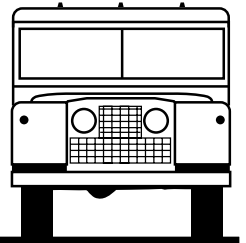


OTTAWA
VALLEY
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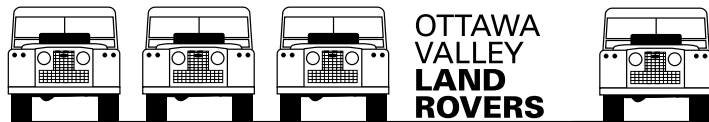


15 April 1999

www.ovlr.org

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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.

OVLR 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.

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at 1631 N. Barton Street, Arlington, VA 22201, USA. Please include captions and a return address with photographs.

Deadlines: Submissions to the OVL R 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 of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, 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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The OVL R Newsletter

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More details regarding Land Rover events can be found at:
<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:

http://www.fourfold.org/LR_FAQ/

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

“Dixon’s working for the military? well I guess it makes sense,
he really is a leader of men isn’t he?
We’d all follow him anywhere... out of sheer curiosity.”

— Mike Rooth

Greetings;

It was an absolutely spectacular sunny day for the Maple Syrup Run, a tad cold for some but perfectly acceptable for the true rural Canadian! This is the 12th year Vern and Linda have invited us out to their Sugar Bush, and as usual all had a great time. A record number of vehicles attended this year which ranged from Series 1s to Defenders to the Discos and Rangies. In fact there were quite a number of Discoveries this year including Christine Rose’s new machine (which doubled as the OVL R retail outlet).

At the wee hour of 9AM Sunday morning, a large contingent arrived at the Westgate shopping mall to assemble the convoy. Two were formed each leaving about 15 minutes apart. Conspicuous by its absence was the OVL R trailer which was being towed by yours truly (blame it on packing up Kids and sundry). I arrived about 15 minutes after the latter convoy. The trip was relatively uneventful and my 110 with trailer in tow, was able to catch up to the convoy by the time we got to Shawville. Not bad for a 15 year old V8 (with newish SUs).

After a quick assembly of the kitchen trailer, port-potty (thanks to Christian for the setup; even bigger thanks/condolences to Kevin Willey for the emptying), and other paraphernalia lunch was on its way to creation by Chef Dave. Many people were able to visit the Sugar Shack where Vern was describing the more technical details of the distillation process. Many got to sample the sap/syrup at its various stages and even to sample some Maple syrup tea. A slight incident took place where a dis-

placed heat shield led to part of the roof trusses catching fire. Fortunately it was a smolder and with the application of some damp cloths, it was quickly under control. Needless to say the heatshield was replaced.

In time, lunch was served with the usual scrumptious French toast, sausages, and baked beans. A warm lunch was exactly what was needed by this time and not much was left. Many thanks to Chef Dave and his able crew of Heather Rothman, Delia (Coates) Finlayson, Andrew Finlayson, Bruce Ricker, Joyce Wood, and Jenica George. Thanks also to Christine for collecting the fees and (wo)manning the OVL R store.

Vern, lead us on the ritual first off-road session. This year’s choice for exciting lead vehicle was François’ Unimog; not a Land-Rover but nothing a few stickers can’t help with at the Birthday Party. Off we went immediately into the sugar bush and immediately got stuck. The Unimog broke through the ice and managed to wedge itself on a tree. With a little help from Andrew’s new winch (yes it was a virgin) on his Series 1, the Unimog became un-stuck. It still required some manual intervention where I had to be the rear-locking diff locking mechanism for a moment but other than that it crawled out.

We all backed out of the woods and proceeded into the Fairhead’s back fields. This proved to be nice and slick with mud while frozen enough to keep anyone from becoming truly stuck. However, for a number of individuals this was their first time with their shiny new vehicles. There were some very excited individuals with Adrenaline running high! For some of our more experienced crew, it was decided that a drive through a swamp would be fun. The journey was completed with an alternate run through the sugar bush which terminated at the base.

All eventually made it back to the base and a number of people felt it was as much as they could stand on their first run. For a few hearty souls, it was only the beginning. I (plus wife, kids, and Robin) ventured out with a few Discos where we ran the paths forward, backward, and sideways. We wanted to see just what it



Meeting at the Westgate
Photo: Kevin Willey

This Month’s Cover:

It’s Coming!
Russ Dushin, Tom Tollefson, and others wait and watch on the heavy off-road. 1998 Birthday Party.

Upcoming Events

in the next month or so...

- | | |
|-------------|---|
| May 1 | Moss Motors Britfest Car Show, Succasunna, New Jersey |
| May 3 | Executive Meeting, Phone Andrew for time and location |
| May 8 | Annual Tune-up at the MiniMan, Stittsville, Ontario |
| May 15-16 | Foreign Carlisle Import Car Show, Carlisle Pennsylvania |
| May 16 | Start of Import Cruise Night, Merivale Rd. Canadian Tire (every Sun.) |
| May 17 | Social at the Prescott, Preston Street, Ottawa, 7 PM |
| May 29 - 30 | Cumberland Steam & Auto Show (Info, Greg McNaull 613-721-8817) |
| May 30 | Oxford Mills Vintage Motorcycle and Auto Show (Info, Chris Bryant 613-989-3046) |

future events:

(Dates & times subject to change)

- | | |
|------------|--|
| June 12 | Jaguar Club Concours d'Elegance at Science and Tech Museum (Info, Paul Davis 613-225-3449) |
| June 18-20 | Sixteenth Birthday Party, Silver Lake, Ontario |
| June 26-27 | DownEast Rally, Camden-Lincolntonville, Maine |
| June 27 | Sporting Classics Sportscar Show Richmond Fair Grounds (Info, Steve Bourne 613-253-0739) |
| June 27 | British Car Day, Bowie Maryland (700 plus cars, about 20-40 Land Rovers) |
| Early July | The Breakfast |



Above: Dale, François and 2 unidentified Discos,
Below: more comfort, more mud. Eh, Christine?
Photos: Kevin Willey



was going to take to get stuck. One of the Discos did manage to get into a predicament but with persistence, it made it out on its own.

The swamp was simply too much to resist, and off we went. We ran it deeper, and deeper, and deeper until the water was literally flying over the vehicles. A few people took some pictures and video of our adventures.

Eventually, we had enough and the Discos and my 110 returned back to base. I chose the sugar bush trail again just to get some feeling of completeness on the day. As I emerged out of the woods at base, there were a number of stares. I wasn't sure why until I got out of the 110. Oh

my! No wonder it was getting dark inside the car, it was coated tire to roof in MUD!!!

A lot of cars got muddy that day, a lot of people experienced off-roading for the first time. Some of us got "it" out of our systems. All in all, more than eighty people showed up at one time or another, though Land Rover products were limited to a total of seventeen vehicles as many people came in other vehicles. All of us had a great time and we look forward to this year's events and a return to the Fairhead's sugar bush.

A big thanks to Vern and Linda!

— Christian Szpilfogel

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

🚗 A note from the editor: Hurrah! The procurement season is over at National Defence and there may be a bit of time for some Rover related activities. Even Bob Wood has emerged and is busy playing with his fleet. Last month's newsletter has a whole different crew working on it. In an attempt to recruit younger members, Mathew Rose, Erika Rose, Vanessa Huddleson were all pressed into service at different times. Dale and Ted assisted in various other aspects at getting this issue out. *(and it seems that a possible new job for Spenny is gumming up getting this one out.)*

🚗 The March social? Over a dozen people showed up to discuss all sorts of things!

🚗 I received a call from Andrew Taylor the other day. It seems that he has finished off his newest project, was just about to turn the key for the first time when some nagging doubt took hold. Had he put everything together properly? Happily he narrowed his suspicions down to the new spin on oil adapter, and remembered vague things about the results of secret research conducted by Team Daphne on the used of spin on adapters. so a quick call was made to the Editor, who informed him gleefully that yes, he did have it on backwards.

