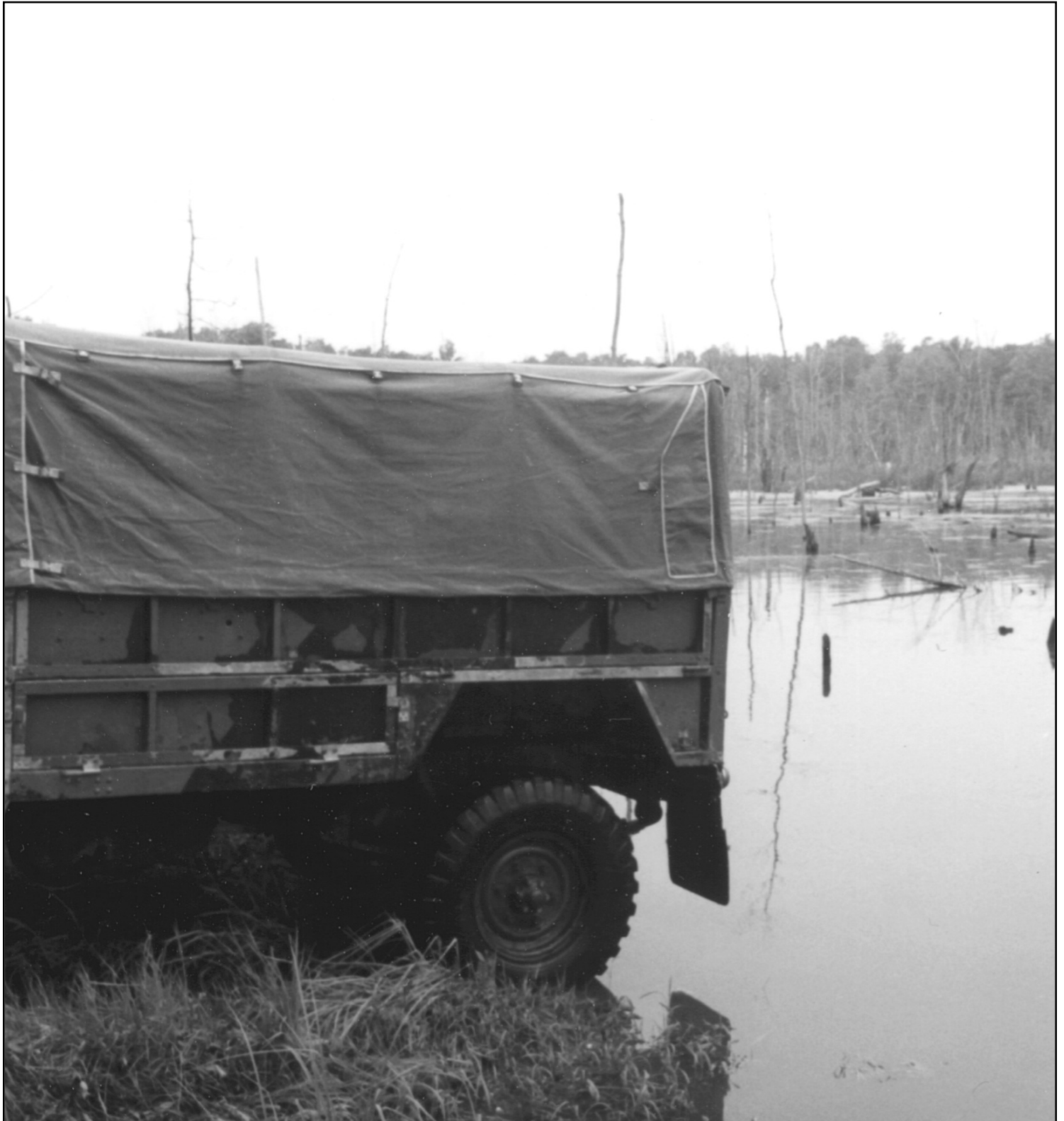


**OTTAWA
VALLEY
LAND
ROVERS**



15 September, 1997

Volume XIV, Number 9





PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat \$25 per year; membership expires one year from the last dues submission.

Visit the OVLRL Web site:

<http://www.off-road.com/OVLRL/>

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is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Deadlines: Submissions to the OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL, 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.

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Advertising Rates: Competitive with other North American Land Rover clubs. Available upon request.



in the next month or so...

