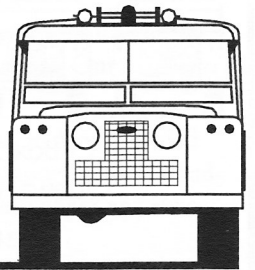


OTTAWA
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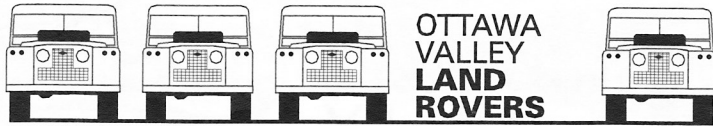


15 March 2000

www.ovlr.org

Volume XVII, Number 3





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.

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

The OVL R Newsletter

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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 maybe 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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OVL R Radio Frequencies:

VHF: 146.520

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/

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

I guess when they took the Union Jack down outside the building and put up a BMW flag, that should have been the clue that the end was near.

— an unidentified LRNA watcher

Greetings;

Several items of note this month. First, the thirteenth Maple Syrup Rally will again be held in Shawville Quebec. Details regarding this even can be found elsewhere in this newsletter. Second, Rovers North will be sponsoring the Crossword Puzzle Challenge this year! Third, the dates of a number of events have been decided upon by the Executive.

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga depending on where you might be sitting.

For the past twelve years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laning. Last year more than sixty people came out!

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be help on April 2nd, with a "rain" date of April 9th. Remember, Mother Nature determines the date, not us!

For the past couple of years, OVLRL has been running a crossword puzzle challenge for our members. This month we see the first installment of this year's competition. Rovers North has offered to sponsor the competition this year. The prizes

will be the same as the past two years, that is the first place winner will receive a US \$200 gift certificate from Rovers North. Second place will receive US \$100, and third place US \$50. The rules can be found within the newsletter.

A number of issues were decided upon at the February executive meeting.

The Club's Expedition Trailer will undergo some re-modelling work in light of experiences from the past several years worth of operations. The cooking surfaces will be moved to a lower position, possibly changing the kitchen area from a "L" shape to a "U" shape. One of the gas burners may be exchanged for a propane BBQ unit to two. The trailer may lose its trailer springs and go for softer (and surplus) military lightweight springs, lowering the entire trailed in the process for greater highway stability. And finally some re-modelling to integrate the new tent into the whole.

Some dates quickly... (more events can be found on the next page and in the back of the newsletter). The Tune-up will again be at the MiniMan in Stittsville on May sixth. There will be a number of off-road events this Spring, the first being on May twenty-first in Marleborough Forest. There will be a Breakfast in early June, details to be announced in a future newsletter.



Another shot of Sean Cantrell on the RTV, 16th Birthday Party.

Photo: Martin Rothman

This Month's Cover:

Sean Cantrell on the RTV, 16th Birthday Party

Photo: Bruce Ricker

Upcoming Events

in the next month or so...

- March 20 Social at the Prescott,
Preston Street, 7 PM
- April 2 All-British Car Breakfast at
Capital City Diner, Ottawa, 8:30
AM Info: Hill Goldberg 724-3725
- April 2 The Ottawa Valley Triumph
Club Dart Tournament, 1-5 PM.
Le Scratch (Merivale Mall) Info:
Ed Kaye 692-1880
- April 3 Executive Meeting, Phone
Christian for time and location
- April 17 Social at the Prescott, Preston
Street, Ottawa, 7 PM
- April 2 Maple Syrup Rally, See details
elsewhere in this newsletter

future events:

(Dates & times subject to change)

- May 1 Executive Meeting, Phone
Christian for time and location
- May 6 8th Annual Spring Tune Up,
Stittsville, Ontario. Info forth-
coming.
- May 15 Social at the Prescott, Preston
Street, Ottawa, 7 PM
- May 19-21 Foreign Carlisle Car Show,
Carlisle, PA. (great multiple
marque NOS/junk show)
- May 21 Marleborough Forest Off-road,
Info forthcoming.
- June The Breakfast.
- Late June Downeast Rally,
Mid-coast Maine.
- June 23-25 Birthday Party,
Silver Lake, Ontario
- July 15 LaRose Forest Off-road,
Info forthcoming.



