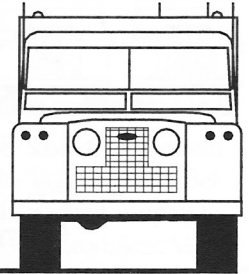


OTTAWA VALLEY LAND ROVERS



20 January 2000

www.ovlr.org

Volume XVII, Number 1



The OVLN Newsletter



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.

OVLN 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: Canadians joining throughout the year pay CD\$30 per year, Americans and others pay US\$25 per year. membership is valid for one year.

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

Editorial Policy: The Editor of the OVLN newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLN newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLN, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Standard OVLN Radio
Frequencies:

CB Radio: Channel 1

FRS Channel 1 sub 5

Shortwave: 14.160Mhz

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/

OVLN/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Right, diesel. No timing required. sheer chaos under the bonnet, injector pump pretending to follow the firing order while actually just randomly filling the cylinders with oil and smoke and that would normally be used to fill the electrical system, if it had one.

— Dave Bobeck

Greetings;

Welcome to the new year, by now most of us have acclimated to this new year, with all its zeros. We've had a couple of Y2K glitches here at newsletter central. Last month both Dixon and I had our schedules get all whacked out, causing the extreme lateness of December's newsletter. For those of you who have noticed some odd font choices in the last couple of newsletters, I would like to offer this explanation. The newsletter is now transmitted from my house in Arlington to Dixon's house in Ottawa via the internet as a PDF file. Some of my fonts aren't reproducing once the electronic file gets to the printers. I think I have the problem nailed down, but it may pop up again from time to time. I apologise in advance. We aren't close to the halfway point of winter yet, and we even have snow down here in Virginia, but hopefully the list of year 2000 events at the back of the newsletter will keep you warm with anticipation. If you know of an event we have left off, please drop me a line at Spenny@aol.com.

Also enclosed this month is the membership list. Here, for giggles, are some random club stats:

There are 293 members in the club database, 103 are American. 71 are in New York State/New England, 73 are in eastern Ontario/Western Quebec. (*local members*)

Our vehicle info is spotty. It breaks down like this:

80": 23; Series ones: 37 (including 80"); Series II: 29; Series IIA: 124; Series III: 49; Discovery: 37; Range Rover: 31; Defender 110: 7; Defender 90: 8; Lightweight: 7; 101 Forward Control: 7.

This gives us a total of 338 vehicles for 228 members.

24% of the membership own post series vehicles

Only 39 members own only a post Series vehicle. The rest have at least one Series and one coiler. The most extravagant is one person with three Range Rovers (*the database lists a max of three vehicles per person*)

81 people didn't list any vehicles, (*I know a number of them have at least one Rover. Doc Watson, for example, has a whole pile, and has none listed. —Ed.*) and quite a few with more than one vehicle did not indicate that they had more than one.

And if you break it down by year of manufacture:

1948 = 0	1949 = 0	1950 = 2	1951 = 5
1952 = 1	1953 = 5	1954 = 1	1955 = 6
1956 = 6	1957 = 6	1958 = 3	1959 = 13
1960 = 8	1961 = 10	1962 = 6	1963 = 11
1964 = 12	1965 = 10	1966 = 12	1967 = 13
1968 = 11	1969 = 12	1970 = 6	1971 = 9
1972 = 17	1973 = 12	1974 = 15	

(*this doesn't include any 101s, lightweights, and other military vehicles.*)

Lastly, the AGM was held on the 20th of this month, there will be a full report from the AGM in next month's newsletter, but here is the new club executive:

President, Christian Szpilfogel


Secretary-Treasurer, Dave Meadows

Events Co-ordinator, Christine Rose

Off-road Co-ordinator, Ted Rose

Exec member at-large, Martin Rothman

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

 From the Editor: December's newsletter, while slightly late, seems to have experienced some rather poetic stuffing and collation troubles. Yes, some of our valiant volunteers fell down on the job. Rumours that this was due to the location, the Prescott Hotel, is entirely conjecture. In a nutshell, it seems a number of members received empty envelopes. That one of the said recipients was actually stuffing that section of the mailing list is highly interesting. How-

ever, as much as we have wanted to blame Paul Chasson, who made a surprise reappearance from Prince Edward Island, credit for this month's gaff must go to the team lead by our very own Sean McGuire. Sean was assisted in this endeavour by Malcolm Elliot and Bruce Ricker. Paul? We didn't let him touch stamps this month, but had him stuff newsletters destined to the USA. Fred Joyce and Murray Jackson rounded out the stuffing team this month.

This Month's Cover:

HUE 166 also known as old number 1, the first of 48 pre-production Land Rovers built in 1948.

Upcoming Events


in the next month or so...

January 17	Social at the Prescott, Preston Street, 7 PM
January 19	Annual General Meeting, Royal Canadian Legion, Kanata, 7 PM
February 7	Executive Meeting, telephone Christian for details
February 21	Social at the Prescott, Preston Street, 7 PM
March 6	Executive meeting, telephone Christian for details
March 20	Social at the Prescott, Preston Street, 7 PM

future events:

(Dates & times subject to change)

Early February	Winter Romp, Maine. Details in this newsletter.
Early April	Maple Syrup Rally
May 19-21	Foreign Carlisle Car Show, Carlisle, PA. (great multiple marque NOS/junk show)
Late June	Downeast Rally, Mid-coast Maine.
June 23-25	Birthday Party, Silver Lake, Ontario

 Mike Loiodice writes to us: My little brother has continued this year with his practice of strange presents for the Land Rover owner. Two years ago it was the auxillary heater/tea warmer kit consisting of two cans of Sterno. Last year it was the Windscreen down/cold weather/antifreeze kit - a wool ski mask, windshield scraper and two bottles of Bass.

Well... my brother knows I'm driving a Disco II for the winter so he had to come up with something appropriate.

This year its the "Landrover Cloaking Device"


Said device consists of a small black box with a switch and a light that flashes when the switch is on. As always, directions accompany the hardware:

"INTENDED USE OF THIS DEVICE; This device is designed to hide the driver of a cheap (although pricey!) imitation Range Rover/BMW built "Land Rover" from their friends who have real Rovers.

Caution; embarassing red glow might show through cloaking device!

TO OPERATE; Turn on the switch, close eyes, mouth, and place head between knees under dashboard. Do not move until observer has passed."

And, the fine print at the bottom reads: "Not licenced under any British Leyland brand, but should be."


 Ben Smith writes to us about his 101 project(s):

I had another productive day with the 101. I pulled left rear hub, greased the bearings, installed new hub oil seal and put it all back together, pulled right rear hub, drum and shoes, rebuilt brake cylinder (it really needed to be honed), cleaned it all up. greased bearings, installed new hub seal and reassembled it all.

Then I pulled right front hub, drum and shoes. Rebuilt brake cylinders (both needed to be honed and were a bitch to get out). Cleaned all up. Greased bearings. Installed new hub seal. Had a hard time refitting the drive flange. Had to be driven on and then the axle shaft pulled out to get the snap clip on. Nathan Schera came by and helped with all of this.

What was more interesting was in the sunlight Nathan noticed something that I hadn't under the camo were letters on the door that are legible in the correct light. It read: **VENTURERS SEARCH & RESCUE**

I e-mailed Captain Pearce-Smith of the Venturers. (He came out to California a few years ago and his contact information was in the Mendo archives.)

He wrote me back and said that they had purchased is directly from Solihull as a factory test vehicle with only about 15000 miles on the clock, complete with winch and [powered] trailer, They used it as a Forest Fire Engine with a tank and pump in the trailer. He wasn't sure when they sold it on, but offered to send me some photographs showing it in an active forest fire fighting role. He also noted that if trailer was at right angles to Rover with power drive engaged it could capsize the Rover. 



Ben's 101 in its previous life

Some Non-OVLR News & Rumours

January's Magazine reviews:

LRW: There's a new ad for die cast 1:18 (i.e. BIG) Land Rover 109" SIII regulars. One is the spitting image of Al Richer's Churchill, with the lamps in the wings, of course. Grand Prix Legends is the company and £24.99 was the price.