- | | |
|--------------------|---|
| October 6 | Executive Meeting.
Phone Ted Rose for time & location |
| October 18 | Frame Oiler |
| October 20 | Social at the Prescott |
| November 3 | Executive Meeting.
Phone Ted Rose for time & location |
| November 17 | Social at the Prescott |
| November 15 | Off-Road Event (tentative)
Location to be determined |
| December 5 | Nominations for Executive close. |

future events:

(Dates & times subject to change)

- | | |
|----------------------|--|
| October 3-5 | ROAV's Mid-Atlantic Rally
Central Virginia (this is the largest club sponsored rally in North America) |
| October 10-11 | BSROA Fall Heritage Rally
Western Massachussets |
| Sept-Oct. | Annual Frame Oiler |
| July/August | Calabogie |
| December 6 | Christmas Party |

The OVLRL Newsletter

- | | |
|-----------------------------|---|
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“Negative Earth is a passing fad.”

– Dixon Kenner

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Vice-President: Bruce Ricker (613-592-6548)

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Other News, Rebuilds/Projects, Lies, Rumours, Trivia

🚗 Editor type stuff:

🚗 A letter from the UK - “Dear Sir, I would like to get in touch with Land/Range Rover owners in Canada to exchange correspondence and ideas. If you could put me in touch with anyone via your club or newsletter I would be very grateful. Yours, Jason White, No 9 New Street, Stanley Village, Ilkeston, Derbyshire, DE76FD, England”

🚗 A quick note to those who have been asking, yes there will be a membership list published in the near future in the newsletter. There has been some delay as the list has been moved from a simple ASCII text file into a proper flat database. The list will be a simple name, city, province, and phone number (if known).

🚗 News from Watertown... Bill Rice has been busy. He has swapped out an old tired 2.5l GM engine for a new 2.5l GM engine. Not satisfied with the efforts there, he replaced the felt hub seal washer things, tightened the loose bolt on his bell-housing, put a shim under my starter, rewired the whole ass-end of the Rover (the brake lights stop working every couple weeks, poor grounds), installed a new front brake cylinder, finally put on the brake shoes I've been looking at on the floor, replaced the front diff drain plug (which now leaks after rashly being used the front diff as a jack point to raise the front end), and tossed a few new hub seals in for good measure. Actually, that wasn't all in one day, but it's the cumulative wisdom of the last few months.

🚗 A note from Franz Parsefall in Germany - Some weeks ago I came back from a wonderful holiday trip to Scotland. Angelika and I had much fun with hiking, climbing, watching wild animals and of course visiting Land Rover mailing list members (thanks to Ian and Scott!!!!). There weren't any big stories, but something funny I want to tell you about: Until Nottingham I drove with German fuel, since I had filled up before leaving Germany and carried 40l in jerry cans. After filling up again at Sainsbury's I noticed that Brumml (my 1989 ex-MOD 2.5D 110) wasn't smoking anymore. Even under full throttle there was just a bit visible in the mirror. This didn't change the whole way up the Scottish west coast (including a trip around the Isle of Skye). I just noticed a slight smell of diesel exhaust from time to time and that Brumml was a little bit louder than usual. While parking at the Inverpollly Nature Reserve visitor center I noticed that the end of

Brummls exhaust was a bit higher than it should be, touching the body. I had a lock underneath and guess what? The exhaust pipe was broken just in front of the rear silencer and all the soot had been blown just straight out under the rear crossmember. Must have been this way for at least 1000km. It looked weldable so I cut up a mushroom tin, fitted it inside the pipe and the silencer and had nearly new exhaust. I kept another tin as spare but this one held until home. In the meantime it's welded and good as new.

🚗 Some questionable notes from Dale Desprey - Dixon has been working on my nemesis, The Little Earth Pig, The Land Rover That I Love To Hate. It is starting to look good! Dixon has brush painted the bodywork in sin hiding Tremclad grey. The rust encrusted and paint peeling rims have been smothered with brushed on Tremclad Recreational White. They sport 205 16 Michelins. Get off the hard top and put a soft top on and it would LOOK great.

Things that I don't like; A solid, but home built armor plated frame Industrial course thread bolts, instead of studs holding the rear wheels on. The studs come out with the nuts on the fronts the rotten springs

The Last two Dixon has to committed to fixing. I look forward to seeing it move under it's own power!



Bill Caloccia's rather clever license plate solution Photo: Spencer Norcross

This Month's Cover:

Tom Tollefson's 101 sits after stalling at the water crossing
14th Birthday Party. Photo: Spencer Norcross.