🚗 The annual Byward Market Classic Car Show this year will be held June 6. This year there will be a special British Classic exhibit and we were asked if OVLR would like to offer two samples for this display. In fact it was suggested that we might want to bring them all Muddy! As they say, "be careful what you wish for..."

Other than the special exhibit, there is no real limit to the number of vehicles but we do have to submit who will be attending by the end of April. If you are interested in joining me, then please drop me a line by April 28 at the latest. I would very much like to have one of our Series 1 vehicle join me for the British exhibit.

Christian can be contacted at chrisz@nortelnetworks.com or 613-763-5713.

🚗 Russell Dushin is going for subdued prettiness... He has had a spare set of axles sandblasted, primed, and painted a nice glossy black. He is also building special holders that sit behind the rear jump seats to hold mirrors which he will be placing around the vehicle to show off his new found painting ability! Here is Russell's account of the situation: "Bill Hirsh's Super Duper Chassis Coat Black. This is nice stuff. Brushes on well with a sponge brush. Slapped another two coats on me axle casings last night. OK, so they're pitted as shit and



Quintin Aspin and Mike Malone make repairs to the 80
"That radiator hose is perfectly serviceable..."

Photo by: Spencer Norcross

crossword

here

thanks

murray



Eric "how bad can themud hole be?" Zipkin completes the annual stress test of his winch. 1998 Birthday Party
 Photo: Jeff Meyer

tow the Series I back to Ottawa from Bancroft. This may all become unnecessary, as I've already had some interesting offers for the truck. I didn't advertise it, they just called me up out of the blue. News sure does travel fast. So far the best offer I've had is for a ton of spares including two 2.25 engines, in exchange for the Series I. Decisions decision... Anybody with a truck and tow ball up for a Land Rover transportation adventure? Might as well start asking around now.

won't ever look perfect, but with a bunch of waxoyl and grime on there it'll pass... Seems to be hard as nails... says right there on the can it survived 550 hours of constant salt spray... looks to be about as tough as POR 15 is, but it's paint, not plastic. Gonna do my swivel pin housings, steering arms, and brake backing plates tonight... hey, I'm on a roll! Maybe just maybe I can get my swivel ball's railco's in and grab the necessary hardware required to assemble these before, say, June...

Ben Smith would like to report that one of his front wheel bearings experienced a terminal meltdown about 100 miles from Salt Lake City. Driver and the rest of the vehicle are fine (or as fine as they've ever been). More news as it appears... *(And a late news flash, it seems that he has blown out a second. Details next month.)*

Murray has been braking sparking plugs ...

A note from Martin Bagshaw - Sorry I can't make the Sugar Rally, I have to work on Matilda, look for a house, life etc... I have some news and stuff you might want to take note of .#1. I bought a Series I, and it's in rather good nick, it has a newer 2.25 liter in it! Second, Keith Elliot came by for a visit last Friday. He was in Ottawa and passed by to have a look at Matilda and give me a set of points for the 2 liter. **for free** ! What a nice guy, a true gentleman. Does this place him in the running for some kind of award ? I was wondering if I could use the OVL R tow bar some weekend (or sick day) soon? I have to

It appears that Dave Meadows has been doing some

work on his LR. (For members who have only recently joined OVL R, say, in the last six years or so, Dave has been working to a rather leisurely schedule. He started this project while he was Editor of the newsletter!) He promises us that it will be at the Birthday Party. Volunteers are requested to help tow it there if he slacks off... It is understood that his wife will be more than happy to open the garage door for towing purposes.

Sean McGuire showed up at the last social, flight bag in hand. Seems his plan was supposed to arrive much later and this accident in scheduling resulted in him getting to make a social... Yeah, right!

A note from Mark Perry in Manitoba - "I finally got LR going again since J**p gearbox turned to crap last week (seized synchros, water contamination) - feels good to be driving LR again - was getting soft driving J**p."

Spring is here! Bob Wood has been see up and about driving the Breadwagon!

A letter from Roy Parsons - Just an addition to my ramblings in the November newsletter about military Land Rovers. Some of the 109's have "tie down" points in the rear body (a good idea). Unfortunately they're painted steel and due to their purpose and location, including their underbody backup, the paint doesn't stick around. It doesn't take long to rot out aluminum. They are fairly easy to galvanise which will solve the problem. Anyone familiar with early Series III 88's

with rear seat belts will know the distinct line of corrosion just above the wheel arch caused by the seat belt steel anchor points [*ed note: refer to Dave Bobeck's fun with GreenHELL and this very problem*].

On a more serious safety point, diligently check your fuel tank seals. Faulty and/or non-existent fuel tank cap seals are suspected in the deaths of four people (two separate accidents) in the U.K.. There is a seal in the cap as well as the tank neck. Make sure the cap, which has a breather valve, is in serviceable condition. It is easy to jam the chain when replacing the cap. Look for any distortion in the cap and/or neck. Remember, the vehicle doesn't have to be inverted to leak from this style of tank.

Ben Smith has been busy. He recently attended an open house at British Pacific and gleaned these interesting tidbits... "British Pacific had an open house the other day. Supposedly Russ Wilson showed up, but I missed him. I didn't count, but I'd guess that 50+ Rovers showed up. Lots of Discos, a few Series, RRs, and Defenders. It was a joint event with Southern California Land Rover club. SCLR now has a newsletter. Glossy and in color and professionally made. Their club is \$36 or \$45/year (I can't recall which one is SCLR and one is the Houston Club).

The new RR (MK III) and the Freelander will be in the US this time next year. The RR MK III will look kind of like the Lincoln Navigator, will have MacPherson struts, will have a monoque body (no frame) and will sell for \$100,000 US. I think it will be safe to say that this will have *nothing* to do with LR tradition and will be an expensive McCar. If BMW plans go forward, the new Defender will also be a monoque body car. It is the beginning of the end for LR.

Next week BP will have a supported equivalent to the LR testbook, but with more features and upgradable. It is a



Marching orders, 1998 R.O.V.E.R.S. Assateague Island trip
Photo by: Spencer Norcross

self-contained laptop device. This is aimed that the independent shop that needs this tool and LR won't sell it to them.

More secret Team Daphne Research news. Larry Berti has written to admit his membership in the notorious Team Daphne Research Team. He writes "I'm certainly in the Team Daphne having received the Dave Lowe initiation. On that same trip after having tugged Dave's 109 free from the deep snow, he backed up into my 88 while I was talking to a fellow colleague. I was honoured.

A Letter from Quinn Hilborn via Jan - Quinn is much more interested in the newsletter now that he's a member and he wants a full membership next year just like Bo and none of this family membership stuff, no, no, no. He says he wants to get his membership card laminated and carry it with him always (although where he would put it I'm not sure...). We did go out and check out the Rover collection in the driveway and he carefully checked all the tires in the hopes of determining which Rover most suited him (he even peed on the 15 inch non-genuine rims just to make sure that they wouldn't be better on his future rover...). Overall he likes Witt the best and I've explained that that's just not an option. But now he's agitating for a car of his own. Spenny, does Bo have her own car? (I know all of Jon's vehicles are really Buddzo's...). What does Fluffy drive? The thing is, and I just hate to admit this, but he doesn't care a fig about off-roading, he's got 4 paw drive and that suits his off road needs admirably. He wants something for the highway so when we go on those long road trips they are over sooner, he wants less time in the car and more time in the woods. I told him he'll have to wait till I win the lottery before we can afford anything that goes over 60 mph and he said if he had to wait then maybe he'd want to check out the Freelander thing Ben said would be available next year. Obviously I'm going to have to hide future newsletters from him before he starts getting too demanding. You'd think with two 88's and a 109 in the yard he'd be happy but noooooo...