Spotted recently at BMW Canada's head office and shot by our roving spy photographer. The black one seems to be loaded with options and is shown flanked by a Disco (SII) and a Range Rover, which pretty well covers the entire Canadian LR line-up. The silver one appears to be more of a poverty model. Both are sporting LRCDA license plates. These photos taken at BMW/Landover Canada in Whitby

Photos: Jim Robertson

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

From the Editor: Another stuffing has past, and again we were graced with the presence of Sean McGuire, who despite the attractions of beer and pizza ensured that his greasy fingers managed to check each and every newsletter envelope before it went into a great big box. That he was later seen on hands and knees under the tables, ostensibly collecting all of the newsletters from said box that he knocked over onto the floor did give rise to some questions about what skills Sean has learned with a long association with the Arts... Murray Jackson declined to respond to the baseless work of fiction that Sean submitted to the newsletter, preferring to scan the Prescott and imbibe the occasional beverage. The stuffing team was rounded out by Fred Joyce and Bruce Ricker, both of whom noted that the newsletter was on time this month!

The Rovers North Crossword Puzzle Competition: The rules for this year's competition will be similar to those of the past several years with one twist. This year, rather than having the Editor judge the competition, last year's winner Fred Joyce will be the judge and jury.

You must first complete the puzzle. From there, there are several options available to submit the puzzle. You can send it to the OVLRL address, care of Fred Joyce, scan it into a GIF or JPEG and attach to a message addressed to Fred. If you wish, you can send it as an ASCII text box where the black boxes are represented by spaces. All OVLRL members are eligible to participate in the competition, with the obvious exceptions of Fred and Murray.

There will be three further installments printed in May, August, and November newsletters. Scoring will be based on the total number of correct answers (remember, spelling tends towards British/Canadian in some cases. i.e. colour vs. color, grey vs. gray, etc.) In cases of ties, the various contestants will share the prize between themselves. The results will be announced at the Christmas Party in December.

Land Rover's reputation remains intact, though the reputation of one of our members is in tatters. Roy Bailie managed to get his 88" completely bogged down to such an extent that he couldn't move forward or backwards. What made this more noteworthy, is that

Roy managed this all in his own driveway. Reliable witnesses report that his wife just rolled her eyes when his younger son trotted out of the house and managed to extract it within minutes...

Spenny writes: Last Sunday I got a call from Christian Szpilfogel, who just happened to be in Arlington for a conference. As I was on my way out to a friend's house for dinner, I picked Christian up on the way and we had a lovely sushi dinner at my friend Pete's house.

Wednesday found Christian, Dave Bobeck and myself wandering around Adams Morgan looking for a place to eat. We finally settled on a favorite Salvadoran restaurant, (*Thanks again, Christian!*) followed with trips to Dave's house to see Red Square (Dave's 109 project). Spenny's house to see the Toy Pile and his pile of 109 parts, and another quick stop to see Rich Biby's nearly completed SWB coil-sprung project. The last stop of the evening was at the local Irish Pub, where Guinness was consumed.

While at the Pub, Christian told us the story of how he was, (*how does one put it? In his cups? A little tipsy perhaps?*) at the AGM and was unable to defend himself from the advances of democracy. Waking up the next morning with the coveted President's Sash firmly wrapped around him must have been quite a shock! Well, in any event it's nice to see democracy served and I am absolutely sure Christian will deliver unto us a **spectacular** year of events!


Roy Parsons sends the following report: Bonjour, For those with a grasp of the French Language, or just like to look at pictures, the bookshop at the Ottawa Airport has a Land



Yes folks, it's almost that time of year...