We don't know who this is, but they had a good time Photo: Quintin Aspin

🚗 A note from Keith Elliot - All I have to say about this weekend is AMAZING... UTTERLY AMAZING!!!! We had a blast this weekend. It's funny you know, you sit there before going into the water crossing or before going up the beaver dam and you think "this is it, we are screwed and going to have to get winched across" (actually I was thinking this while going through both of them too), then the closer you get to the end your mind starts to ease a bit and then you hit firm ground and what a rush!!!! I hope I have that feeling every time I go through something like that and that this wasn't just because it was the first time for me and my LR. Yesterday after I got home I decided to tighten the stud on the exhaust manifold that I knew was leaking in the hopes that it would quiet my engine. Well I got it tight and it made no difference in the noise at all. I started feeling around the manifold and felt where it is leaking... The manifold is cracked the whole way around at the back port. So you wouldn't have a spare manifold or know of someone with one would you? I can't use the one off the other block because someone in the past welded a pipe to the bottom of it. If you see or hear of anyone with pics of my LR

doing the water crossing and the beaver dam I would love to get a copy of them made (there are already people I have told about it and they are saying that I am full of it! The nerve of some people!

🚗 Bill Maloney has put together a partial identification of people appearing in the pictures of the Birthday Party in Land Rover Owner magazine. August, p, 165.

Top left picture -
 Spenny - on bonnet
 Dixon - Directly behind in green shirt and light green cap
 Jeff Meyer - in water to left with camera
 Bottom left picture:
 Jeff Berg - front center with camera
 Pam & Charlie Haigh - front right - yellow & white shirts
 Russ Wilson (I think) directly behind Berg - blue shirt
 Dixon - left of Russ green shirt
 Christine Rose - right of Russ
 Al Richer - behind & left of Christine - Green hat
 Dave Bobeck - behind & right of Al at back in brown shirt
 Mike Loidice - front & right of Dave - beard & bright green shirt
 Ben Smith - left of Dixon - blue shirt & goatee
 Spenny - left of Ben with shades & hat
 Me - Behind Ben with floppy hat
 Seth (British Bulldog) behind Russ with shiny head
 Bill Caloccia - right of Seth - shades & headband
 In the front row of vehicles directly behind the person in back are (L-R) Bill Maloney's, Russ Wilson's, and Alan Richer's Churchill.
 Hope your specs are strong.

🚗 A note from Michel Bertrand - Went off-roading with the Club des Land Rovers du Quebec the other weekend, Beauce-style (not too far from Quebec city). Beauce-style is not too much mud, but a hell of rock-climbing... Rudolph made it, well much better than the TJ that was with us. There was me, a 68 88 RHD, the TJ and a Defender 90. Soft-top, few accessories, asking \$34,000 Owner says that up to now, the dealer has over \$20,000 in warranty work on it. Was the demo for more than two years at Quebec city's dealership. The vice-president of the club had the modesty to say that OVLRL was the best LR club of North America...

🚗 Congratulations!! Bill O'Hara has renewed his membership for three years because of your super Newsletter. Our first renewal to 2000. He also sent some Birthday pictures that will eventually grace these pages!

🚗 Jeff Meyer has a great article spanning the Birthday Party and Owl's Head meet in Land Rover World. There is an absolutely hysterical photo of Dixon and Charlie working on the Big Green Beastie, while Jeff Berg stands holding a blue and white golf umbrella over them with the silliest expression. It's a real classic. Other gems include:

A captioned photo of Jeff Berg crossing Gull Pond... in a red & white stage I.

Zippy doing the water spray bit on the beaver dam.

An excellent shot of the Dushins cresting the beaver dam with water cascading off the front valence.

A captioned photo of Bates auctioning stuff. Bates has mysteriously sprouted facial hair and a few extra pounds. And why he'd wear shades at night is a real mystery.

Some Non-OVLR News & Rumours

Rumours... Sources a couple hundred miles to the east of Ottawa say that BMW Canada is taking over Land Rover Canada from Land Rover North America. What this means for the operations in Canada is not known.

Something to ponder on the quenching or tempering of metals, specifically springs. Apparently the English temper their springs with water, the Americans with oil. The transfer of heat is more rapid in the water, and thusly, smaller thicknesses of spring steel are used.

LRNA is offering a 132 page booklet about sport utility vehicles in general and includes spec and pricing info for the Disco and most of its competitors. The booklet is called "The Authoritative Guide to Compact Sport-Utility Vehicles" and can be obtained by calling LRNA at 800-FINE-4WD.

Scott Davies writes us: This amusing little tale as sent to me by my brother, it seems that one of the Air Traffic Assistants (Phil, the one known as Landrover Man) has a friend in the Yorkshire Police traffic division (exactly which Yorkshire force I can't remember). This friend has recently transferred to motorway patrol duties where she gets to play with the new Range Rovers, as featured recently in LRO. Apparently the controls for the lights (police lights that is) require a degree to master them, they are capable of working in all manner of sequences i.e. to the front only, to the rear, down one side, the other side, all together etc. also included with this are traffic message boards to the front and rear.