From Kanti Barnes -

Hey Dixon, So... saw your blurb on me. Good thing I have a sense of humor! The folks at work here tease about it as much as you do.

The flat-bed tow truck guy: "Is this yours?"

Kanti: "Yes, it is..."

The flat-bed tow truck guy (after LR is on): "Put it in first gear. Does the hand-brake work?"

Kanti: "No... (laughing)"

The flat-bed tow truck guy: "(no laughing)"

Neighbor who came over to watch and talk (who owns the local Land Cruiser): "Hi, finally doin' something? Are you selling it?"

Kanti: "No... (thinking about the consequences)"

Neighbor who came over to watch and talk: "I think there

is a LR club in town..."

Kanti: "Yeah, they know me (smiling)".

one hour later...

Kanti: "Hi Eric (at Miniman). Did it get there ok?"

Eric: "Yeah... where is the battery?"

Kanti: "[pause]...Oh... it's in the back. "I took out the battery to charge it a few weeks ago, I forgot to put it back in. In any case... the beast's fate is in the hands of MiniMan.

🚗 Our own Desperate Dale writes to the internet Range Rover owners list:

This e-mail was signed *not for publication in the OVLN Newsletter* (Sorry Dale, we have spies **everywhere!**)

I have poor fuel economy on my '88 Range Rover. One reason that might be is that I discovered that fuel was leaking out of the gas cap. I took the fender off to find that fuel had also been leaking at the top of the expansion tank. I removed the expansion tank to discover that it was about 1/4 full of fuel. I

decided to replace the cut off fuel valve that leads into the top of the tank, part #NTC 4517. I had to break the old one in order to remove it. Looking at the pieces, it seemed as if this was not the problem. So, back on the car it went.

The hose that leads to the centre top of the expansion tank is that hard plastic crap with about 2 inches of rubber to slip onto the fuel cut off valve. By chance, I looked down the rubber tube and there seemed to be a blockage. In an attempt to dislodge it, I scratched the surface. Aluminum? That is what it looked like! My curiosity was aroused. I amputated the rubber bit and hurried back to my lab. With glee, I dissected the rubber sheath to see what secret treasure was locked inside. I was rewarded. It was a machined aluminum plug. While cleaning it, I found that there was plugged hole drilled through the centre. My oxy-acetelene torch tip cleaners opened up the hole.

I reinstalled the plug in new rubber fuel line. I suspect that the aluminum piece was somehow pressurizing the tank, but it is too early to tell. It hasn't leaked so far.

Some Non-OVLN News & Rumours

📧 Newsletters Received this month include: The Fairlead (R.O.V.E.R.S., March 1999); The Obsession (Land Rover Register of South Australia, March 1999, Vol. 11, No. 3)

🚗 Land Rover South Africa seems to have an interesting offer running. Commemorative rifles. "To coincide with Land Rover's 50th Anniversary celebrations marking the years of progress the Land Rover brand has achieved since the launch of Land Rover in 1948 we will be launching The Land Rover commemorative Hunting Rifle series. These will be of the finest quality and craftsmanship in keeping with the marque values of the Land Rover brand. "These rifles will be highly exclusive and limited to 50 in number. There will be a total of 6 rifles in the series, each depicting one of the Land Rover marque values: Individualism, Guts, Supremacy, Adventure, Freedom and Authenticity. "This limited range of rifles will consist of the following: Supremacy - Lion - .375 Holland & Holland Adventure - Elephant - .500 Jeffrey Authenticity - Rhino - .416 Rigby Guts - Buffalo - .404 Jeffrey Individualism - Leopard - .350 Rigby Freedom - [no animal] - .300 Holland & Holland "The cost of the first rifle in our series (the .375 Holland & Holland) will approximately be R40 000 (this includes the scoped rifle encased in an exquisite oak and leather case complete with cleaning kit). Land Rover SA has also contracted the esteemed KYNOCH (Britain) Ammunition company to deliver Land Rover branded ammunition in each caliber." There are only five animals in the "Big Five" and there are six Land Rover marque values, so the .300 H&H had to go without a corresponding animal.

🚗 A report on the R.O.V.E.R.S. trip to Assateague Island from Dave Bobeck:

Phew. I'm beat. Too much sun. Too much beer. Too much wind. Too much exhaust. I'm exhausted. I drove down Friday night after battling a heavy rainstorm to get the truck loaded. Bonnie showed up ready to go, and off we went through DC which was strangely deserted during rush hour, due to the NATO conference being held over the weekend.

Halfway down the rain picked up again, letting off, then picking up, and finally, as we approached the Atlantic coast, became a full scale torrential downpour. We stopped and bought a tarp for protection, but lacking poles had to make



1998 R.O.V.E.R.S. Assateague Island event
Photo by: Spencer Norcross

due with some vine support thingies from the garden section. We arrived at Assateague about 10 minutes shy of closing time for registration. We were joined at the desk by Mark, a gregarious fellow from New Jersey towing a SIII SWB behind an American pickup truck with a camper top. Mark was very enthusiastic about camping and meeting all the Rover guys. I was more concerned with how I was going to set up my tent without getting everything soaked in this 30 knot storm. We found a note from Dave Scheidt (NJ) on the bulletin board, so we camped next to him. We found the site, one of few with anybody on it in this horrendous weather. If I had any wavering doubts about camping in this weather before we got there, they were now quite steadfast as we watched Dave's tent flapping helplessly in the wind. Dave had no idea how to attach the rainfly, and the tent was getting pounded by the rain. We started setting up the tarp, which proved totally fruitless, but after all attempts were exhausted, the storm died down to the point where the rain was fairly inconsequential and eventually stopped. So we set up our tent and loaded all our stuff into it, and then got out the lawn chairs and beer cooler. We stayed up fairly late, and it did get cold, but I have camped in colder weather. Bonnie was having problems with her non temperature rated sleeping bag, but my 15 degree bag was fairly adequate. That evening also saw the arrival of Quintin Aspin, Flo, and Mike (that's Mr. Moron to you) Malone.

Saturday we had a typical camp morning, cooking breakfast, stretching sore backs, and watching the other, more intelligent non-rainstorm braving Rover owners arrive. Jeff Berg and Bill Caloccia, all the Petes (Cosmides, Monk & Goundry), and a few others in Discos showed up. We all met up at the Ranger Station at 11 am. Permits secured, we started our way down the beach. Still no sign of Spenny or Mike



Jeff Berg contemplating how best to play ditch the photographer.
Photo by: Spencer Norcross

Loiodice, who wouldn't start out from D.C. until Saturday morning. We stopped several times on the beach, once for at least an hour while everyone had lunch and socialised. Spenny and Mike finally arrived, Spenny even managed to arrive in a Land Rover, (*even more surprising, it was his!*) We then made our way down to the Virginia line, where we parked and socialised again. Highlights include Bill C. laid out across the bonnet of his RR, while many jokes about "baggin' the limit at Assateague" were bandied about. Bill had handed out miniature two-way household radios which were completely useless except for the time they used them to give me directions to the Ranger station. Dave Scheidt accidentally let go of Flo's kite, and had to chase after it over the soft sand. It was such a hot pursuit that he had to shed his coat and hat in transit to keep up. We turned back, and I let Bonnie drive a few miles. We switched drivers again, and everybody passed us. By the time we passed the group again, Spenny and Dave Scheidt in the Wayback were chasing Bill Caloccia and Jeff Berg in the RR in circles, waving shovels (*lacrosse sticks! please! —Spenny*) at each other in some sort of vehicular joust.

Mike announced upon returning to camp that he had no first or reverse gears. Bummer.

We all set off to dinner, only to find out that the place Berg had selected was a Jimmy Buffet theme restaurant. He tried to act surprised as we all buckled down for what we knew was likely to be a terrible meal. There was some LR comp safari footage on the overhead TV which was kinda neat. Returning from dinner, we found several guys already sitting in front of a blazing fire in fire pit on my campsite. How nice. We pulled up chairs and the evening social began.