Photo: Quintin Aspin

Rover magazine from France. "LAND - Le Magazine des passionnes de tout terrain" sells for Cd\$8.00, which is cheaper than the other Land Rover magazines. With the ridiculous parking rates though, you'll have to be fast on your feet or it will cost you as much as the others.

 Dave Bobeck writes: I had a stupendous weekend. Spenny and I muscled the rear box for Red Square over to the garage and up onto the frame. Then it was just me lining everything up, squaring box to chassis and doors to bulkhead and box, getting it all nice and straight. Then clamp some

chassis clips on to hold it all in place. Tack. Unclamp. Lift. Weld. Tonight its hopefully Spenny, Christian Szpilfogel and I can lift the rear of the box and then stick some supports under it so's I can work on the rear x-member and install the fuel tank this week. The rear cross member that I was so paranoid about was spot on, well, maybe 1/4" or 3/8" too high. No problem compensating for that over the length of the truck. This is because the extensions are really made for using on an 88". The angle from x-member to frame rail is different on a 109". Next time no extensions... It looks like a truck again!

Some Non-OVLR News & Rumours

 Newsletters received this month include the December issues from two of our Australian friends, The Review, (Land Rover Owners Club of Victoria); and The Obsession (Land Rover Register of South Australia).

 March's Magazine reviews:

LRM: In an effort to save money February and March were sent in the same envelope. Unfortunately the money saved was not discounted from the annual subscription price. We hope this is not a trend.

In an article on Expedition Preparation for a trip from the UK to Georgia the following item is listed: "Bucket, sponge, shampoo, chamois, windscreen bug remover - it's illegal to drive a dirty car in Georgia or Romania!" Even if you tell the

officer you were going to get it washed in Atlanta?

A Dutch "van" Disco is profiled. Seems that by raising the roof 5" and removing all seating in the back the road tax was reduced from £1300 to £260 per year. Ouch! The rules were in effect in the early 90s.

LRW: In the Reader's Chassis article the torquing of U-bolts is described: "unfortunately, the thread stripped at about 50 lbs on the first U bolt!" Well, of course it will, silly!

Jeff Meyer continues his 109 rebuild saga. After shoveling several feet of snow from Jan Hilborn's driveway in northern VT, he headed up north to attend this year's OVLR Christmas party.

The border crossing up here to Canada was uneventful. But shortly after he came upon a pair of Nuns whose Honda had broken down. They first exclaimed "Oh Roy! Are we glad to see you".

As Jeff got out of the truck, they realized he was not Roy Baile. Apparently they couldn't tell a 109" from an 88", but most people can't anyway. It turned out they desperately needed a lift into Ottawa and Jeff being the softie he is was quick to oblige with one in the front seat and the other in back.


Jeff felt these nuns seemed rather progressive as they both were chewing gum and wearing more makeup than any other nuns he had come across. The nun in the back soon complained about the cold conditions in the back of the 109 and proceeded to climb over the seat into the front. Although it was dark Jeff couldn't fail to notice as she hiked herself over the seat that she was wearing heels and what appeared to be fishnet stockings. These were no ordinary nuns indeed! As they neared their destination one ordered "pull in here" and Jeff pulled into the "Silver Dollar", which appeared to be an some sort of gentleman's club! The nuns began laughing hysterically at Jeff's bewildered expression and offered Jeff a free admission ticket and an invitation to come inside. After the long drive Jeff felt it was probably time for him to get some religion, so in he went.


He had to, or else he would never know if that was Al Pilgrim's green Series 1 107 pickup parked out front.



Alan Richer & Churchill on the light off-road, 15th Birthday Party
Photo by: Spencer Norcross

LRO: Geof Miller, a Land Rover project engineer in the '60s talks about the legal requirement in the USA to install an ashtray at the top of the dash in the Series II and its first production test: "He opened the ashtray, put some ash in it and killed the cigarette. It was a hot day, so we opened the front ventilator, which promptly took all the cigarette and ash straight out over our shoulders, up against the door at the back of the vehicle!"