Jeff Meyer gives us the latest on his 109" rebuild saga. Tired of hacking up doggie follicles each morning, he decides to spruce up Jan Hilborn's place in VT place a little bit. After vacuuming up 12.325 lbs. of dog hair, it dawns on Jeff that there must be a better way. So he piles dogs Toasty and Quinn into that freshly painted 109" wagon and takes off over hill and dale with all windows open through the Vermont countryside. Included are good photos of the above mentioned doggies, heads out the sliding side windows and a steady stream of doggie hair wafting into the slipstream. Hey, it sure beats vacuuming <haaack>. *(At the British Invasion, the Brown Dog and I tried that trick in the back of Eric & Ann Zipkin's Series I. The resulting fur storm almost caused George Bull, who was following us, to lose control of his 101! —Spenny)*

Jeff also covers the blue Land Rover monster truck from Long Island that is featured in the video Rovers Across America. It seemed a bit silly until it was revealed that it does use Rover axles and a 2.25(!) gas engine. Apparently it's taken him

20 years to get this far. And we thought we spent a lot of time working on our Rovers.

LRO: In the kits tested section is the WeeLee Winch. Picture 2 large spools bolted to the outside of each wheel. An anchor is driven into the ground or attached to a tree a ways away. A cable is attached to the spool on one side, threaded through a pulley at the anchor, then attached to the spool on the other side. Gear is then engaged and the turning of the wheels winds in the cable and pulls out the vehicle. Not exactly handy, but pretty clever.

A Series III history piece explains the reason for the change to flat door hinges was for better safety. Whether for passengers or pedestrians bouncing off the sides they don't say. They do say that the door mirrors defeat the purpose, though.

In the Driving Answers section it's stated that freewheeling hubs don't do anything for performance. Apparently they've never driven up here in 40° below, eh?

On the Paddock's Specials page is the following item:

LAND ROVER AMBULANCE BODIES

Suit childrens playhouse/Dog kennel, etc.

ONLY £35.00 Warning - Very heavy!

LRM: Jim Allen covers and electric powered 88". It uses 6 big mama batteries to produce 192 volts. Speed tops out at 80+ mph, range is 25-45 miles off road and 20-40 on. It won't get you from Ottawa to the Birthday Party, eh?

Bob Morrison writes about the SAS defenders. They appear to be painted flat black, and the Michelin XCLs are mounted backwards. Ugh! No doors or top and a .50 cal Browning is mounted up on a ring mount. *(Similar to the U.S. Ranger SOV pictured on page 8 of the June 1997 Newsletter —Ed.)*

In the Club Roundup OVLR wins best cover for the September issue. Good job Spencer!

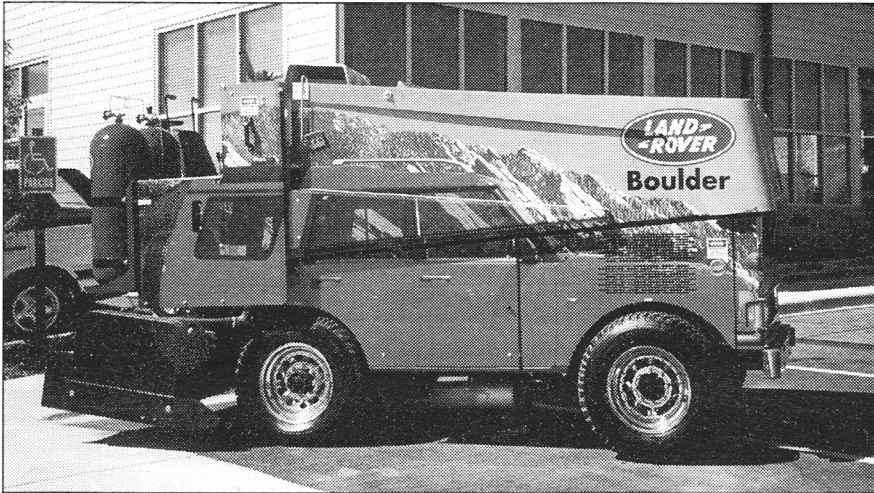
An article on Swedish special conversion specials shows what looks to be an 86" with a huge shop vac in the back with the operator vacuuming the debris from alongside the tram rails in Stockholm. An ideal vehicle for Ms. Hilborn!

Alternate Parts, Series III clutch: Clutch pressure plate or



The 16th Birthday Party site, Saturday afternoon.

Photo: Bruce Ricker



Charlie Haigh sends us this picture of the new Zamboni for Denver's NHL farm team

clutch cover. The box says it fits all Datsun 240,280Z cars, Series 3 Land Rovers, Rover 3500S, Volvo 164E (830A motor), Ford Capri 3000. QH manufacture and never touched. Part #Q10020.

🚗 Alternate Parts, Series III hydraulics: Wilwood Brakes has an exact replacement master cylinder for both brakes (the



More from Charlie Haigh: official Boulder police vehicles

dual "tandem" inline cylinder) and clutch. Clutch is p/n 260-1304 US\$48.60 Brake dual cylinder is p/n 260-4893 US\$122.85. The dual cylinder is a true dual cylinder with separate reservoirs for front and rear systems.

🚗 LRO has announced that they spoke with the remaining original Rover employees and are now reporting that 2 centre-steer Land Rover prototypes were built. Jan LRO. They say more will be in the next issue.

🚗 Doug Boothby writes to us with the sad news of Ron Mowry's passing: It is with a great deal of sorrow and distress that I write to inform you of Ron's untimely death on December 29. Ron had been living and working in Poland for the past 3 years, returning to Maine a few weeks each summer to visit friends. On December 16 he was assaulted in Warsaw and suffered severe injuries. He appeared to be recovering and was released from the ICU to a regular hospital room on December 25. However, he died in the early morning hours of December 29. Ron was a true friend, had a passion for Rovers, and will be sorely missed by those who knew him. Rover On, Ron.

🚗 Churchill's Land Rover goes on sale for £30,000

This is from December 5, 1999's Sunday London Telegraph, and was written by Catherine Milner. (used without permission)

A Land Rover given to Sir Winston Churchill as an 80th birthday present could fetch more than £30,000 after being found decaying among hay bales in a Kent farmyard.

The owner, Frank Quay, 69, bought it for £320 in 1973 from a friend who had purchased it at a house sale held by Churchill's son-in-law, Christopher Soames.

Mr Quay used the dark green pick-up to carry fence posts around his farm for several years, but he put it away "for his retirement" when the last road fund licence disc expired in 1977.

He carefully filed away the buff log book bearing the name of its original owner and preserved copies of photographs showing Churchill taking delivery of the Land Rover at Chartwell in 1954 when he was still prime minister.

The Land Rover, with Churchill's age of 80 appropriately incorporated into the registration number at the Solihull factory, remained on the 300-acre estate until the former prime minister's death at 90 in January 1965.


The vehicle's ownership then transferred to Soames who auctioned it off when he moved away to become vice-president of the European Economic Community. For the past few years it has been under a shelter in Mr Quay's farmyard in St Mary Cray, wedged between a rusty sack barrow and an old caravan.

Now, however, it could achieve its "finest hour" when it goes on offer to the highest bidder in an Internet auction on Sotheby's new web site.

Two years ago, Churchill's Austin Cambridge fetched £66,400 at auction against a £6,000 estimate so Mr Quay is hoping for at least £30,000 for the Land Rover, which has covered just 12,931 miles since it was delivered.

It still sports the extra-wide seat fitted at the factory for the comfort of the wartime leader. There is also a roof-mounted grab handle so that he could haul himself into the cab more easily.

Under the bonnet, only the battery and radiator hose have been replaced from the original equipment while the vehicle's pick-up bed is still equipped with a special wooden box which is thought to have been fitted to accommodate a trowel and bag of mortar so that Churchill could indulge his fondness for bricklaying.

 The following Sunday, the Telegraph printed this response Letter to the Editor:

The day we glued up Winston's cigar

Your report of the impending sale of Sir Winston Churchill's Land Rover, given to him on his 80th birthday, (News, December 5), omitted to name the Rover Company as the donor in 1954. I had joined the firm two months earlier as assistant to the late Bob Hudson, the two of us then comprising the technical sales department. Bob made the presenta-

tion at Chartwell, with Geoffrey Lloyd Dixon, our sales and service director, and Colonel Maitland from Caffyns, our local Kent distributors.

When Bob suggested finding some rough terrain to demonstrate where the vehicle was able to go, Sir Winston's response was that he wanted to see terrain where it couldn't go.

Lacking confidence in the suitability of his own wardrobe for such an auspicious confrontation, Bob had borrowed a colleague's immaculate camel-hair overcoat, not knowing that Rufus, Sir Winston's poodle, would be particularly boisterous once confined within the vehicle. The extensive muddy paw-marks with which that splendid garment consequently became covered involved a later dry-cleaning obligation.