Again the temperature dropped and the crowd dwindled. Dave Scheidt shared with us the printout of his answers to the Netslum quiz. Spenny read them, said he passed, and promptly threw them into the fire.

Everyone was in rare comedic form and it was a great kickoff to the rally season.

Sunday morning, Mike drained and refilled his gearbox, and everyone packed up and left. We had slept in and had the campfire to clean up after, so we were the last ones out. On the way home we stopped several times to look through the antique shops. We didn't find much, but we did acquire some ornamentation for the Netslum.

I had a good time. it was great to see some of my Rover pals, and meet some new ones. Casey McMullen, SIII 88 and Mark from NJ, even though he said a few things that I didn't like, he did share some great homemade meatballs with us at about 3 AM.

Bonnie enjoyed herself but said there was too much talking and not enough driving. Said she wanted to go through water and mud, and up and down hills and stuff like that. Well, I think we've found ourselves another keeper...

THE 7TH OVL R TUNE-UP

BACKGROUND:

*“The time has come’ the walrus said,
“To speak of many things:
Of shoes – and ships – and sealingwax –
Of cabbages – and kings –*

*And why your rad is boiling hot –
And whether landrovers have wings.’*

Yes, it is that time of year when many of the older Land Rovers begin to stir and get pulled from musty barns and other storage locations where they have been sleeping through the winter. This event is as good an excuse as any for you to get your Land Rover stirring and on the road. It will also give you about six weeks of time to correct all of the major faults that are found with your vehicle so it is fully ready for the Birthday Party in June!

THE EVENT: For the past eight or so years, local members of OVL R have been gathering at the MiniMan in Stittsville for an annual tune up session. It is an opportunity for members whose mechanical skills may be in need of some practice. There will be members there who are very familiar in the operation and maintenance of these vehicles there that will be more than happy to help guide you and explain what you should be doing to keep your vehicle in top shape.

Participation varies, generally there are about a dozen vehicles attended to. (Some are barred from attention, such as Dixon’s Green Beastie). Last year the centre of attention was Sean McGuire’s 109 military, where it seems everyone had a hand in trying to tune it (read fix it) up after Sean had been left unsupervised with it for the previous year.

WHEN: This event is traditionally held in the beginning of May. As other local British car clubs have seen how successful this event has become, they too have begun to reserve time to run their own tune up event. But, as OVL R started the process we get first pick. Thus, the Tune-Up will be held on Saturday, May 8th. People generally start to appear around 8 am, and the Tune Up runs to just past lunch when many repair to either the Cheshire Cat (on Carp Road) or the Swan at Carp (in Carp) for a little socialising.

RESERVATIONS/RSVP: There is no need to pre-register for this event. Just show up some time in the morning.

COST: There may be a small charge of a couple of dollars to cover the cost of lunch.

ACTIVITIES: There will be an opportunity to tune-up your Land Rover. If you lack expertise, there will be people there to help you. If you need basic tune-up parts, they can be purchased only feet away at the parts counter at MiniMan.

There will be a simple lunch prepared on the club Expedition Trailer. The chef is not sure at this time whether or not it will be hamburgers or chili.

There will be a guessing game, the question being “How many spark plugs did the Marshal break this year while storing his Lightweight away for the winter”

GETTING THERE: MiniMan is at 104 Walgreen Rd, Stittsville.

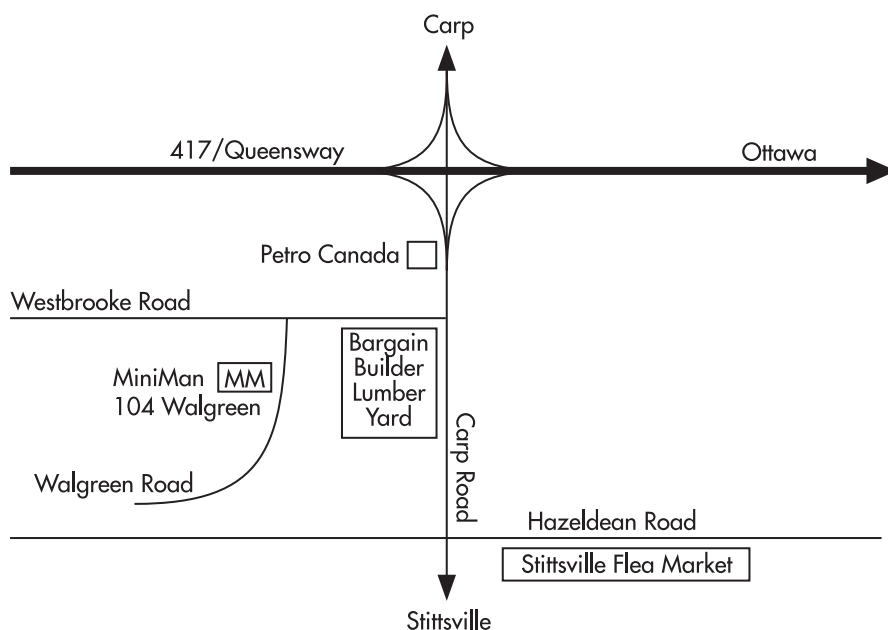
If you are coming via the Queensway (417) you will exit at Carp Road. Coming to a stop sign, you will turn South onto Carp Road. (If coming from the east, you will cross over the Queensway). You will pass by a Petro Canada on the right (west) side of Carp Road. The first intersection is Westbrook Road. You will turn right onto Westbrook (there is a Bargain Builders lumberyard on the southwest corner of this intersection)

If you are coming via Hazeldean Road from Kanata, you will go west past the Stittsville Flea market site. Just past the flea market you will come to an intersection with a set of traffic lights. Turn right (North) onto Carp Road. Go about a mile and look for Westbrook Road on your left. When you get there, turn left onto Westbrook. Once on Westbrook, go a hundred yards or so to your first intersection. This is Walgreen Road. Turn left onto Walgreen. MiniMan is about a hundred yards down on the right. Look for the parked Land Rovers.

CONTACT NUMBERS:

Co-ordinator: Andrew Finlayson (613-798-9211)

If lost getting there: Phone 836-4283



General Servicing: Repairs, Humour, Tales & Trivia

Love is a Land Rover

by Matthew Parris

This article originally appeared in the April 17, 1999 London Times, it is reprinted WITHOUT permission, for the benefit of most of the membership who has likely not seen it. The author is a former MP and currently the political comment columnist for the Times.

She may be old and down-at-chassis, but how could I bear to trade her in for a sexier new model?

In Africa they sell cars differently. That was my experience as a student, selling a Land Rover from a campsite in Nairobi. Four friends and I had driven from England. We needed money to fly home. So, after washing and polishing Stanley, we put him up for sale. Then we waited by our tents.

But our sales pitch failed. The truck had been pampered, we were suggesting; Stanley had hardly seen a pothole.

It would have been unwise, surely, to mention the accident in northern Cameroon? We had left the road and jumped a gully while I was on the roof. Launched, rocket-like through the air, I had landed (to the amazement of tribeswomen labouring in the fields) by a tree, dislocating both my shoulders (relocated by swinging from a branch). Otherwise no damage. The women sang. Stanley and occupants seemed unhurt,

though all received a hell of a wallop and my companions' heads left four neat dents in the roof. The dents we beat out in Nairobi. Stanley was presented as "pristine".

Pristine? But our inquirers asked "What can this thing do?" African truck-hunters would cluck as we emphasised Stanley's cosseted history. "But has it been tried? Where have you driven it? How steep will it climb? How strong is it?"