 The UK press has found Land Rover in with an amazing array of embarrassments from the Ministry of Defence regarding procurement of various pieces of kit. Land Rover's 1996 contract to supply 8,000 vehicles to the Armed Forces was delayed by brake faults on the initial vehicles, resulting in the contract price rising from 121 million pounds to 205 million pounds. In the interim, as deliveries are 28 to 33 months late, the Forces spent an additional 23 million pounds keeping the old Defenders running about. Imagine the concern if leaking oil was considered a fault by the Ministry!

 Well, now it's official:

Land Rover to Leave Maryland for New Jersey.

Reprinted without permission from the February 19 Washington Post

In a consolidation move, Land Rover North America, maker of the Range Rover luxury sport-utility vehicle, is pulling its national headquarters and 60 jobs out of Lanham to move closer to the U.S. headquarters of its parent, BMW Group, in Woodcliff Lake, N.J.

The decision to move the company's administrative and marketing operations, which have been based in Lanham since 1986, was announced to employees on Jan. 31, said Mark Schirmer, a spokesman for Land Rover.

The move represents a change in course for the company, which four years ago announced plans to expand in the Washington area. Land Rover spent \$10 million to build its 60,000-square-foot corporate headquarters and the company campus, known as Land Rover University, which included a 10,000-square-foot training campus with an accompanying six-acre off-road track.

Land Rover, a wholly owned subsidiary of BMW since 1994, has slowly been transferring employees to BMW's headquarters for the past two years. The Lanham offices employed about 100 workers two years ago, but that number is down to 60 full-time employees, all of whom have been offered jobs in New Jersey, Schirmer said. The move is expected to be completed by the end of the year.

Land Rover North America, which sold 29,280 vehicles and had revenue of more than \$1 billion in 1999, is the only car-maker with national headquarters in Maryland.

Land Rover's \$10 million investment two years ago was part of a corporate strategy that began before the 1994 acquisition, Schirmer said.

"I think that in '94, we were moving on plans to [build the new building] when the company was bought," Schirmer said. "The company didn't understand the management of the company right away, and inertia moved it along," he said of the construction. The company decided that the cost savings down the road would be greater by pulling out of Lanham altogether, he said.

Jack Pitney, a spokesman for BMW Group, said the decision to move Land Rover reflects changes in the parent company's board of management in Munich.

"The thinking then was to allow them to remain completely and wholly autonomous," Pitney said. But a year ago the board reorganized, the chairman left and the company has since been trying to consolidate its finance, tax, human resources and other administrative divisions of its subsidiaries, he said.

George C. Peterson, president of AutoPacific Inc., a Tustin, Calif., auto industry research firm, said Land Rover may be able to have savings of 20 percent to 30 percent through personnel consolidation.

The company is negotiating with the state of Maryland to help it sell the headquarters building, Schirmer said. The campus and the 1,729-foot off-road course, which the company unveiled with much fanfare in 1996, will remain as training



Quintin Aspin brings Dave Scheit home... 15th Birthday Party

Photo: Mike Malone

grounds for hundreds of mechanics, retailers, and sales staff members of Land Rover, Schirmer said.

BMW Group employs 3,000 people at its Spartanburg, S.C., plant, where it manufactures its Z3 and M coupe roadster models and X5 light trucks. Land Rovers, which sell for \$58,000 to \$68,000, are manufactured in Solihull, England.