While on patrol recently she and her colleague were called to attend an incident on the other carriageway of a motorway which they were patrolling. Realising that the nearest junction was six miles ahead of them they decided to use one of the centre reserve access points, as this was alongside a section of motorway resur-



*Christine Rose in the Rose Family SIII. 1997 Birthday Party light off road
Photo: Spencer Norcross*

facing works which involved the motorway being reduced to one lane they knew the following traffic would be slowed down but in order to slow them further to enable them (the police) to turn the lights and message board to the rear were switched on.

Imagine her surprise when, as she made her turn, she noticed in her mirror that the car behind was following her through the central reserve and into the other carriageway. She promptly put all the lights on and pulled over to the hard shoulder.

When she approached the driver of the car to ask him what he was doing imagine her surprise when he said he was only doing as he had been instructed, he gestured towards the Range Rover and she turned to see "FOLLOW ME" illuminated on the message board. Apparently she has never been so embarrassed in her life.

An Invitation to join the M.O.R.E. (Maritime Organization of Rover Enthusiasts). on Sept. 27-28 1997 for the Rally in the Valley, hosted by M.O.R.E. (Maritime Organization of Rover Enthusiasts).

Place: Kingston, in the Annapolis Valley, Nova Scotia, Canada. Early birds arrive Friday Events: include the infamous "Phinney Mountain Rd" -incredible- as well as other selected runs Activities: Sight-seeing, Sat night corn boil, lies, awards, more lies, and the possibility of a bit of swill in the ranks. Free camping on site, Bed & Breakfasts and Motels are in the area. Cost: Registration is \$15.00 per vehicle, also includes Corn Boil. Make your plans now and come see beautiful Nova Scotia. Access can be by Ferry from Bar Harbour or St. John, New Brunswick, or by Highway from New Brunswick. Pre-Register would be most welcome. For more info, e-mail Con Seitzl at seitzl@ns.sympatico.ca "Rally Info" or call John Cranfield at 1-902-765-4532

Alternative Parts? Well, your mileage may vary, but - Hello bush mechanics out there,

a recent BBC Topgear was about the ways Cubans keep their cars on the road. One of the things they don't have is brake fluid. The recipe is as follows:

- 1/2 litre of alcohol
 - 4 spoonfuls of brown sugar
 - A good squirt of hair-shampoo
- You put the alcohol in a bottle, and add the sugar. Shake well for three full minutes.
Add the shampooing. Shake until you think it is ready. Done!

You could be stuck in the desert without brake-fluid some day...


Toronto Triumph Club -British Car Day -Bronte Park September 21st 1997

Toronto Area Rover Club is getting a jump on the 50th anniversary with Land Rover Canada's sponsorship of the TTC British Car Day at Bronte Creek Provincial Park, Oakville, Ontario. Entitled "Land Rover 50 Years On", this years event, on September

21st will have a special Land Rover display area, a free buffet breakfast between 10am and noon for the first 100 people arriving by Land Rover (Limit 3 per vehicle, no platoons in 101's).

We also are featuring some Land Rover oriented events during the day, in addition to the regular class prizes, raffles and flea market. We are currently negotiating sponsorship from BF Goodrich and hope to have a set of tyres to be competed for. Also if all goes to plan we will be auctioning a Land Rover for charity. This could be your chance to own that vehicle you've always wanted at a price you wouldn't believe. (You paid how much? For that? Yes dear, but it's in a good cause.) Bronte Park can be found just North of the Queen Elizabeth Way exiting at Burloak Drive, Go north past the regular park entrance and enter via the maintenance lot.

More details call Trevor Easton at 905 945-6128.


 An interesting sale for those who may be interested:

1) 10FG56 -1968 ex-SAS Desert Version "PINK PANTHER" as featured in LRO magazine, featured in LRNA corporate video. ex-Dunsfold museum. Purchased in 1996 and imported. Vehicle is untitled and unregistered and unadvertised. Complete specs. available. Original condition. fitted w/2 Browning .30 cal. 1919A4 machine guns (non-firing). Very comprehensive vehicle kit including radio. Resprayed prior shipment and actually MOT'd in UK!!!

Please email me for details. Serious collector only will own this vehicle.

2) 1968 Series 2B 110 Forward Control 2.25 Diesel. Very nice condition. Tropical panel. 3/4 Tilt. Original truck/engine. Drop side bed. Tan color.

Jim Pappas: roverhead@worldnet.att.net or 617-431-0125

 This month we introduce a new feature into the pages of this newsletter... *Ask Mr. History*

Dear Mr. History,


At the risk of flogging a dead horse... What did the Vikings *ever* do for *us*?