So we learnt the techniques of African persuasion. "This vehicle has been everywhere," we would say. "It has been driven across the whole of Europe, crossed the sea in a boat to Morocco, and traversed the Algerian Sahara. Neither the intense heat, nor the deep sand, nor the great rocks in the road could stop it. Tamanrasset was easily reached. The Hogar mountains in southern Algeria were surmounted without difficulty. Many times we were stuck in the soft sand, but always this truck triumphed. Niger, where roads hardly exist, was no problem. Nigeria - the heat and dust were incredible - was crossed in two days." Eyes would grow wide as we recounted the thrills and spills.

"In Cameroon this car survived a terrible accident! We left the road, flew across a gully - all four wheels in the air -" (this was true) "and hit the ground so hard all the windows fell out (this was partly true).

"In the Central African Republic the mud was knee-deep. No problem. In Zaire the roads were like rivers. Monkeys climbed on to the roof, and, once, a snake..." (this was not true) "...and in Rwanda we gave a lift to 12 people, all crammed in and on the rooftop. In Tanzania we passed among lions: there is nothing this Land Rover has not seen. We drove it up the lower slopes of Kilimanjaro.

"And now - look! Strong, tested, ready. Such endurance!" We stopped short of pointing out that even the original, excellent engine oil, which had brought us all the way from England, came, unchanged, with the vehicle.

As the tale of abuse and endurance unfolded, prospective buyers, seized with a



Bill Rice's 109 SW at LaRose Forest
Photo by: Dixon Kenner

desire to own this paragon themselves, would up their offers. Sadly, none could afford our price. We had to sell Stanley to the white manager of the Coca-Cola bottling plant, who spotted (as we had not) that the chassis was cracked. He had it welded.

His was the more scientific approach, but is the African attitude not preferable? Born there, I must have soaked it in myself, for now I have my own Land Rover, a lady of a certain age. Although it makes no sense, I cannot bear to part with her. With every scrape she surmounts, I prize her more.

Registered in Sleaford, Lincolnshire, in 1959, she is an early Series II (headlamps close together but overhead valve and the "new" body design which more or less survives to this day). I bought her after the 1979 general election. A battered old truck is classless, excellent for MPs: as acceptable on council estates as up gravel drives. Mine is a petrol-engined long wheelbase "cab & canopy", dark green, registration NTL 703.

There are no seatbelts, moss is growing in the windows, the dashboard has rusted through, but she just keeps going. She has accompanied me twice to the Sahara (once across the atrocious tracks of the Tassili N'Ajer mountains), many times to Europe, once (with loudspeakers) through a general election, and innumerable times down the M1. She has pulled caravans and horse-boxes, transported straw for my llamas and flagstones for my drive. In bad winters in Derbyshire she has come to the rescue. Nor was it all rough-stuff: she has visited The Finings, John and Norma Major's Huntingdonshire home (though the detectives had to assist me in a push-start; it complicates the cheery departing wave to a former Prime Minister). Polished, she has collected the Foreign Minister of the Western Sahara's Polisario Front at Heathrow.

All this without any serious failure, ever. There have been ailments of course, but she and I got through them. When the starter motor conked out, I started the engine with a crank for months. My lost key has been replaced, too - though for a season I remedied its lack by coupling two wires under the bonnet.

One door rusted away; the new one flies open, to the alarm of passengers. Once, 14 of us fitted in for a trip to the pub, Nick climbing over the roof on the way home, hanging over the windscreen, leering at me upside down and denting the roof amusingly. The bumper is twisted where Jon scraped a wall while I was teaching him to drive. The other day a wire behind the dashboard combusted so we stopped in a cloud of smoke and ripped it out. I never did find out what the wire was for. The mileometer hasn't worked since 1981, the speedometer hunts the mark, the interior light is defunct and there never was a heater. Nor is she lockable, though for six years I would leave her unattended all week at Derby station.

Like a person, such a machine only grows stronger with age; like a person, you never think she will die. Unlike a person, a Land Rover is capable of returning affection.

But in recent years intimations of mortality have multiplied.

For five years my mechanic has told me that there was a limit to the welding possible on a rusting chassis. Before setting out for Spain this Easter I asked him to look her over. He said it would cost up to £800 to plate, patch and weld this year - and the MoT runs out next month.

There comes a time when the bullet must be bit. She is nearly 40. I am nearly 50. I had hoped we could celebrate big birthdays together in the summer. It was not to be. Our spring trip to Spain must be her last.

And then the scrapyard. Too bad, but so be it. Careless, now, about overloading, I could squeeze the last from her. My London flat was being recarpeted, but why throw away the old? There was enough tolerably clean carpet there to cover a floor in Spain, where my family live.

She was horribly overloaded as we hit the road to Portsmouth for the ferry to Bilbao. Seven rolls of carpet weigh about half a tonne, sticking out in front like battering rams. Into the back went Easter eggs for eight nephews and nieces, sacks of teabags, Stilton and Marmite, and a massive, redundant touch-screen fax/answerphone desired by a younger brother. With tattered and faded canvas canopy draped over, securing ropes extending like rigging to the front bumper, and the back sunk down with the weight, we made a curious sight lumbering slowly down the A3...to miss the Pride of Bilbao. Damn those 24-hour clocks. Must din it into my head that 20.00 hours is not 10pm.

So to Cherbourg instead - P & O were nice about it - and right across France and over the Pyrenees. From Derbyshire the journey was a thousand miles. Never once did she so much as cough. On our descent from the Pyrenees we freewheeled for about 17 miles - a record for her. Discussing (in her presence) the price I might get for the cherished numberplate, I felt caddish - as though overheard by the terminally ill discussing a posthumous organ-transplant.

Unloaded of her carpet, she was so useful in Spain. She accompanied me to the notary, to formalise ownership of l'Avenc, the ruin we've bought. Then I loaded her with 11 cases of Rioja, two trees and gallons of olive oil, and back she came: all the way from Barcelona, rattling merrily overnight across Catalonia, Aragon, the Basque Country, without complaint.

It was a glorious summer evening as we drove up the A3 from Portsmouth, and she was running like a dream - even making the Hogg's Back in fourth gear. I tried to think about the scrapyard but I couldn't. In London a friend asked me to take a basement-full of builders' scrap timber for burning in Derbyshire. I set out up the M1 at midnight, a skip-on-wheels. She never faltered.

Safely parked outside my house, weary in the small hours, I gave her a departing pat before going in. This old girl had been everywhere, done everything, never let me down. Could I abandon her now?

"All right," I said. "I'll pay for the welding. Stay with me another year. Good night."

Bloody Nora's Revenge

Mike Rooth

MoT time. The time to strike dread into the heart of even the stoutest soul. The time when you put your vehicle into the hands of some total idiot, so that he can pass his completely uninformed opinion as to whether or not the thing is fit to be driven for the next twelve months. Now Bloody Nora sees MoT tests as a good chance to develop some hitherto unsuspected (and probably unprecedented) faults, just to annoy me.

Well, I've got wise to that trick. So I didn't tell her. I just rang up, and arranged a test for nine o'clock the next day. I even left the spare wheel in this time, mainly because its the first time in thirteen years that the tyre on said spare wheel has been fit to be seen, but also because the only time I remove the spare is MoT time. And it would serve as a warning. So off we went, a trifle late admittedly, thinking thoughts like "What a lovely day for a ride in the country", and devoutly hoping Nora would think we were just off to the pub. As luck would have it, they were waiting for me and I drove straight onto the hoist, got out, and up in the air she went. Seething.

I could tell. But it worked. No faults. A slight weep on the RH rear hub oil seal was all she could manage, and he let that go because it wasn't affecting the brakes. Got you, you old bat, I thought.