After the presentation, each visitor accepted a cigar, but naturally forbore to ignite these prestigious souvenirs. Sadly, the two brought back to Solihull did not travel well, having a distinctly dishevelled appearance. This was most awkward, as we wanted to make a mahogany and Perspex display for Mr Lloyd Dixon's trophy. I was therefore covertly sent off to Birmingham to shop around the major tobacconists for a similarly-sized replica to which the band could be transferred. Happily, this disgraceful subterfuge failed as there were none

2000 WINTER ROMP

Unity, Maine, February 11-14, 2000

SCHEDULE

Friday

1200 - 2200 Registration packet pick up at School St.Variety
1900 - Supper Unity Co-op, Depot St.
2100 - Late night off roading

Saturday

0007 - 1000 Catered breakfast/registration/scavenger hunt info.
Unity Community Centre, School St.
1030 - Scavenger Hunt starts at School St.Variety
[Items Needed - Compass, LR parts Guide]
1300 - Catered BBQ Lunch in the wilds of Waldo county.
1500 - Off roading Course
1800 - Dinner at Unity College Student centre
2030 - Late night off roading

Sunday

0800 - 1000 Breakfast at Unity Pitstop
1100 - Climb Dixmont Mountain. Bagged lunch suggested
1600 - more off roading for those who havn't had their fill...

Monday (If you are still here...)

1000 - We will invade Marden's Industrial salvage warehouse.

IMPORTANT PHONE NUMBERS:

School St.Variety: 207 948 2511 PitStop: 207 948 2080
Unity Co-op: 207 948 6161 Bruce Fowler: 207 453 9074
Note: The clerk at School St.Variety will have phone contact with us at all times.

EQUIPMENT LIST:

Your vehicle must have recovery points!

Please dress appropriately, conditions might be cold or wet-probably both.

Tools: You know best, but should include: flat shovel, tow strap, 1st aid kit, spare tyre, compass, full size blanket, tyre chains, etc...

ACCOMMODATIONS:

Inexpensive motels, B&Bs and winter camping are available near by. Call or email Bruce for details. In the unlikely event of a mechanical failure - heated garage facilities will be available to all participants around the clock. Registration Packets can be picked up at anytime during the event at School St. Variety. So if you arrive late you will be able to join us. There are no registration fees. All catered meals will be under ten U.S. dollars.

DIRECTIONS:

From I -95: Take exit 35 (Fairfield, Unity College). Follow route 139 to Unity (approx. 17 miles) School St. Variety in on the left. From route 1: In Belfast take route 137 to Route 220. Follow 220 to Unity. At Unity center take right onto School St.. School St. Variety is one mile on right.


For more info. and pre-registration forms, Contact Bruce Fowler at bf711ia@mint.net or 207 453 9074.

large enough and we managed to rectify the original by the discreet application of aero-modeller's cement.

It is confusingly inaccurate to describe this Land Rover, an 86in-wheelbase basic model, as a "pick-up" as this term was used exclusively to distinguish the significantly longer 107in-wheelbase alternative introduced in 1953.

The bonnet spare-wheel mounting and the hard-top currently fitted to Sir Winston's vehicle are later features and were not originally specified.

David Good, Hoole, Chester

 More news from or about the home office:

BMW's proposed £3.3 billion investment to build a new series of R25 and R45 Rover cars in Rover's Longbridge plant is in jeopardy of being withdrawn if the EU blocks a £152 million British Government contribution. BMW has been quite clear that the Longbridge programme is conditional on the government handout.

A Workers' Union officer said the investigation was "unwarranted and unhelpful. We have a company here losing market share and it badly needs new models. Any delay in capital expenditure will make the Rover recovery more difficult." The Union also faces the hurdle of BMW's cost cutting plans, where the spending on components bought from British suppliers will be reduced by nearly £2 billion - more than half of the company's total spending in Britain.

A defence under EU law would be to convince Mr. Mario Monti, the EU competition commissioner that, without British aid, BMW would take its investment to a non-EU country.

Brussels has agreed to the Government's request for a speedy decision. Ordinarily it could take up to 18 months to complete. Under EU law, the commission can rule state-aid illegal if it judges that it would distort competition in the European single market. If it reached such a conclusion, it could order BMW to re-pay the money to the British Government.

At the heart of case is whether the Government's £152m was offered to prevent BMW from investing in Hungary rather than Longbridge. BMW, however remains confident that the EU investigation will end up giving the all-clear for the aid, although Brussels' watchers believe Mr. Monti's team will attempt to "tweak" the terms and conditions.

The Longbridge plant employs 9,000 workers.

 Some BWM/Rover year-end sales data:

PR Newswire, January 10, 2000: BMW Group Sales Reach the Last Year's High Level Again, With 1.2 Million Vehicles Sold; Record Sales for the Land Rover Brand, With Around 178,000 Vehicles Sold; Record Sales in Germany and the USA;

Deliveries to customers of BMW, Land Rover, Rover,

MG and Mini produced by the BMW Group has again reached last year's high level of 1.2 million. Dr. Henrich Heitmann, Member of the Board of Management, Sales and Marketing, of the BMW Group commented: "The outstanding market success of the BMW and Land Rover brands made this result possible. Rover sales started its trend reversal in the last quarter of 1999."

The Rover, MG and Mini brands reached total sales of 251,200 cars (1998: 334,242 units). In the fourth quarter, sales of Rover cars increased over the previous year's level, with the trend reversal being initiated by new models. "The new Face of Rover" was shown in the autumn, with the presentation of the completely redesigned Rover 25 and 45 models. Both models round off the product program begun with the new Rover 75.

Sales of the Land Rover rose by 16% to around 178,000—a healthy increase due primarily to the successful New Discovery and Freelander models. Deliveries to customers of the Land Rover brand have doubled since 1994.

In Germany, at 42,600 units, the BMW Group sold the most Rover, Land Rover, MG and Mini vehicles outside the UK in a single market.

BMW Group Deliveries to customers	1999	1998	% change
Automobiles	1,180,300	1,187,115	- 0.6
BMW	751,300	699,378	+ 7.4
Land Rover	177,800	153,495	+ 15.8
Rover/Mini/MG	251,200	334,242	- 24.8
Motorcycles	65,200	60,308	+

A new record was also established in the USA: The BMW Group increased deliveries to customers there by 21%. This




Christian Szpilfogel waits for the first light off-road to begin.
Photo: Bruce Ricker

increase of about 18% has taken sales to almost three times the 1991 level.

Deliveries of Land Rover vehicles in the USA rose sharply by 37% to 29,380 units (1998: 21,422 units). The Land Rover Discovery and Range Rover achieved new records.

The BMW Group's sales in Canada have risen by around 17% to reach 10,000 vehicles for the first time (1998: 8,733). The BMW brand recorded an increase of 17% to 9,011 cars (1998: 7,701) and Land Rover an increase of 17% to around 1,210 vehicles (1998: 1,032).

 More details on the new Defender "Project SVX" that we first previewed in October: PR Newswire, January 10, 2000: Land Rover Defender Special Vehicle X Makes Its U.S. Debut At the 2000 North American International Auto Show; Concept Vehicle Embodies Land Rover's Celebrated Mud-And-Adventure Mythology

First seen at the 1999 Frankfurt Motor Show, Land Rover's latest concept vehicle, Defender Special Vehicle X, makes its North American debut at the 2000 North American International Auto Show. The Defender Special Vehicle X concept is designed to answer a single question: What if off-road capability was the only thing that mattered? Special Vehicle X symbolizes the "ultimate sport-utility" side of the Land Rover brand. It was created by a team of enthusiasts at Land Rover Special Vehicles in Solihull, England and has but one purpose: unstoppable off-

road enjoyment. The inspiration behind the Defender Special Vehicle X project rests with the core values of the Land Rover brand: authenticity, adventure, guts and supremacy.

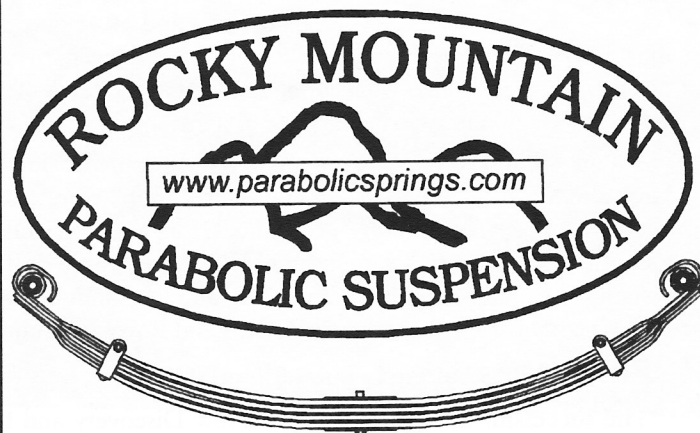
"Special Vehicle X represents the off-road potential of every Land Rover," says Rob Myers, product manager for Land Rover Special Vehicles. "Range Rover, Discovery and Freelander are dual-purpose vehicles designed for use in the real world. They are fully capable both on and off-road. Special Vehicle X embodies the off-road side of that equation—the extreme, go-anywhere, mud-and-adventure spirit that's at the heart of the Land Rover brand."