🚗 Rover engine identification chart, 1987-96, NAS

Displacement	Engine #	Compression	Approx. Yr.
Range Rover			
3.5	31D-00001	8.13:1	87-88
3.9	38D-00001	8.12:1	89-92
3.9	36D-00001	9.35:1	93-94
4.2	40D-00001	8.94:1	93 LWB
4.0	42D-00001	9.35:1	95-97
4.6	46D-00001	9.35:1	96-97
Discovery			
3.9	35D-00001	9.35:1	94 manual
3.9	36D-00001	9.35:1	94 auto
3.9	35D-00001	9.35:1	95 manual
3.9	36D-00001	9.35:1	95 auto
4.0	50D-00001	9.35:1	96 manual
4.0	50D-00001	9.35:1	96 auto
Defender 90			
3.9	29G-00001	9.35:1	92 manual
3.9	29G-00001	9.35:1	94 manual
3.9	29G-00001	9.35:1	95 manual
4.0	50D-00001	9.35:1	96 manual

🚗 More news about BMW's continued travails with our favourite marque.

Berlin (AP) via NewsEdge Corporation

The head of Volkswagen said he plans to break off the German automaker's pursuit to take over luxury car-maker BMW, according to a newspaper report.

Ferdinand Piech told Die Welt that talks with the Quandt family that owns BMW have made it clear to him that the company isn't up for sale.

"I accept this position that the owners have toward BMW," he said.

The two automakers were reportedly in cooperation talks because of the big losses last year at BMW's Rover unit in Britain.

🚗 More Land Rover in the news, this time good news:

According to CNW Marketing/Research, More Americans are

aspiring to European and Japanese luxury brands than ever and are leaving Lincoln and Cadillac in the lurch.

In 1999 vs 1998, while industry sales were up nearly 8 percent, Cadillac sales fell 2.2 percent from 183,000 to 179,000 while Lincoln sales dipped 5.7 percent, from 187,000 to 176,000. They were out-sold by Mercedes Benz and Lexus, dethroning the domestic nameplates from their historic number one and two sales slots.

Europeans, on the other hand, saw gains ranging from 11 percent for Mercedes to a staggering 57 percent for Jaguar. Brands such as Audi and Land Rover registered impressive gains of 38 percent and 37 percent respectively.

🚗 A new Polk Study shows that while Gen Xers, who comprise 25 million consumers between the ages of 20 and 35, display below-average brand loyalty, we love the Land Rover.

Generation X appeal - top 5 makes*

Percent of New-Vehicle Buyers Under Age of 35

1. Isuzu	26.83%
2. Mitsubishi	25.68%
3. Land Rover	23.90%
4. KIA	23.88%
5. Volkswagen	22.80%

Source: Polk

*Based on all new vehicle registrations of heads of households for the first nine months of 1999 model year.



The ZippyTow™ Tow vehicle


Photo: Spencer Norcross (ZippyTow™ customer ID#0001)

🚗 All hail the fatherland: The newest BMW rumour claims that BMW has fired all of the parts people at LR UK and replaced them with BMW people. BMW is currently re-numbering all LR parts to the BMW system and future orders will only be with BMW's part number system. This is everything from Series I to Freelander. According to BP this is already causing parts outages at dealerships with all of the confusion.

🚗 The Ottawa Valley Triumph Club will again host the Spring

Inter Club Dart Tournament. The tournament will be held on Sunday April 2nd from one to five pm at Le Scratch, at the south end of Merivale Mall on Merrivale Avenue in Ottawa South. The estimated cost is \$5 per team of two. It is suggested that you arrive at around 12:30 to register and practice. There will be trophies for class winners, high scores (in three darts), and the coveted "Weenie" Award to the individual scoring under ten points

in three flights while needing one hundred points or more. This particular award gets passed around like a hot potato, and whoever holds it at the end of the day keeps it). For further information, contact Ed Kaye at (613) 692-1880.


 Just in case you weren't sure Land Rover is the marque for you, LRNA has released its 2000 Authoritative Guide to Sport-Utility Vehicles.

On February 9, LRNA released its 2000 Authoritative Guide to Sport-Utility Vehicles. The award winning, 112-page buyer's guide offers SUV shoppers a candid look at the often-overwhelming world of sport-utility vehicles. It has been significantly updated for 2000 to include helpful information on recently launched vehicles and important, newly introduced technology.