Readers of these chronicles are, by now, I would imagine, sadly shaking their heads and muttering dire warnings into their beards. Words like "Wont this chump *ever* learn?" spring to mind. That evening I came out of work, started up, and drove off the car park. Funny smell, I thought, but then again, Nora is good at producing random smells, just to keep me on my toes. Mind you, this is a new one. It smells like... **Burning insulation!!!!. The silly old sod's on fire!!** Obviously a wire must have broken behind the dash panel and let its smoke out. A passing undergraduate was startled by a cry of "You bloody

cow!", as your truly screeched to an undignified halt, switched everything off and leaped out, spanner in trembling fist, to disconnect the battery.

I think the undergraduate was puzzled at the shout, because it happened to be a bloke. But you cant tell, these days. The smoke from behind the dash panel dwindled to nothing. So cautiously the battery was reconnected. No smoke. Engine started. No smoke. Side lights on. No smoke. Headlights on. No headlights. Oh hell. Nothing for it but to make a dash for home on sidelights only. It was then that the full horror of my predicament hit me. I had no beer! None! And so it came to pass that Bloody Nora was made to creep like a fugitive round all the back streets, lit only by dim sidelights, on a mission to get beer.

I'd got it all worked out. "Well, officer, I've just had an electrical fire, which has taken out the headlights. Put your head in here and you can smell it". (You could, and how!) "I've got to get home somehow". The mission, you'll be pleased to know, was successful.

Investigation the next morning revealed a mess of melted wire on the light switch. "Not too bad" I thought, and replaced the mess with new wire. Switch on. No headlights. However we *were* making progress because the sidelights had given up the struggle just after I got back from the beer forage. Produce a simple fault? Not Nora. She isn't called Bloody for nothing. It was while sitting pondering my next move that I noticed that the wires to the brand new Joe Lucas genuine dipswitch, were now a gooey mess. And wandering around to the engine bay they were a gooey mess there, too. In fact there seemed to be more goo than cable.

The upshot of this being that the headlight circuit had to be rewired from the dipswitch to the first bullet connector. And that, believe me, is a job requiring maximum grovel. Which, of course, is what the old bitch wanted wasn't it?

Known North American Land Rover events, a general guide for 1999:

May 15-16 - Pacific Northwest Team Trophy Challenge. Teams of three vehicles pit themselves against the best in the Northwest in a two day event. Compete against highly modified jeeps, Land Cruisers and Rovers. Contact Doug Shipman at 503 252-5566.

May 14-16 - Carlisle Import Car Show, Carlisle Pennsylvania.

Mid-May - 7th annual Tune-up at the MiniMan, Stittsville, Ontario. West of Ottawa. Tune up your Land Rover and have lunch, learning opportunities galore!

June 18-20 - The Birthday Party, v.XVI, Silver Lake, eastern Ontario.

June 26-27 - Downeast Rally XI, Camden, Maine.

Mid July - Calabogie to Flower Station run.

September 18-19 - 9th British Invasion, Stowe, Vermont. 600+ British cars of all marques. 40 Land Rovers last year. Events include: Static car show, People's Choice Awards. Tug of war (Austin Mini owners vs. Rover owners), Battle re-enactment, rugby, polo, cricket. Contacts: Chris Francis at Ye Olde England Inne, Stowe Vermont or Mike Gaetano 508-497-9655.

October 8-10 - The Mid Atlantic Rally!, An All American hoe-down featuring The NAS Defender 90

Rites of Spring—A Friday Story

by Mike Rooth

It's Spring again. Its easy to tell, because the DA starts wittering about taking stuff to The Tip. It transpires that mouldering in the greenhouse is a load of rubbish I successfully avoided disposing of last Autumn. Once the clocks change from BST to GMT the tip is avoidable because:

a) Its a dawn to dusk operation, and:

b) I've enough excuses lined up to keep me away from the place at weekends. That being so, once the clocks change the other way I've effectively had it. Being on holiday doesn't help the cause either, so when she wittered "You've got to go to the tip today, I want the greenhouse cleared out", I realised it was a lost cause.

Now Bloody Nora doesn't like being treated like a refuse cart either. Quite apart from the smell, it usually takes a week to get rid of the crawlies out of the back. How these things breed so rapidly is beyond me. There's ample room here for a five year (well funded) study on the Instant Breeding of Many Legged Life Forms in the Backs of Land Rover Vehicles. Perhaps its a series thing.

So reluctantly, (and believe me, I can sulk for England when I have to) I toddled off to take on board a fresh load of Heavy Fuel Oil. Whilst paying for said Fuel Oil; and that hurt; I idly noticed Nora's Lean. Unlike normal Land Rovers, which have, if leaning, a normal side and a low side, Bloody Nora, inventive as ever, has a normal side and a *high* side. And yes, thank you for asking she *has* had springs galore, and it never makes a blind bit of difference. Seemed a bit excessive, though, sitting there on the forecourt. Ah, well, not to worry, we've got the glories of The Tip to come.

Back home, still sulking like billy-o, I proceeded to empty out the greenhouse. It would seem that the DA had been adding garden rubbish throughout the winter while my back was turned. I had surely not been *that* successful at Tip Avoidance. In fact I know damned well I hadn't. Crammed to the roof, poor old Nora was. I'm constantly amazed we've got any garden left. There was more than one Noraload there by a fair margin. Damn! *Two* trips! Oh well. Get on with it Rooth. Doesn't get any better just sitting there.

Open drivers door...here, hang about! Oh you cow! Bloody Nora had, in equine terms, gorn lame. This is a new manifestation of Nigel's Disease, proving that the disease is transmutable between species. Among horses, with which Nora associates on a daily basis, there's always one that seeing a saddle approaching or even an owner with the expression that means "work" immediately goes lame. The lameness has so far defeated veterinary science, because upon examination there's absolutely nothing wrong with it. My own mare, upon a whim, affects a Bad Ear, when she remembers about it. There's nothing wrong with it, it just makes getting a bridle on difficult. Unfortunately she let herself down when she forgot *which* ear...

In Nora's case it was the RH front tyre. Flat. Ish, anyway. Jeff the farmer had remarked a couple of days previously "Is that tyre a bit flat?" It wasn't, but it obviously reminded her. So I blame him, too. Because she's done it before when he's said that. There's absolutely nothing wrong with that tyre. I've had it checked, and the tube is as good as gold. All it means is that I get an aching right leg pumping it up again. So before you ask, cruelty to Bloody Nora doesn't arise, but cruelty to long suffering owner definitely enters the equation. Having applied the necessary cure, and pointing out that *I* don't want to do this any more than she does, but we're both outvoted, we set off.

It was also one of those days when the traffic didn't really know where it was going. Lanes? Never heard of them. Bloody Nora has, of course, but as with most Land Rovers of the Series persuasion, lanes are something you occupy all of. At the same time, if possible. However we did eventually turn on to the approach road to the tip, to be confronted with a notice, artistically done on a bit of old hardboard:

TiP SHut
dO NOT EnTEr
OpeNs ApRil 14TH

AAAAaaarrggghh! Easter week and these gigantic intellects had closed the bloody tip! And all my suffering was to no avail. The rubbish is now in the garage. I've cleared the ant's nest out of the back of Nora. And the DA is finally learning. "What d'you mean it's shut? Oh, strewth, all that effort to get you to go wasted. I'll *never* get you to go now." Clever girl, the DA.

New Members

6 new members in March

Alan Matthews of Richmond Ontario with a '59 SII 88

Anthony Hobe of St. Lazare Quebec with a '74 SII 88

Fred Barrett of Maberly Ontario with a '72 SWB

Andrew R. Tinto of Jackman Maine with a '64 SIIA

Rino & Elsie Granito of Pierrfonds PQ, with a RR and a Disco

Roger Parsons of Sudbury Ontario, with a '74 SIII SWB

THE OVLR BIRTHDAY PARTY

SWEET SIXTEEN: SILVER LAKE 1999



BACKGROUND

For 51 years, since the Amsterdam Motor Show in 1948, the company's products have served the world and are still hailed as masters of rough terrain travel. OVLR celebrates its 16th Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World and Land Rover Owner magazines.