Defender Special Vehicle X celebrates Land Rover's 50-plus-year history of innovation, advanced technology and off-road leadership. The vehicle is based on a modified version of the existing Land Rover Defender 90 platform that has been heavily upgraded by Land Rover Special Vehicles — an organization within the BMW Group that is dedicated to special projects such as police and military transports, Land Rover TReK vehicles and limited-edition models like the upcoming Holland & Holland Range Rover.

Project SVX is powered by the all-new TD5 five cylinder direct injection diesel engine using Electronic Unit Injectors (EUIs). This engine was first introduced on Discovery Series II and Defender in 1998 and has many innovative features. In its standard form in Defender it produces 90 kW of power and 300 Nm

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www.wiseowlparts.com

of torque. For SVX the engine management system has been reprogrammed to boost the torque by 25% to a massive 375 Nm (277 lb-ft) developed at less than 2000 rpm. The torque is well positioned in the rev band for off-road driving. In fact, at more than 110 lb-ft of torque per liter, the TD5 in Defender Special Vehicle X is one of the strongest engines per-liter in the industry.

The transmission is the standard Land Rover 5 speed gearbox and 2 speed transfer box with a lockable centre differential. The axles have air operated 4 pinion lockable differentials. These are engaged by a single red knob adjacent to the driver's position. When this is operated the Electronic Traction Control (ETC) is automatically disabled. This allows the driver control over a variety of traction control systems to suit the terrain.

Land Rover helped pioneer the development of off-road electronic traction control and braking systems. Accordingly, Defender Special Vehicle X features four-channel ABS with full off-road capability, permanent four-wheel drive, Four-wheel Electronic Traction Control (4ETC) and Land Rover's patented Hill Descent Control (HDC). All three differentials are lockable. Both front and rear differentials feature air-operated lockers that the driver can easily engage from the cockpit. Locking the differentials automatically disables the traction control system, allowing the driver to choose the four-wheel drive configuration that best suits the terrain.

Land Rover has long recognized the importance of maximizing suspension articulation to provide the ultimate in all-terrain performance. Defender Special Vehicle X takes this recognition a step further with performance-rated, dual-tension coil springs and adjustable gas-charged dampers. Special Vehicle X is fitted with custom-designed 20-inch alloy wheels and specially cut 285/55R-20 all-terrain tires. The chassis has been strengthened to meet Land Rover's military vehicle specifications and galvanized for added durability. Full underbody skid plates help protect Special Vehicle X's underpinnings from off-road hazards. For extreme situations, receivers at the front and rear of the vehicle are designed to easily accept the detachable Warn winch. When not in use, the winch can be stowed in the rear compartment.

The bodywork is derived from the standard Defender 90. However, Special Vehicle X has been modified with a new alloy front

bumper and grille assembly; cutaway wheel arches; unique wells that accommodate the larger wheels and allow for greater axle articulation; and a removable, lightweight tailgate and doors. The vehicle's rocker panels are equipped with 'Rock Sliders' to help protect the bodywork and the long-range fuel tank during off-road driving. A wide-section, heavy-duty safari cage incorporating raised air intakes allows for deep wading while providing excellent occupant protection. The exterior of Defender Special Vehicle X is finished in a unique and striking Himalayan Green.



Aggie the dog is ready to weld...
Photo: Spencer Norcross

Inside, Defender Special Vehicle X features rugged and easy-to-clean alloy checked plating on the rear floor and in the driver and passenger footwells. The Spartan yet elegant dashboard layout is derived from Land Rover's military vehicles and features only the essential indicators. The extra-wide, lightweight foot pedals and the strong alloy gear shift and transfer lever knobs have a positive feel and are easy to manipulate even in the most extreme or awkward situations — descending Colorado's Black Bear Pass, for example. Waterproof off-road seats with integral grab handles and four-point racing harnesses help ensure that both driver and passenger are held firmly in place no matter what conditions are encountered. Convenient stowage nets help keep personal items in place.

Although Land Rover has no plans to build salable versions of Defender Special Vehicle X, some of the technology presented on this concept vehicle — Four-wheel Electronic Traction Control and four-channel, all-terrain ABS, for example — has recently been introduced on the Defender 90, adding even more capability to this much-celebrated Land Rover workhorse.

Land Rover at the London Motor Show

The successful introduction of the New Discovery and the strong sales performance of Freelander has introduced thousands of new customers to the Land Rover experience. Land Rover is showing examples of its full 2000 range at the London Motor Show, on Stand E4.

Range Rover: With 44% of Range Rovers sold in the UK being powered by BMW's six-cylinder turbo charged engine. Land Rover has reacted to customer demand by introducing a top of the range dHSE. In addition to this model there is also a newly introduced 4.0 litre V8 petrol engined version of the HSE (previously only available with the 4.6 litre engine). Both

these models feature all of the improvements introduced for 2000 model year.

During the period of the show Land Rover will reveal a stunning Range Rover developed in conjunction with royal designer David Linley. The Range Rover Linley will carry a six figure price tag and with over 100 hours of hand crafting in each vehi-

cle it is envisaged that only a very few vehicles will be produced at Land Rover Special Vehicles facility in Solihull. Following the reveal of the Range Rover Linley at Land Rover's flagship showroom in Park Lane on 20 October, it will be displayed on the Land Rover stand from October 21 to the end of the show.

Discovery: Outselling its nearest rival - the Jeep Grand Cherokee - by more than 2 to 1 during 1999, the acclaimed Land Rover New Discovery represents the pinnacle of 4x4 technology. New Discovery is equipped as standard with an advanced all-terrain ABS braking system incorporating Electronic Brake Distribution (EBD), Electronic Traction Control (ETC) and Hill Descent Control (HDC), while certain models feature air sprung rear Self Levelling Suspension (SLS) and Active Cornering Enhancement (ACE) which provides car-like handling. New Discovery will be shown at the London Motor Show in its V8, 4.0 litre petrol engined form and is also powered by the high technology Td5, 5- cylinder turbo-charged diesel engine featuring high pressure Electronic Unit Injectors (EUIs). The show models are to the latest 2000 model year specification equipped with power fold mirrors and auto dipping compass interior mirror.

Freelander: Freelander is the top selling off-road 4x4 vehicle in Europe with nearly 15,000 vehicles sold in the UK in 1999 up to the end of September, dominating the sector. Land Rover is showing both three and five door versions of Freelander at the London Motor Show. The five door model is the latest XEi derivative introduced for 2000 model year and the show vehicle is powered by the K Series 1.8 litre petrol engine. The XEi features leather interior treatment and standard air conditioning. The three door model is the softback derivative with forward folding rear hood and is powered by the 2.0 litre turbo diesel engine. The three door is the di derivative and also features the 2000 model year changes.

Defender: Tracing its ancestry back to the first Land Rovers, the latest Defenders are packed with the latest high technology including Land Rover's own Td5, 5- cylinder turbocharged diesel engine which incorporates innovative design features to reduce ownership costs. To celebrate its lineage the Defender shown at the London Motor Show is from the 'Heritage' limited edition range, finished in traditional Atlantic Green with Lincoln green leather interior. 🚗



Ben Smith during the backwards portion of the RTV course, 1998 Birthday Party
Photo: Jeff Meyer

New Members

1 new member in January

John Spencer of Manotico Ontario with a 1996 Disco.

General Servicing: Repairs, Humour, Tales & Trivia

Seating Woes

Mike Rooth

Having, at great expense, replaced/rebuilt the seats in Bloody Nora, (the needle for the sewing machine cost a whole 50p!), I found the odd drawback in the proceedings. Mind you, it wasn't anything like as bad as the seating in the 109" SW that the university at which I have the (honour?) to work, had for sale several years ago. This was a '64 petrol. The drivers seat was simply a folded blanket. The other seats weren't. They had, to coin a phrase... gorn. The Estates Dept., out of whose hands it was, thankfully, going had also thoughtfully bought two new rear tyres for it. I can see it now. Sitting in the yard with 7.50 x 16 tyres on the front and 6.00 x 16 on the back. Brains? Who needs 'em.