Signed,

Virginia

Quite a lot, in a way. They navigated by using a lodestone. When they got to the beach, the lodestone pointed inland. So they picked up the longship, and followed the lodestone's direction. It got them as far as Birminghamius, and packed up. So they called the strip of land Lode Lane. They flogged the ship to a local lamp maker called Josephus Luccus, who was thinking of developing his business by means of the manufacture of navigation lights for War Elephants, and who wanted experimental premises. The ship, bottom upwards, he considered ideal for this purpose. In the event, he used half of it for this, and the other half housed his mother-in-law, and the family chickens. Historians are still arguing how it is that the charred remains of a longship, one human skeleton, and a dozen roast chickens were found so far from the sea. And also what a lodestone,(inactive), carved on one side

LVCCVS, and the other B90 (Josephus' grandad, Beowulf was indeed 90 that year) *was* doing on the site. However, Josephus was known to do a useful export business... The Vikings called the area "Sold de hull" (they kept the sail as a tent). In the fullness of time, this became known as Solihull.

 The Mid-Atlantic Rally, the largest gathering of the faithful on the continent this year, is a month or so away - October 3-5.

The site is Penlan Farm in Buckingham County, VA, situated 2 miles west of US RT 15 on county route 671. The 671 turn off is about 7 miles south of the US Rt 15 bridge over the James River. There is plenty of room for camping on site with inns, motels or B&B's about 12+ miles away. As the site is quite remote, there will be catered meals Saturday night and brunch on Sunday.

Competitions include the teeter-totter, slow race, blindfold obstacle course and vehicle judging (most versatile, peoples choice and most room for improvement). Prizes will be awarded for each - as well as the greatest distance traveled (in a Rover, Dixon) - but the premier event is the Aluminum Man Triathlon, a competition that combines a mechanical task (tire change) with a UK-style "RTV" course and a pioneering task. The trials course is a tight one through hill woodlands, but it has been driven by all Rovers except a 130; however, with the newly created bog hole, it going to be very difficult to finish. (Mike's knobby-shod '66 88 has made it through four times, but it sticks D-90's quite well.) There's a Rover trivia quiz included just to make sure you exercise the grey matter as well. There are some major prizes for the winners, and the event



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Saturday afternoon at the Birthday Party Site. Photo: Spencer Norcross.

T-shirt will be a stunning full color design by Sand Toler.

Each event has a theme and honors a particular vehicle. This year, it is "Elegance in the Rough" and features the Range Rover. For Saturday night, there will be a 'creative black tie' affair under the big top: appetizers (bacon wrapped scallops, puff pastries, chicken kabobs, seafood stuffed mushrooms) followed by your choice of grilled ribeye steak or salmon. A jazz band provides accompaniment. We

will be serving up three kegs from Legend (a micro in Richmond): porter, brown ale and an IPA.


Because the site is so remote, we need to know how many mouths we are going to feed PDQ. Contact Sandy Grice at 1633 Melrose Parkway, Norfolk Virginia 23508-1730 or phone 757-622-7054



The start of the second day of the trip to the Birthday Party. Photo: Spencer Norcross.



Russ Wilson's Pig, and Dave Stauffer's '59 SII 109 SW Photo: Spencer Norcross



New Members

Four new members this month:

Mike Fredette of Portland Oregon. Mike started with a Defender 90, began to see the light and galvanised all the steel trim on his D90, but has finally succumbed to the call by jumping in with both feet. He also has recently acquired a 101 GS

Dwight Wass of the Old Mass. homestead campground. *(this is where the off-roading portion of the Downeast Rally took place this year. We understand the course has been extended by at least three times for next years rally)*

Dave & Evelyn Mason of Ottawa with a 95 Disco Auto

Pierre Larocque Drummondville QC - 88 Range Rover and a 1953 80 HT

General Servicing: Repairs, Humour, Tales & Trivia

Gauging your progress - or how to tell when it can't.

by Alan Richer

It's a lovely day., You hop into your trusty IIA or III to run off into the wilderness for a day of fun, switch on the key, and the gauges don't move at all even though you filled the gas tank - or, more ominously, rise to the tops of their scales and stay there.

It seems like a bit of gauge work is in order here. Let's start out with the basics. The gauges on Land-Rovers are designed to inform you of certain information on your steed's health - oil pressure, water temperature, fuel level and the like. To do this, sensors of some kind get activated by the force we want to check, and this gets transmitted to the indicator built into your gauge cluster.

The medium in between can be mechanical (like a capillary tube or an oil-pressure sender line on IIAs and earlier), or it can be electrical (usually the case on later IIA and Series III vehicles). We'll be concentrating on the latter type here, as most folk have little trouble identifying problems with the earlier type.

Fuel gauges: Pre-IIA or Post IIA?