Land Rover's Authoritative Guide offers straight talk on technical issues, vehicle specifications and pricing data for 34 competitive 2000 model year sport-utility vehicles. Vehicle measurements-everything from cargo space to overall length and interior headroom-have been supplied by the individual manufacturers and are carefully presented in easy-to-compare tables, allowing consumers to quickly compare a wide range of popular sport-utility vehicles using one single source. In addition, readers will find articles addressing SUV safety, off-road driving techniques and background on venues where owners can use and enjoy their sport-utility vehicles.

The format for the fourth edition of The Authoritative Guide makes it both informative and easy to read and understand. Simple charts, graphs and numerous illustrations work to present the data in a clear, discernable manner. A comprehensive six-page glossary includes easy-to-master definitions of commonly heard and often misunderstood-terms, such as Gross Vehicle Weight Rating, viscous coupling and ramp breakover angle.

Free copies may be picked up at any Land Rover retailer.

 LRNA's New Infomercial: Updated, Refined and Wide Screen!

LRNA announced the debut of its second infomercial, The Land Rover Experience. It will be aired in southern California beginning February 7th, before being rolled out nationwide. The 28-minute, wide-screen ("letterbox") infomercial allows LRNA reach a broader and more diverse audience than can be by traditional advertising. The first infomercial debuted in July 1999 and was a tremendous success, increasing weekly activity



*Russ Dushin's Nigel being winched by Tom Tollefson on the heavy off-road, 15th Birthday Party
Photo: Spencer Narcross*


on the company's 800 number by as much as 600 percent.

This new infomercial was shot on location in Arizona and New Mexico and, is hosted by former Olympic Skier Andy Mill, Camel Trophy veteran Tom Collins, and Sally Eastwood.

The all-new infomercial, has more off-road footage and customer testimonials from the retailerWheels events. Retailers and regional marketing groups are being provided with on-camera lead-ins for custom versions to run in local markets."

Viewers will learn about the on-road performance of both Range Rover and Discovery Series II and the extreme off-road capability of all Land Rover vehicles. A primer that discusses some of the proper off-road driving techniques is also included. The positive aspects of Land Rover ownership-particularly the overall experience of purchasing a vehicle from a Land Rover Centre-play a key role in the program. In fact, the Centre concept is a proven success. In a recent survey by Strategic Vision, the San Diego-based research firm, Land Rover placed second in the industry in overall sales and service experience. Further, in a recent J.D. Power and Associates survey, Land Rover topped the industry in terms of customer satisfaction with the routine vehicle maintenance experience.

1999 was the best sales year in company history for Land Rover North America, Inc. with sales reaching a record 29,380 units, representing a 37.1-percent increase over calendar year 1998.

 In the most recent British Marque there is a small blurb on BMW. It said that Land Rover will be combined with BMW and that there will no longer be separate LR dealerships. Given the current news coming out of BMW, this seems to be the case.

Important Birthday Party News

In accordance with changes made to the Birthday party reservation process last 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 you 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