However, I digress. Having elevated myself two inches further towards heaven by virtue of building a complete seat cushion from scratch, and making it convex instead of flat, I decided I was unworthy of the honour and donated it to the DA on the other side. The other cushion, being a rebuild job pretty soon demonstrated its dislike of being sat upon and began to split. The problem, as I ascertained later, was that vinyl, unless kept really taught... er... splits. The built from scratch seat had Dunlopillo stuffing and stays tight all the time (even, be it noted, when sat upon) and so is still unafflicted.

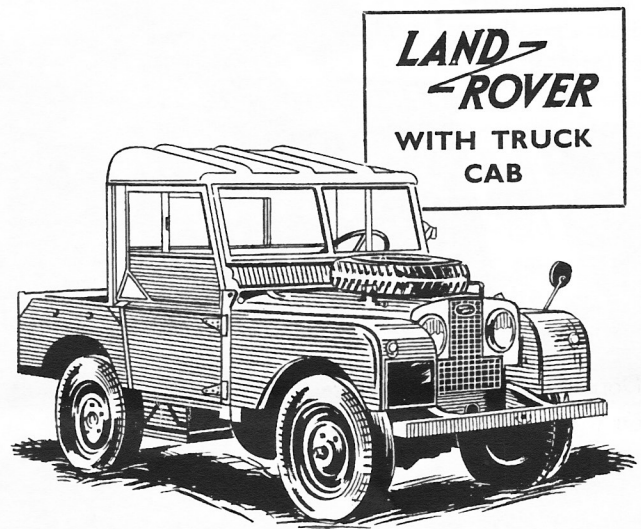
A wander round Loughborough market one Saturday morning revealed, on a stall that sells foam at absurd prices, by which I mean absurdly *high* prices, seat cushions with plywood bases at six quid a pop. In two sizes, little and a bit bigger. Built, so the legend said, at H. M. Prisons. The bit bigger size seemed about right, so when we got home (we'd walked down, a nasty habit I've now got out of) I took a ruler to Nora and as luck would have it, the front to rear dimension was spot on, and the side to side one an inch wider than the existing seat. This was good, because the proposed new seat would reach right to the edge of the seat box, something the original never did, giving rise to a small expanse of what is known in the trade as bum overlap, or bumlap for short.

Armed with this knowledge, and six quid, I bumbled off into town again, and returned with a seat. It was blue, but I reckoned I could recover it, since I had plenty of black vinyl left. The only snag was that a corner of the new seat was obstructed by the outside seat back hinge. So it was carefully modified to fit, which took all of fifteen minutes. I hardly need add it was never re-covered in black.

Which was just as well, for the foam was not of the rock hard variety, and of course this, too, has now split, and feels as though I'm sitting in a hole. This being so, the next move is to scrounge a square of very, very, hard foam (*buy* it? You think

I'm made of money?) and rebuild it. And the good news is that the old hand powered machine is no more, due to a leaky garage roof, and terminal rust, and the DA, having inherited her mothers brand new one, now permits the use of an electric machine. Her old one.

The rebuilt seat is still in service in my mates 88". Tatty? You should have seen what *was* in there.



... Another version of this versatile vehicle

The metal Cab has been designed primarily for converting the Land-Rover into a small pick-up truck. It gives increased protection for the driving compartment whilst, being made of lightweight aluminium alloy, maintaining the low centre of gravity of the vehicle. It is quickly removed when not wanted.

The Land-Rover, with its 4-wheel drive, its eight forward gears and its power take-off (available to order), is ideal for the heavy work of farming, pioneering and forestry.

LAND-ROVER Britain's most versatile vehicle

DEALER'S

NAME AND ADDRESS

MADE BY THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM, ENGLAND
B. Appointment to the late King George VI—Land-Rover Manufacturers

Everybody's free to lower their windscreen

Dr. Drip

(With apologies to Mary Theresa Schmich who penned the original "Everybody's Free to Wear Sunscreen" for her column in the Chicago Tribune, and to Lee Perry and Quindon Tarver who turned it into a popular song, but not to Kurt Vonnegut, which "the internet" mistakenly credited as having spoken such words at MIT's graduation ceremony graduation.)

Ladies and gentlemen of the Land Rover persuasion.
Enjoy your Land Rover.
If I could offer you only one tip for the future, Roving would be it.
The long-term benefits of life in the slow lane have been proved by Scientists, whereas the rest of my advice has no basis more reliable than my own meandering experience.
I will dispense this advice now.
Enjoy the power and beauty of your rover.
Oh, never mind. You will not fully understand the power and beauty of your rover until they've faded.
But trust me, in 20 years, you'll look back at photos of your rover and recall in a way you can't grasp now how much possibility lay before you and how fabulous you really looked.
Your rover is not as slow as you imagine.
Don't worry about the future.
Or worry, but know that worrying is as effective as trying to solve that gearbox problem by chewing bubble gum.
The real troubles in your life are apt to be things that never crossed your worried mind, the kind that blindside you at 4 pm on some idle Sunday.
Do one thing every day that scares you.
Wear clean underwear.
Don't be reckless with other people's parts.
Don't put up with people who are reckless with yours.
Change the brake fluid.
Don't waste your time on jealousy.
Sometimes you're ahead, sometimes you're behind.
The race is long and, in the end, it's only with yourself.
Remember compliments you receive. Forget the insults.
If you succeed in doing this, tell me how.
Keep your parts receipts. Throw away your fuel bills.
Double Clutch.
Don't feel guilty if you don't know where you want to go with your rover.
The most interesting rover owners I know didn't know at 22 what they wanted to do with their rides.
Some of the most interesting 50-year-olds I know still don't.
Get plenty of motor oil. Be kind to your transmission. You'll miss them when they're gone.

Maybe you'll get stuck, maybe you won't.
Maybe you'll have a diesel, maybe you won't.
Maybe you'll sell your Rover at 40, maybe you'll dance the funky chicken at the 75th Land Rover anniversary.
Whatever you do, don't congratulate yourself too much, or berate yourself either.
Your choices are half shafts. So are everybody else's.
Enjoy your rover.
Use it every way you can. Don't be afraid of it or of what other people think of it.
It's the greatest instrument you'll ever own.
Fix your own rover, even if you have nowhere to do it but your living room.
Read the directions, even if you don't follow them.
Do not read rover magazines. They will only make you want more rovers.
Get to know your previous owners. You never know when you'll want to ask them something.
Be nice to your fellow club members. They're your best way to learn more about Rovers and the people most likely to unstuck you in the future.
Understand that suppliers come and go, but with a precious few you should hold on.
Work hard to bridge the gaps in geography and lifestyle, because the older your rover gets, the more you need the people who knew it when it was young.
Drive in New York City once, but leave before it makes you hard.
Drive in Northern California once, but leave before it makes you soft.
Travel.
Accept certain inalienable truths:
Fuel prices will rise. Compression will fall. Your rover, too, will get old.
And when you do, you'll fantasize that when you were young, prices were reasonable, compression firm and even, and children respected your rover.
Respect your rover.
Don't expect anything else to transport you. It can tell.
Maybe you have a trust fund. Maybe you'll IPO. But you never know when either one might run out.
Don't mess too much with your Rover or by the time it's 40 it will look like a jeep.
Be careful whose parts you buy, but be patient with those who supply it.
Advice is a form of nostalgia. Dispensing it is a way of fishing the past from the heap, wiping it off, painting over the ugly parts and recycling it for more than it's worth.
But trust me on the Rover.

Calabogie²

Story: Martin Rothman
Photos: Martin Rothman &



Five hardy souls and four vehicles showed up for the Labour Day weekend Calabogie run. The weather was going to be hot and beautiful and we were ready for the bush! From Montreal Rino Granito & his wife Elsie in their '87 Range Rover, A surprise appearance from François Juneau and his always popular '62 Mercedes (honourary Land-Rover) Unimog. Yours truly in my ever faithful '52 80". And last to show was Dixon in the BGB (Big Green Beasty, a '63 109" for those that didn't know).

It had been a hard slog getting all the vehicles ready and together for the weekend. François had spent the entire previous day working on his manifold to get rid of a bothersome low speed surge. Dixon had repaired all the damage from the last Calabogie outing earlier in the month and felt that any more attention to the BGB might make soften in to his abuse and would henceforth require even **more** maintenance. Rino had to get up a 4 AM in Montreal to be at the meeting place for 8 AM (*now that's dedication!*) And I had spent the previous week getting my self-destructing parking brake rebuilt only to have my generator immediately thereafter give up the ghost. Perhaps we should have heeded the signs.