THE EVENT

The 16th Birthday party is being organised and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVLR regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products – Land Rover, Range Rovers and Discoverys. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club

to attend and participate in the event; however, because of insurance requirements you must be a member of OVLR to drive on the off-road.

For information on past Birthday Party's go to the Past Events pages where write-ups on the 12th, 13th, 14th and 15th Birthday Party's are covered by various OVLR members

WHEN

The Birthday Party is traditionally held on the third Thursday of June. This year it will be held from Friday June 18th – Sunday June 20th.

It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting several days. In the past, members have taken a week off to do a double header of the Birthday Party on one weekend, then traveling from Silver Lake to Camden, Maine for the annual Downeast Land-Rover Rally (information on this rally can be found elsewhere in the newsletter)

MORE INFORMATION

More information will be available in future issues of the newsletter, or the club Internet site at <http://www.off-road.com//OVLR/>. For more information now, ask one of the organising committee members listed on the last page.

REGISTRATION FEE

An anticipated Event Registration Fee of \$25 per adult entitles OVLR members to enter the vehicle in all the activities such as off-road events, Vehicle display and certain other activities. Other fees are - \$10 per child 6-12 years of age. Children under 6 are free. For non-OVLR members, the fee is \$30 per adult. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course the fee will be \$50. (\$25 entrance fee plus \$25 membership fee) Our insurance policy requires this.

PAYMENT

Your registration must be received by the 10th of June in order to guarantee entrance to the Birthday Party

ARRIVAL

On your arrival at Silver Lake, you will need to register yourself and your vehicle at the Official Registration Point on the event site (Look for the signs). You will be issued with your vehicle identification, a programme and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs etc. will be on sale throughout the weekend at the OVLRL trailer.

ACTIVITIES

Full programme of activities will be provided at the event, however, the basic details of each activity are as follows:

Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

- Swap meet for those interested in bringing up used parts to sell, pawn off, or trade
- Departure for the first off-road is at 10AM. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.
- Lunch (hot-dogs and hamburgers) will be provided by OVLRL.
- The afternoon will consist of another off-road and the RTV Trials and other activities.
- Dinner will be provided by OVLRL. The day will close with a social evening. Get to know fellow Rover enthusiasts.

Sunday:

- Breakfast will be at the restaurant across from Silver Lake Provincial Park
- Auction of Land Rover accessories

FOOD IN GENERAL

OVLRL will be supplying Saturday lunch (hamburgers and hot dogs), Saturday dinner, and a coupon at Ben Barbary Restaurant across from the Silver Lake Provincial Park for Sunday breakfast. All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of outside restaurants in the area where you could go for meals if you are so inclined.

4WD AND 2WD TRIPS (LIGHT AND HEAVY OFF-ROAD TRAILS)

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance.

RTV TRIALS

There will be a proper, for real, formal, UK-style trials course set up. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There will be a number of stages where you must maneuver your vehicle through a series of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLRL will be using the rules established by the Association of North American Rover Clubs (ANARC). Where there is a difference between American and Canadian rules, the Canadian rules shall apply.

RTV rules are available upon request from Bill Caloccia, Bill Leacock, or Kevin Willey. Prizes will be awarded to the top participants.

SPONSORS AND VENDORS

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. However, they are responsible for taking any unsold or untraded items off the property with them at the close of the event.

In the past, Rovers North, Atlantic British, British Bulldog and Mini-Man have all generously supported OVLRL by donating items for the club to auction off at a club auction, normally held Sunday morning.



Birthday Party Accommodation Information

There are a couple of changes to the Birthday party reservation process this year. All reservations for Silver Lake Provincial park can only be made through Christine Rose via email (tcrose@magma.ca) or telephone at 613-823-3150. The park is going to automated telephone reservations, but our section of sites, 1-42, will not be made available to the public. Members must contact Christine and request a site and provide her with the following info:

- 1) First & last name, address,
- 2) phone number,
- 3) type of credit card,
- 4) credit card number and expiry date,
- 5) date of arrival and departure,
- 6) total number of adults and kids.

*Note: the credit card will **not** be processed until they arrive and check in at the provincial park.*

If you wish to stay elsewhere in the park, you will need to phone the park to make your reservation, you will need to state

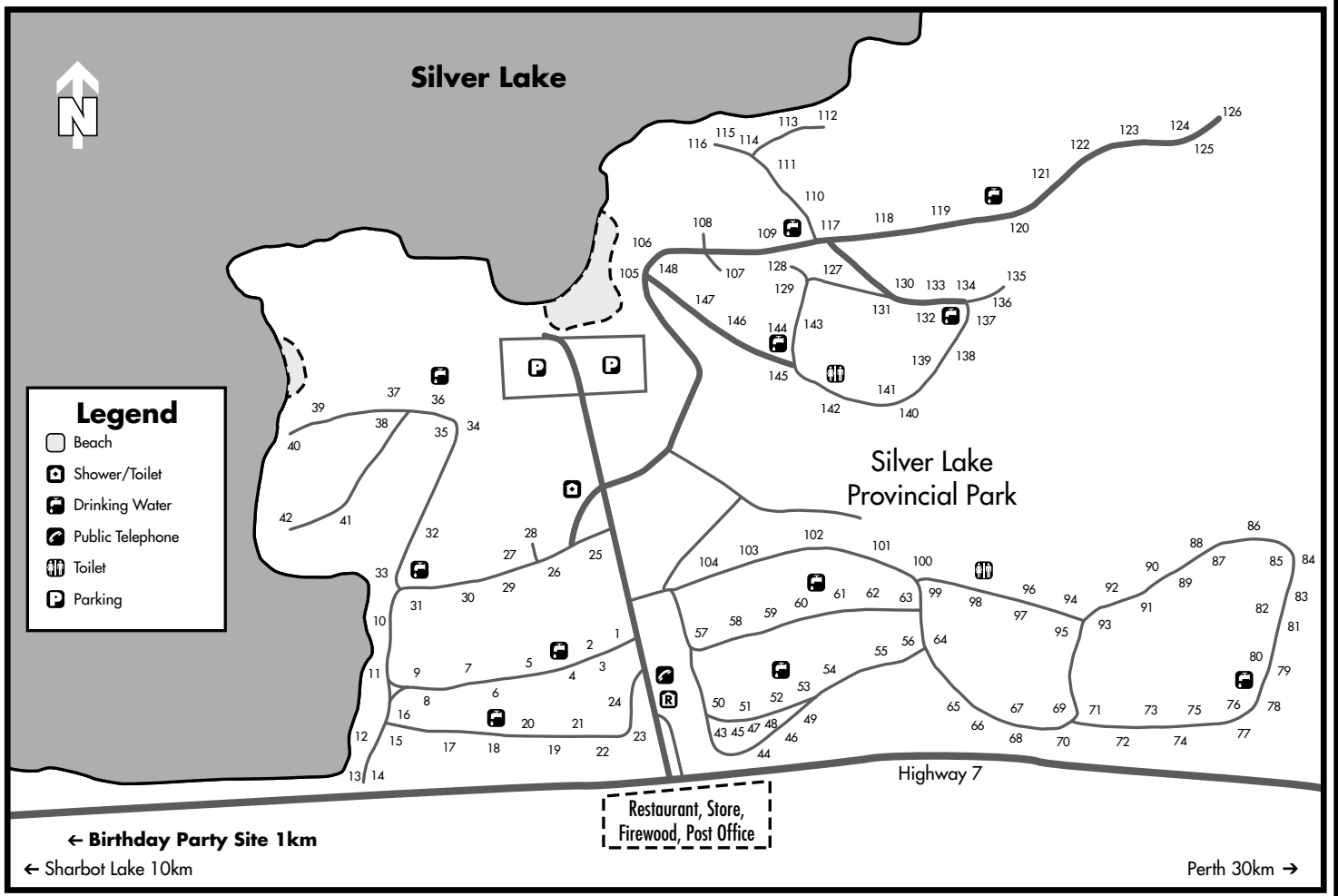
you are with Ottawa Valley Land Rovers. The OVL R section is tentatively reserved until June 6th. Park phone lines open May 1st at 8:30 AM. The number is (888) 668-7275 The Park website is www.ontarioparks.com/B22.html

The Silver Lake Motel is located across from Silver Lake Provincial Park. For reservations, telephone (613) 268-2511

Camping is available on site. Those camping on site should indicate on their registration form. Toilet facilities are available, but no showers on site.