On the early IIA and earlier Rovers, the fuel gauge is a simple (though wobbly) device. It consists of nothing more than a sender (a variable resistance not unlike a volume control), hooked directly to ground on one side and to 12 volts through the gauge on the dashboard. The change in voltage caused by the movement of the float in the gas tank directly influences the movement of the meter.

This has several drawbacks - with the D'Arsonval type of meter movement (fundamentally a small electric motor with a needle on the shaft), there's no lag in the movement to damp random changes - so you get the floppy-needle effect we all live with. Also, variations in the 12-volt supply (headlights being on, charging/not charging, accessories and so forth) can cause inaccurate readings.

This is the simplest type of system to diagnose. A little prodding around with a voltmeter can usually turn up the reason the current isn't flowing - most likely a bad ground wire at the tank, oxidized connectors at either the tank or gauge, or a bad sender. Oddball symptoms (I read OK between half and full, but nothing below), are usually the fault of the sender - the resistor is simply wire wrapped around a form with a contact passing over it, and can oxidize or break leading to interesting symptoms.

The simplest test is usually to remove the wire from the sender at the tank end and ground it to a good electrical ground. If the gauge then reads full, the problem's in the sender. If it doesn't then the problem's in the wire or at the gauge end - start checking for voltage there.

The late and post-IIA Rovers used a different, more sophisticated system involving a voltage regulator and a hot-wire type gauge. Gone were the fluttering fuel gauge and inaccurate readings because of voltage changes - the new hot-wire type gauge (which worked on the same principle as a thermostat - a bimetal strip heated by a wire moved the pointer) responds slowly to changes and damps the sender swings, and the voltage regulator maintains a constant 10 volts to the instruments, regardless of what the electrical system is doing.

Lucky for us, diagnosing these is basically the same as diagnosing the older system above. In addition to the above hints, checking the input and output of the voltage regulator (12 volts in, 10 volts out to the gauge), making sure the gauge itself is grounded properly as well as the sender. Again, grounding the wire at the sender should make the gauge move to full-scale - if not, then the voltage regulator or supply (or the gauge itself) is probably defective.

Temperature and Oil Pressure - Hot or Not?

The electrical coolant temperature and oil pressure gages used on the late IIA and Series III cars work like the fuel gauge - a voltage regulator supplies 10 volts to the gauge, and a variable resistance (sender) then regulates the current to affect the needle of the hot-wire gauge.

Most of the failures in these systems can usually be attributed to bad grounding or bad wiring connections. Oftentimes, loss of a ground lead at the gauge or at the voltage regulator will cause excessively high or low readings, leading to large amounts of panic on the part of the driver.

The exception to this is the Smiths water-temperature sender used on these cars—they have a reputation for failure, usually leading to a dead gauge.

Common sense, a voltmeter and a jumper lead are your best tools here. Looking at the schematics, simply break the failing units up into easy-to-test sections, and work each one of them individually until the problem is found. For example, if both of the gauges (fuel and water temp.) have failed, it's far more likely that the voltage regulator has gone away, or a wire has become disconnected than that both senders have failed. Check the most likely item first, then backtrack down the line until the fault is found.

Conclusion: A gauge is just like a light or motor as far as diagnosing failure. If the switch (sender) is broken, or the current path interrupted, it's not going to work. Use the same common sense attitude that you would with diagnosing any electrical problem on the old beasts, and you'll do fine with it.

Thursday Trivia - Driving on the left or the right

by T.F. Mills

Why do we drive on the left and the British on the right? There are some reliable sources on this question. According to Cecil Adams "Return of the Straight Dope" (1994), drey-wagons in the 1700s. The US and France, having lots of space, took to using big wagons to haul products from farm to city. These big wagons lacked a driver's seat so the driver sat on the left rear horse of his team. Sitting on the left, you want to pass on the left so you can see the other fellow's wheels as you passed. Hence, you drive on the left.

In England (small surface area), wagons were smaller, with a wide seat in the center. Drivers usually sat on the right side of the seat so as to more efficiently flog their team (most people flog with their right hand). In logical progression, they wound up driving on the right.

The definitive answer can be found in:

Kincaid, Peter. *The Rule of the Road: An International Guide to History and Practice*. Greenwood Press, 1986. ISBN 0-313-25249-1

Writes Kincaid: "In summary, different types of transport, all used by right-handed people, tended to produce different rules of the road. Armed walkers and armed horsemen tended to keep left to leave their swordarms free. Horse riders kept left in any case because they mounted from the left and stayed near the edge where it was easier and safer to mount and dismount than in the middle of the road. People leading horses with their right hands tended to keep right because the led horse was then protected from passing traffic. Carters tended to keep right because they walked on the left side of their horses, leading with the right hand, and by keeping right could walk in the middle of the road...to avoid collisions. Postilion riders tended to keep right because they sat on the left-rear horse and thus could better judge clearances...Drivers who sat on the vehicle kept left because they sat on the right to keep their whip hands free and could judge clearances better when passing if they kept left."