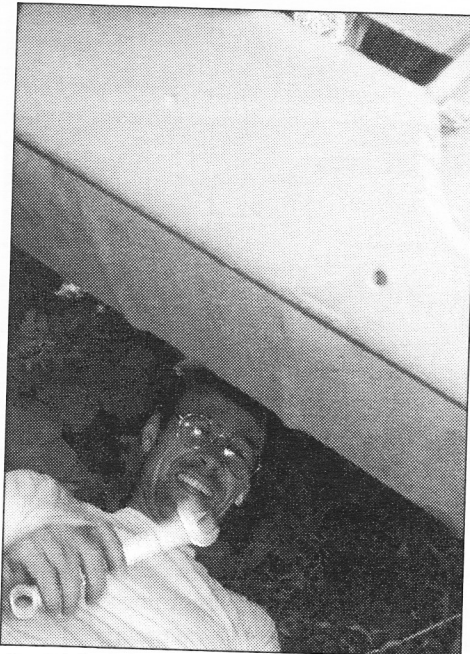
We were on the road shortly after 9 AM and took a scenic, *ok, ok, circuitous*, route to Calabogie. About 20 km shy of Calabogie we had our first mishap. The Unimog coughed a few times and expired at the side of the road. Everyone looked under the hood but no obvious cause for the failure was apparent. After checking for spark, we

checked for fuel. There was lots in tank, but none in the carb. Inspection of the stilling bowl and mechanical fuel pump revealed a significant amount of sand, rust and red paint flakes. Oh Oh!. We cleaned it all up and the Unimog started right away. Again we were underway.

At Calabogie we stopped for lunch beside the lake. Dixon announced that there was something wrong with his transmission and he was going to have to go back to Ottawa. A quick check revealed a significant lack of tranny oil. Into his 1.5 litre capacity transmission, we added 1.5 litres. Not a good sign. No amount of persuasion would convince him to abandon the BGB and hitch a ride in one of the other vehicles for the weekend. So, after lunch we parted company, Dixon



Martin's SI & Rino's RR, View from top of hillclimb.



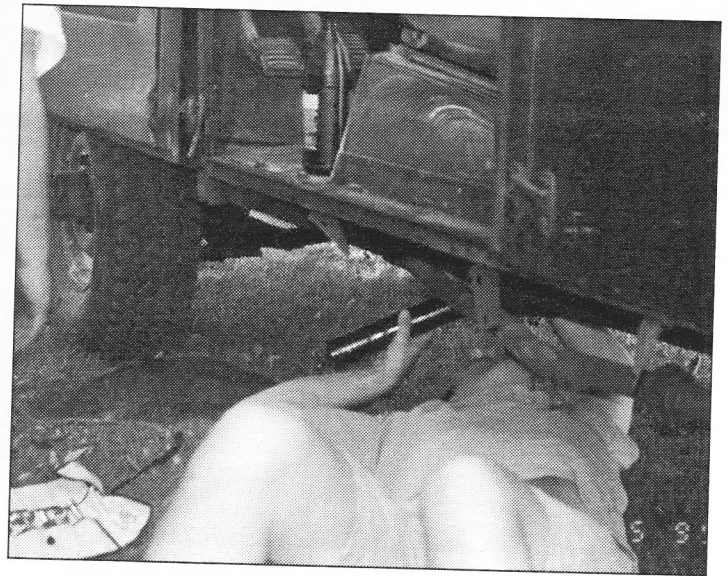
François back under the Unimog for another repair...

back to Ottawa, albeit slowly, and the rest of us into the bushes. [Note: the gearbox lost three of four gears. Front seal went]

Within a half hour we were climbing the hills and ignoring signs advising us to get permission from the local municipality. It was the weekend after all. As we began to check each turn off for the one we had taken the previous trip, we cursed our-

selves for forgetting to get the GPS from Dixon. Needless to say, we missed the turn off and ended up two thirds of the way to Ompah, at Covan Lake, asking for directions from some local campers.

It was at this moment that the Unimog decided to quit again. No amount of coaxing would get her going. After several rounds of dismantling and re-assembly of the fuel pump, the bolt holding the pump together stripped in the case. Where in the bush are we going to find a longer 10 mm bolt, you might ask? Why Rino came to the rescue with a



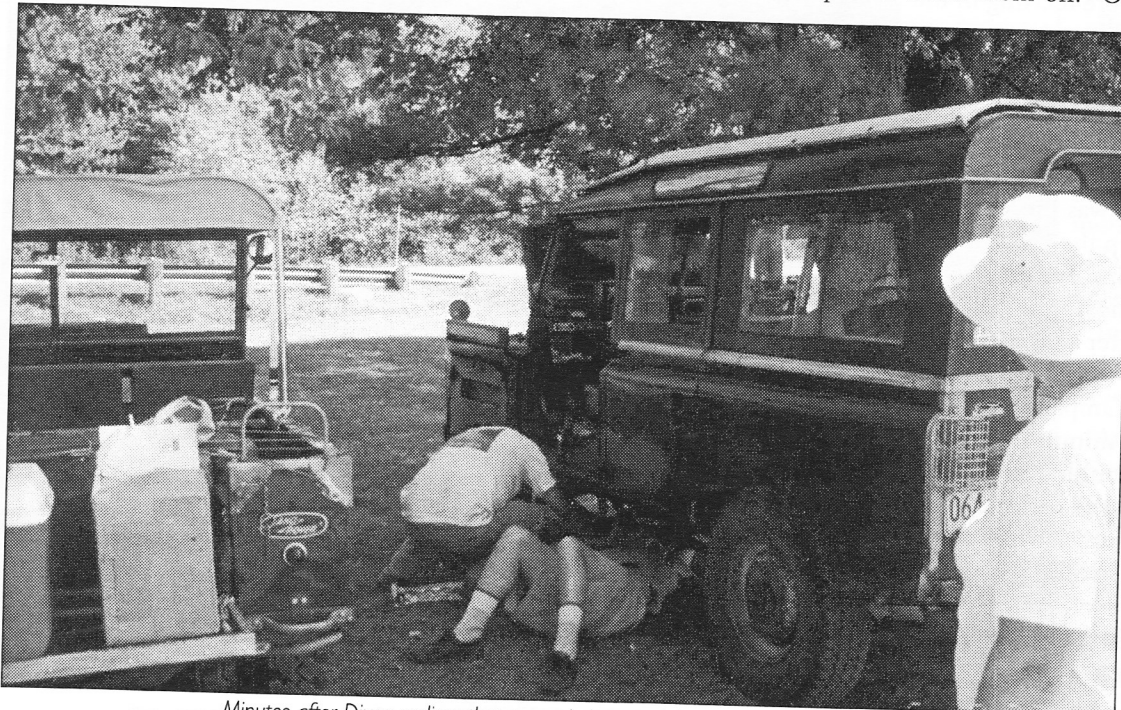
Even sublimina the message BGB Dixon needs Lugnut oil.

hinge bolt from the rear door of the Rangie. Great, got that all fixed. Still won't pump. Take apart fuel lines from both gas tanks and blow air through them from the Unimog's air tank (for the air assisted brakes). Still no gas to the carb and now no air in the tank. Why it's Rino to the rescue pumping up the Unimog's tank with his ARB diff lock pump, at least until he melted the fuse connection to his pump.

So now what to do? A search of my parts box revealed that I left my spare electric fuel pump at home. Typical. More standing around and then, "Hey François, what is this unit atop your tank?" "Oh its the auxiliary electric fuel pump, but it hasn't worked for two years. The insulation on the wires fell apart so I cut them off." OK, now we had something to

work with. First, dismantle the passenger compartment to get at the access plate to take the cover off the pump. Second, does the pump turn? Yes! Third, hook up new wires. Oops. No new wires. All tool boxes and parts bins checked. No wire. Now what. Why Rino to the rescue yet again!

At this point in time I should remind OVL R members that Rino is a relatively new member and is quickly becoming the understudy of Dale of Gin Palace fame. Their common motto is "Why have all that plush Range Rover inte-



Minutes after Dixon realises that transmissions work better when filled with oil



Left: The Unimog at the bridge.
Above: figuring out how to get there.

rior, when the inside of the metal body works just fine.”

So Rino says, “I know I’ve got some spare wire in here somewhere. I don’t know what most of it is for anyhow, so it can’t matter too much.” and proceeds to cut out, what turns out to be the stereo wire to one of his rear speakers, which was already missing. We wired up the pump in a jiffy and gently touched the wire to a power lead. Yeah! It worked and gas soon spurted out of the hose to the carb. Another 45 minutes and the Unimog was all back together.