Also please take note this is the way you will be letting the event coordinator know if you are attending the Birthday Party, so if you are staying at Mrs. Deacon's (on the BP site proper), the Motel, or elsewhere in the park **you must still contact Christine to reserve your place for the event.**

Registration for sites 1-42 is now open, so please call or email soon to ensure getting your first choice camp site. You will also be saving the \$6.00 pre-registration fee normally paid to advance book a site at the park.



If vendors wish to send up flyers, catalogues etc., OVLRL will set aside an area where these items can be distributed to attendees.

ACCOMMODATION

See section at right

DOGS

Dogs will not be allowed on site proper. Please make arrangements for your pets off-site.

GETTING THERE

Most people will make their own way to and from the event. However, some members will be planning convoys to and from the event (we know how reliable some of the older vehicles are). Check with members local to you to see what might be happening.

Locally (Ottawa Area) Traditionally, the Westgate Shopping Mall at the corner of Carling Avenue and Merivale Avenue is used on the Saturday morning, departure at 9am. From Ottawa and Area: Follow Highway 7 through Carleton Place, past Perth to Silver Lake.

From Toronto and points west of Kingston: Take Highway 401 until you get to the exit for Highway 37. Follow Highway 37 north until you reach Highway 7. Go east along Highway 7 until you reach Silver Lake

From points South: From points west of the Adirondacks - Take Interstate 81 to the Canadian border. Take Highway 401 to exit 645. Go north along Highway 32. #32 turns into Highway 15. Follow 15 north to Crosby. Follow #42 west towards Newboro/Westport. From Westport, follow #36 to Highway 7. Go west to Silver Lake. From points east of the Adirondacks, people have found it convenient to cross at Cornwall and follow 401 west.

You know you're there when: The property entrance is at the Lanark/Frontenac county boundary: Thus, if you are coming from the east, you will see a large sign that says "FRONTENAC". Turn left and follow the small road. If you are coming from the west, you will see a large sign that says "LANARK". Turn right and follow the small road.

WHAT SHOULD YOU DO?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets

of the event.

- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- **Celebrate and Enjoy!!**
- To **register** you must complete the enclosed entry form. Additional copies are available from Ottawa Valley land (by post, fax or internet)

OTHER

Ben "The Road is my bride" Smith has declared that he will be driving from California (again) to attend the Birthday Party. We believe that the lure is half a can of Jolt and a stale cookie. John Hong and Alan Richer plan to have preliminary jousting matches over the coveted DorkTari Award. Everyone will be measuring up for the Lugnut Award, while Desperate Dale will be chasing Unimogs and 101s in his Range Rover.

CONTACT NUMBERS

Event Co-ordinator: Christine Rose (613) 823-3150

Registration Co-ordinator: David Meadows

Internet: <http://www.OVLRL.org>

Email: david.meadows@sympatico.ca

Postal Address: OVLRL, POB 36055, 1318 Wellington Street, Ottawa, Ontario, K1Y 4V3

If lost while getting there: Phone 268-2162 (Deacon's residence on site)

A FINAL NOTE:

Please also remember if you plan on bringing any guests who will wish to drive on **any** of the off road courses, that they must be club members to be covered under our insurance. *To make this point crystal clear: Non club members will NOT be allowed to drive on any off road or RTV under ANY circumstances*



Mark Newman's 109, also known as the "media truck."
Photo by: Spencer Norcross



Back in 1951, some people thought the new Land-Rover was a bit expensive.

Here's one who didn't. In 1951 Lord Lambert bought a new Land-Rover for his Devonshire farm.

Now, 21 years and about 90,000 miles later—still driving with the same engine—he thinks it's absolutely the most economical car he's ever owned. And Derek Butler, his farm manager, knows it's the most dependable, versatile and rugged car he's ever driven.

The price of a new Land-Rover has gone up since then (hasn't everything?). What is unusual is that the strength and performance of a '72 Land-Rover are also much increased, while the famous high standard of manufacture has remained unchanged.

The new series III Land-Rover has a new gearbox with synchromesh on all four gears and a stronger reverse gear. The clutch lasts longer and is

lighter underfoot. The suspension, chassis and axles have been strengthened even more.

So when you think about trading your old Land-Rover for a new Series III, think about the cost spread over all the years you know it's going to run.

Think of the extra strength and the improved efficiency you'll be buying. Then you get a true picture of what the new Land-Rover is worth to you.



Rover
British Leyland UK Ltd, Solihull, Warks



THE OVL R BIRTHDAY PARTY

SWEET SIXTEEN: SILVER LAKE 1999

Name _____

Address _____

City _____ Province _____

Country _____ Postal code _____

Phone _____

E-mail _____

Land Rover Model _____ year _____

Names of guests (& ages of children):

Arrival Time : Thursday, June 17 am pm

Friday, June 18 am pm

Saturday, June 19 am pm

Date of departure: _____ am pm

**please note: off-roading is only scheduled
for Saturday and Sunday**

Camping arrangements:

- Provincial Park
- on-site at Mrs. Deacons (*go huts; no shower*)
- Silver Lake Motel (*book early limited space*)

Please Note: Reservations for the Silver Lake Provincial Park can only be made through Christine Rose, via e-mail; (tcrose@magma.ca) or telephone; 613-823-3150.

If you wish to stay elsewhere in the park, you will still need to contact Christine, but you will then have to call the park to make your reservation. State that you are with Ottawa Valley Land Rovers. The OVL R sites (1-42) are tentatively reserved until June 6th. Park phone lines open May 1st at 8:30 am. The number is (888) 668-7275. The Park website is www.ontarioparks.com/B22.html

Registration Fees

Adult (12 & up) \$25.00

Child (3-11) \$10.00

this includes the following:
1 breakfast (saturday or sunday)
Saturday Lunch
Saturday Dinner

Please note: you must pay the registration fee regardless of whether you partake in the meals

Event T-shirt: \$16.00 pre-ordered (\$18.00 at the event)

QTY:

XXXXL XXL XL L M S S Youth M Youth L Youth

Sweatshirt: \$45.00 pre-ordered (\$48.00 at the event)
Sweatshirt is Embroidered with OVL R logo

QTY:

F N B I T G F N B I T G F N B I T G F N B I T G F N B I T G

XXL XL L M S

circle colour(s) desired

Colours Available:

Forest, Navy, Black, Biege, Teal, Grey
Other colours available - e-mail for special request

qty.	item	cost per	total cost
_____	Adults	x \$25 =	_____
_____	Children	x \$10 =	_____
_____	T-Shirts	x \$16 =	_____
_____	Sweatshirts	x \$45 =	_____
_____	Membership/Renewal	x \$25 =	_____
Total amount enclosed \$			_____

Please register prior to June 5th 1999 to guarantee a space
Please send this completed form and a cheque to:

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

**Please Note: you must contact Christine Rose to let her know you are attending the Birthday Party
tcrose@magma.ca or 613-823-3150**

*Please also remember: If you plan on bringing any guests who will wish to drive on any of the off-road courses, that they must be club members to be covered under our insurance. To make this point crystal clear:
Non club members will NOT be allowed to drive on any off road or RTV under ANY circumstances.*