Other contributing factors such as conformance with neighbors, influence of colonization, national unity, imported vehicles, etc. Although we tend to think of a keep-left rule requiring right-hand controls, and vice versa, he points out a number of instances where curbside controls have been preferred to centerline controls.

As of 1986, he counts 118 "independent territories" with right-hand traffic and 51 with left-hand, adding: "The above figures show what a minority rule left-hand traffic is today. Countries which use it account for only about a third of the world's population, a sixth of its area, a quarter of its roads, and a sixth of its motor vehicles." A number of countries have changed their rule of the road, including, since 1950: Cameroon, Belize, Ethiopia, Sweden, Bahrain, Iceland, Burma, Sierra Leone, Nigeria, Ghana, and South Yemen. Ama changed from left to right. In Canada, Newfoundland originally

was a righthand drive province. It change to left in the 1940's.

The Encyclopedia of American Business History and Biography: The Automobile Industry 1896-1920 suggests driving on the right might be a little more mundane. In several articles the encyclopedia indicates that some automobile manufactures placed the steering wheel on the right, but that over time Americans came to prefer the wheel on the left. Perhaps the American adoption of driving on the right came from where they perferred to steer rather than the other way around

Two additional articles on subject:

"Left-Right: why driving rules differ," by Richard H. Hopper. *Transportation Quarterly*, Vol. 36, no.4, October 1982: 541-548.

"The Rule of the Road," by George M. Gould. *Popular Science Monthly*, Vol.72, Jan-June, 1908: 52-65.

Land Rover content: the very first LR was neither right-hand nor left-hand drive.



Andrew Finlayson sent us these photos, they come from Hugo Leech, a member of the Ottawa MG Club He was in Cyprus in 1957 and Egypt in 1955 with these Landrovers (the crashed SI 80 is in Egypt and the one with the armed escort in the back is in Cyprus.



Team Daphne explores near Calabogie

by Ben Smith

So here I sit on a Sunday morning. I'm surrounded by Land Rovers at the first event for the newly created Northern California Rover Club. 4 D90s, 4 Series 88s, and a Disco on technical rock crawling trail in the Sierra Nevada Mountains. Dora took point and performed perfectly. Right now the rest of the people are still sleeping of the effects of last night's encounter with the single malt scotch served in Series fuel sediment bowls. But that's not what Dixon asked me to write about.

On Sunday of the OVL R Birthday Party, a group of Rovers took off towards Calabogie looking for some interesting trails. The core of the group was the Toronto "Team Daphne" crew: Dave Lowe and Tom Tollefson driving their 101 FCs, Ian Lowe driving "Murphy" a SIII 88" softtop, Gareth Lowe and his fiancée (whose name is escaping me) driving an X-military SIII 109 with carb problems, Phillip(?) driving Dave Lowe's SIII Lightweight and Jeff Meyer in his SIIA 88 Station Wagon. I followed in my rental car. Another non-rover car was in the convoy.

We drove westerly on 7 until we met up with the 509. Then it was north on 509 through Clarendon Station, Snow Road, Donaldson to Ompah. Here we pulled off on to graded dirt roads. After awhile on the graded dirt roads, the other car decided to park and get in the Rovers. I pushed on as far as I could with the rental. We ended up following a road along a power cut; graded with a few rocks (it's amazing how little clearance that rental had). After a bit the trail started to get interesting, so I parked—I couldn't take the rental fording. Not a bad ford—just hundreds of feet of hub deep water. For those that saw the slides on Saturday night of the 101's floating above a spray of water, this was the spot. The trail wandered through and around the hills. Sometimes it was rocky and sometimes muddy. There was one particularly muddy section where someone previously had created a 100 meter section of log road. The logs were placed side by side across the road in an attempt to keep the vehicles from getting mired.

After getting to the top and having lunch we continued on a section of trail that Team Daphne had only driven once before. After completing the trail that first time, the locals they met up with announced that no 4x4 in living memory had ever driven that part of the road. "Well, we just did." The track got very narrow in sections and had some rock ledges. We encountered a steep, soft hill with vehicle treadmarks. Someone had chewed up a lot of earth trying to get up. Murphy got through on an alternate route, but the rest of the Rovers were winching up. Once again those 101 FC winches proved to be quite handy. Towards the end we had to cross a boggy section with an off-camber up hill afterwards. All got through unscathed.