However, by this time it was already 5:30 PM and would be dark in about two hours. Do we head off into deeper bush with the new fix to the Unimog, or do we camp beside the clear cool lake with the empty campsite and its pre-made fire pit? A rhetorical question you say? Of course it is! Soon the tents were up, the fire lit and we were relaxing in the cool waters of Covan Lake.

We got off to an early.. ok not so early start on Sunday. Ohhh, all that beer last night. The decision was to head back and find the correct turn off. As we neared the turnoff I glanced in my rear view mirror. Where was the Unimog? A few hundred yards back up the trail, there it was with the hood up again. Took apart the stilling bowl and mechanical pump again. More sand and paint bits. After a bit she started up again. François decided to call it quits and we headed south towards Ompah and paved roads. No more than five minutes later, she quit again. This time she wouldn’t start after a cleaning. We disconnected the carb hose and turned on the electric pump. No gas to the carb. We disconnected the stilling bowl and turned on the pump. Lots of gas. Blockage must be in the mechanical pump. Ok. Lets bypass the mechanical pump.

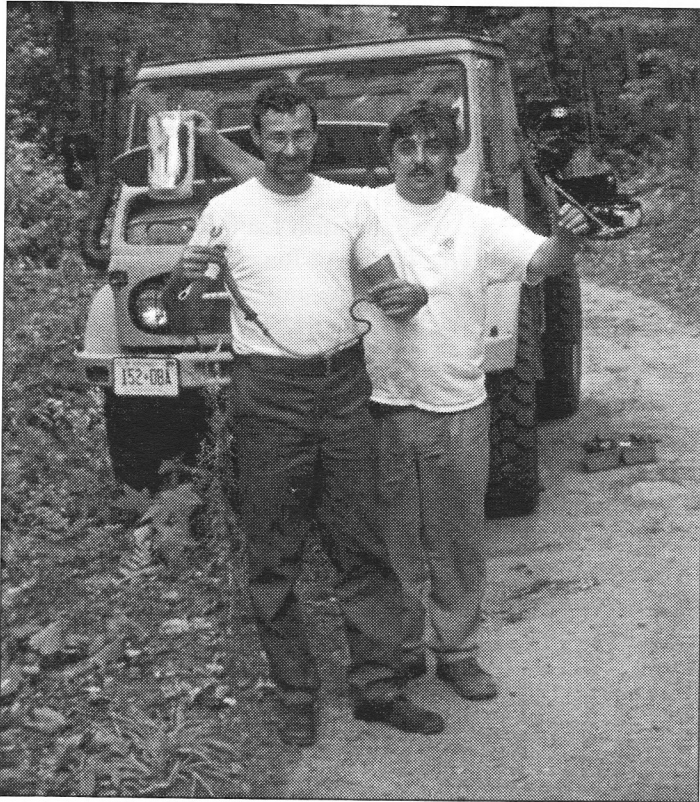
Now all we need is some rubber hose, about 2 feet worth. Oh, Oh. Lets see. Between us we

have 6" of 1/4" hose, 8" of 1/8" hose, a foot of 1/2" hose and 25 feet of air hose. Rooting around in the Unimog’s tool bins turned up several air hose couplings. We connected the 1/2" and 1/4" hose with the air couplings and some heavy plastic tie wraps, then jammed the hoses over the steel gas lines and wired them on. After one or two revisions to stop leaks, we were on the road again. Not only was the Unimog running, François said that it was running better than it had in years!

We stopped for lunch at another lake just north of Ompah and got out the maps. Lets see. We could go straight to the highway or take the meandering route. Oh, and look, there is a hydro cut going in the right direction and marked on the map by the Toronto 101 crowd as an easy scenic drive. François is feeling confident and says “Why not?” Off we go.



The Unimog at the hill climb, 100 feet of fine sand at a 45 degree angle.



François and Rino with the improvised Unimog repair.

It was beautiful. Windy & twisty with lots of ups and downs. The scenery was great with the fall foliage just beginning to turn colours. The Unimog purred along flawlessly. About 1/2 way along the trail we happened on a huge hill of sand. Now

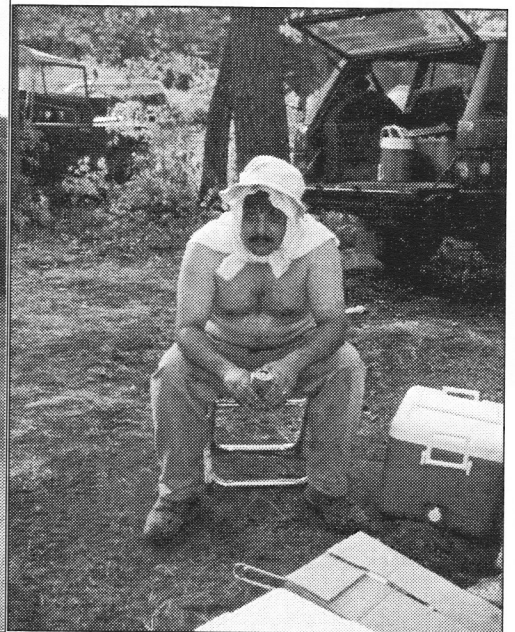
I don't mean your everyday coarse beach type sand. I mean your finest, vehicle devouring, icing sugar type sand. Well, my little 80", Runcle (Runsil), kept pulling at her brakes. She really wanted that hill. Why not. Slowly she backed up and then with a chirp she rushed at the hill. At first I thought she would make it but then our forward movement slowed and she dug herself in, up to her axles. Ok my pretty, this hill can't beat us. We'll give it a second shot. Down the hill we backed and off a distance to get a real run (and let the dust settle a bit). With our companions cheering us on we made our second attempt, only to get stuck at the same spot. Never to be beaten, Runcle went looking for a back door to the top. Sure enough. Way around the side there was a possible track. Using a more leisurely pace, Runcle worked her way around all obstacles and reached the top!

François in the Unimog decided that a frontal approach would suffice. He dropped all 4 tire pressures, measured the wind speed and angle, and with co-pilot Rino (of "I have any part you need" fame) proceeded with his assault. 50, 75, 90% up the hill! Only to stall under the load. Back down the hill for a second attempt. Up, up and over the top! That Unimog is amazing in it's ability to climb. Rino decided that his Range Rover wasn't ready to partake in all this foolishness and hitched a ride down the slope in Runcle, the little 80".

The rest of the journey was relaxed and trouble free. Another 3/4 of an hour and we were at a county road and soon on the highway back to Ottawa and Montreal. The hydro trail we traveled along on Sunday is perfect to introduce new members to offroading. An easy drive the entire length, with lots of technical side sections. Definitely a road to return to. All's well that ends well and we found a great road. We'll be back. 📧



The Unimog at the hill climb - the successful 3rd try!



Ah yes, the happy off-roader. A common site at all OVL R events.

Land Rover Events for the year 2000

(and a few british car events, too)

OVLRL: Ottawa Valley Land Rovers • MORE: Maritime Organisation Of Rover Enthusiasts • TARC: Toronto Area Rover Club
BSROA: Baystate Rover Owners Association • ROAV: Rover Owners Association of Virginia

FEBRUARY:

- 11-14: **Winter Romp**; Unity, Maine. New trails and a different mountain to climb. Details elsewhere in this newsletter. Info: Bruce Fowler, bf71iia@mint.net
- 26-27 **Off Road in Catskills of NY**. Info: Ray at 516.563.6660 or mrbraun1@aol.com. A tough event requiring experience.

MARCH:

- 25: **BSROA; Executive Meeting and Open House** at Badger Coachworks, South Dennis, MA. Info: 508.394.2680 or email info@badger-coachworks.com

APRIL:

- 14-16: **Old North State Land Rover Society; Uwharrie Safari**, Uwharrie National Forest, North Carolina. Events include Poker Runs, The Alan Briggs Land Rover Challenge, contests, etc. Info: Dan Ratcliffe ratclida@msn.com or 919.639.3460. Web site: www.land-rover.org
- TBD: **ROVERS; Spring Assateague Island Beach Run**, Assateague Island MD. Info forthcoming.
- TBD: **BSROA; Pre-Run for June NH event**. Info: Peter Janney, pjrover@sover.net or 508.394.2680.
- TBD: **OVLRL; 13th Maple Syrup Rally**, Shawville, Quebec. Info forthcoming.

MAY

- 7: **Get the Dust Off Rallye and Winery Tour**. This 50 mile Road Rallye thru the back roads of Baltimore, Maryland and surrounding counties and will finish at a local winery. The event is a traditional time, speed and

distance rallye. Participants are encouraged to bring a picnic lunch. Cost is \$15. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.

- 13: **TARC; Mad May Muddiness** -a tour of unimproved roads on the Niagara escarpment. Entrants will have to find 10 different locations and pose their Land Rover to produce photos identical to samples provided with the route instructions. Cost is C\$30 which includes a disposable camera and film processing. Meet at 2:00 PM at Family Fair Restaurant, Main Street East, Grimsby, Ontario (Sunoco Gas Bar, Regional 81). Info: Trevor Easton, blurover@unforgettable.com or 905.945.6128.

- 19-21: **MORE; second annual Moose Trophy Rally**. Info: John Cranfield, john.cranfield@ns.sympatico.ca or 902.765.4532. Web site: www3.ns.sympatico.ca/john.cranfield/

- 19-21: **Import and Replicar Nationals, AKA: Foreign Carlisle**. Carlisle, PA. A great multiple marque NOS/junk show. Info: www.carsatcarlisle.com.

- 20-28: **British Car Week**. This is an annual event that occurs during the last full week of May. It is a commemoration for the wonderful British cars of the past, and their owners, who have so proudly kept them maintained. Info: Scott Helms Trmgafun@aol.com. Web site: members.aol.com/Trmgafun/britishcarweek.html

- 21: **BSROA; Museum of Transportation**, Brookline, MA, Family picnic day on the green in front of the Museum. Discounted entrance fee to Museum. Info: Peter Janney, 508.394.2680 or pjrover@sover.net

- 26-30: **Association of Rover Clubs; ARC 2000 International Rally**. Info: www.4x4web.co.uk/ARC2000/

- 27-28: **Scottish Land-Rover Owners Club; All Rover Rally** Vehicle show and autojumble, East Fortune, East Lothian. Info: www.slroc.co.uk/

- 29-June 2: **Flatland Rover Society; National Land Rover Invitational Adventure Trip**. This weeklong event tests driving, navigation and endurance skills of teams from Land Rover clubs in North America. The competition will be an adventure trip starting in Northeast Kansas and ending in the beautiful Mark Twain National Forest in Central Missouri. There will be special task events throughout the trip. Clubs will select their own two-vehicle teams to send to the event. Each truck will have a driver and navigator competing. At least one of the vehicles must be equipped with a winch. Scoring will be on driving skills, winching, navigation skills, (using GPS), physical challenges, gymkhanas and a variety of other special tasks. Teams should also be familiar with orienteering skills. The entry fee is US\$200 per team. Info: James Merriam, camelrover@aol.com or 316.789.8155. Web site: www.flatlandroversociety.com/ for more info!

- TBD: **BSROA; Final pre-run for June NH event**. Info: Peter Janney, 508.394.2680 or pjrover@sover.net
- TBD: **OVLRL; 8th Annual Spring Tune Up**, Stittsville, Ontario. Info forthcoming.

JUNE

- 4: **Red Mill British Car Day**, Hunterdon Historical Museum, Clinton, New Jersey. This event is limited to 100 cars (pre-registered only). The show is open to all British marques. Refreshments will be provided by The Ship Inn a British style pub-

famous for its micro-brewed British style ales. Cost is \$12. Info: Richard Miller, Marfml@hotmail.com or 908-713-6251.

8-11: 10th Annual Lake Superior Vintage SportsCar Rendezvous Thunder Bay, Ontario. Info: tbvscc@norlink.net or 807.475.9729. Events include a Poker Rally, Gymkana, Show and Shine, etc. Web site: www.norlink.net/~tbvscc/rendezvous.html

10-11: BSROA; New Hampshire Off Road in Southern New Hampshire. A two day event with runs for everyone at all levels. This is going to be a fun, active weekend for everyone to enjoy. Some experience desirable as well as a sense of adventure. We will be based at a campsite just west of Nashua. Info: Chris Browne at 508.650.3446 (h), 617.330.8467 (w) or email Christopher.Browne@AIG.com

25: British Car Day, Bowie MD Allen Pond Park, Info: MGTClub@aol.com

23-25: OVL R; 17th Birthday Party, Silver Lake, Ontario. Info forthcoming.

TBD: Downeast Rally, Mid-coast Maine. Info forthcoming.

JULY

21-23: LRO Billing at Billing Aquadrome, Northampton, UK. Info: www.lroi.com.

AUGUST

4-8: Solihull Society; 12th Annual National Rally. A Celebration of High-Altitude Wheeling. We will begin in Crested Butte, Colorado on Friday with local trail rides. followed by a cocktail party. Saturday we will traverse the Continental Divide as a large group, headed towards Breckenridge, Colorado. Saturday night we will camp in the Mountains. Sunday evening we will have a group dinner in Breckenridge. Monday will be spent running local trails like Red Cone, Wheeler Lake, etc. \$60.00 per

adult and child over age 12. Includes one, 1 year membership per vehicle. Info: John Wood, jwrover@flash.net or 303.774.2096/877.850.8067. Web site: www.solihullsociety.org/rally.htm

20: TARC; Where's Rover? (Previously Rovers at the Rovers). On-road tour of the Niagara Escarpment with brain teasing cryptic navigational challenges. Meet at 2:00 PM at 124 Central Avenue, Grimsby, Ontario. Info: Trevor Easton, bluerover@unforgettable.com or 905.945.6128.

TBD: BSROA; Beach run. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

TBD: OVL R; Calabogie-Flower Station Run, Calabogie, Ontario. Info forthcoming.

TBD: BSROA; Western Mass off road Run. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

SEPTEMBER

9-10: Yorkshire Rover Owners Club (UK); Langley Farm 4x4 Show. Yorkshires annual 4x4 meeting. Judged vehicle line-ups (with prizes) where all kinds of 4x4s can be looked at. Extended off-road course (with easy and difficult routes) Bar-B-Que and Dance, with a bar and a live Rock and Roll band. As usual, there will be a wide variety of trade stands, 4x4 club displays, food and refreshments, and childrens entertainment. Info: Dave White, davew@landie.demon.co.uk Web site: www.landie.demon.co.uk/

16-17: BSROA; Fall Rally, Plymouth Vermont. Two days of off road fun, food etc. We will again be based at Hawk Resort, near Woodstock, VT. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

21-24: British Invasion X: Stowe Vermont. The largest British car show on the East Coast Preregistration deadline is September 1, 2000. Info: Michael F. Gaetano, mgaetano@maainc.com or 508.497.9655. or Christopher Francis,

englandinn@aol.com or 802.253.2106. Web site: www.britishinvasion.com/main.html

30: MGs On the Rocks Car Show and Parts Market, Rocks State Park, Bel Air, Maryland. This event is open to all British cars and motorbikes. Vendors will be selling both new and used items, along with other British car regalia. The Baltimore MG club will be serving up its internationally famous "Pit Beef" sandwiches and drinks. Cost is \$10. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.

30 - Oct 3 Tenative: TARC competitive RTV near Bowmanville. Info: Trevor Easton, bluerover@unforgettable.com or 905.945.6128.

TBD: MORE; Labour Day Rally, A 2 day event is proposed in Nova Scotia but the actual venue is not yet decided. Trails suitable for all comers are planned. Definately a family affair. Info: John Cranfield, john.cranfield@ns.sympatico.ca or 902.765.4532. Web site: www3.ns.sympatico.ca/john.cranfield/

OCTOBER

6-8: ROAV; Mid-Atlantic Rally. Info: Sandy Grice, rover@pinn.net

TBD: ROVERS; Fall Assateague Island Beach Run, Assateague Island MD. Info forthcoming.

TBD: OVL R; The Frame Oiler, Ottawa, Ontario. Info forthcoming.

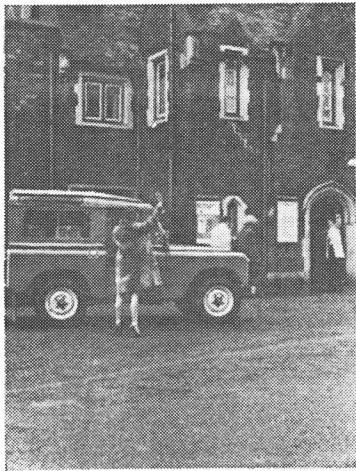
NOVEMBER

TBD: BSROA; Off Road Run in Western MA. Ma Bell or similar. Info: Peter Janney, pjrover@sover.net or 508.394.2680.

DECEMBER

TBD: OVL R; The Christmas Party, Ottawa, Ontario. Info forthcoming.

If you would like an event listed, please email spenny@aol.com with details.



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