As is normal with most Rover trips, the trail took much longer than expected. We got to the trailhead around 5:30—just when my flight from Toronto was taking off. We said our goodbyes and headed off. I didn't get to Ottawa until after 10 pm. The next plane out was early in the morning so I ended up sleeping in the airport. Looking back, it was a fun trail and very much worth missing an airplane.

For those that want to attempt to find that trail, here are some Lat/Long co-ordinates that I wrote down along the way. The middle section is the order that the points were taken. Plot them up and you will see a rough approximation of the route.

N 44d 49.479'	W 76d 52.892'	OVL R Birthday party site
N 45d 05.208'	W 76d 52.498'	Hill
N 45d 05.551'	W 76d 53.019'	Right turn/lunch
N 45d 05.686'	W 76d 52.911'	Winch Hill
N 45d 05.801'	W 76d 52.996'	
N 45d 05.880'	W 76d 53.030'	Bog & off-camber
N 45d 06.334'	W 76d 53.054'	End of tough section.
T intersection. Right turn onto graded road		
N 45d 06.853'	W 76d 52.128'	Beaver Dam



Ben Smith and Dora, his Series III in the California desert, not much landscape like that here in the Ottawa Valley.

OVLR at Mt-Radar with the Club des Land Rovers du Québec

by Michel Bertrand

Vendredi, le 25 juillet dernier, mon bon ami Jean Savoie m'appelle de Ste-Marie-de-Beauce et m'invite à un rally du Club des Land-Rovers du Québec qui a lieu le lendemain. Avec plaisir, j'ai accepté. Pour les non-initiés, la Beauce est une région très dynamique du Québec, située au Sud de la ville de Québec et se rendant jusqu'au Maine. Ste-Marie de Beauce se trouve à 100 milles de Sherbrooke.

Je rencontrais donc quelques membres du Club qui furent aussi membres de OVLR, il s'agit de François Kirouac et sa femme, ayant un 1968 88 RHD, accompagné de son fils Sébastien, ayant un 88 avec un différentiel en Jell-O et de Thomas Buijs, ayant un Defender 90. Il y avait aussi un Jeep TJ de l'année et moi-même, avec Rudolph, mon 109 Ser IIA. A mon arrivée, on m'expliqua deux choses: "On n'est pas ici pour briser les voitures et on va faire du hors-route Beauce-style". Hmmm. Hors-route Beauce-style? Qu'est-ce que c'est?

J'ai compris par la suite que les Beaucerons n'aiment pas tourner en rond. Surtout pas dans un trou de boue. Ainsi, faire du hors-route à la Beauce implique un point de départ et un point d'arrivée qui ne sont pas forcément les mêmes. L'Expédition du jour se voulait l'ascension du Mont-Radar. Il s'agit certainement de la plus haute montagne de la région qui doit bien faire plus de 1000'. L'objectif était de s'y hisser par une trail abandonnée.

Pourquoi porte-t-il ce nom? À son sommet, l'on retrouve d'anciennes installations militaires datant des années 40 et 50. L'armée y avait installé un Radar géant. Aujourd'hui, il ne reste qu'un immense bunker de béton et quelques antennes de téléphone cellulaire. Pour s'y rendre, on doit emprunter quelques

trails de 4-roues offrant des prises de vues magnifiques.

Les Beaucerons se sentiraient chez eux au Colorado. Pas beaucoup de boue, mais de la roche, de la roche, et encore de la Roche. Mes Traction King furent particulièrement éprouvés en faisant du Rock Climbing une bonne partie de la journée.

Les Beaucerons mangent aussi quand ils ont faim. Ainsi, en plein milieu de nulle part, où il n'y avait rien de particulier, on a arrêté pour manger et discuter de Land Rovers, bien sûr... Pourquoi se compliquer la vie? On a faim? On mange.

Il s'agissait d'une belle excursion, avec halte dans un pit de sable pour s'amuser un peu. Le tout s'est terminé en compagnie d'une bonne bière froide dans un bar on ne peut plus western.

Le TJ s'est bien débrouillé, mais il a ramené plusieurs preuves de son passage puisqu'il s'accrochait pas mal partout. La qualité du conducteur a pu pallier à sa faible garde au sol et à ses pneus désuets. De toute la journée, on n'a pas eu à se servir du winch ou des câbles, sauf pour sortir le TJ d'une position fâcheuse.

Le retour à la maison s'est bien déroulé, et j'ai ramené avec moi de beaux souvenirs de cette région et de ces gens chaleureux. Si on vous invite à une excursion en Beauce, n'hésitez pas et munissez-vous de bons pneus. Vous allez faire travailler votre suspension!

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