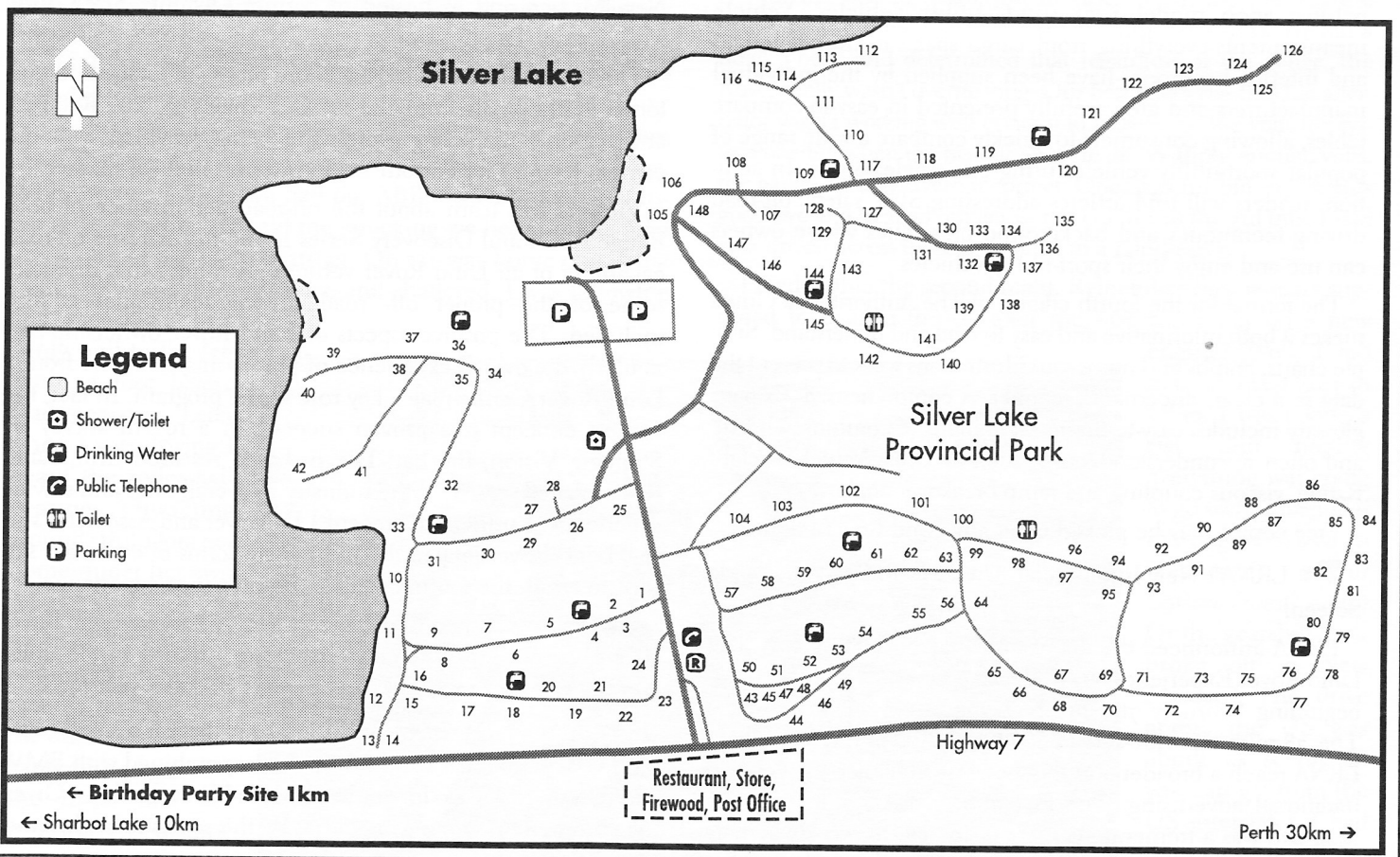
Also please take note this is also how you will be letting the event coordinator know if you are attending the Birthday Party, so if you are staying at Mrs. Deacon's (on the BP site proper), the Motel, or elsewhere in the park **you must still contact Christine to reserve your place for the event.**


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.

The other change for this year is that to attend the event you must pay the full event fee, regardless of whether you choose to take part in the meal plan or not.

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**

More complete information on this can be found at www.ovlr.org/OVLR.birthday.info.html Full details and a registration form will be forthcoming in an upcoming newsletter.



 The Atlantis of the Sands. Sir Ranulph Fiennes co-lead a team of NASA scientists, archaeologists, explorers and film-makers on an expedition to the 'Empty Quarter', a desert region of the southern Arabian Peninsula. Their mission was to find the lost-city of Ubar, a city described by Lawrence of Arabia as "The Atlantis of the Sands". [be sure to check out the equipment list in the inset box. You can be sure I'll be bringing all that stuff to the Birthday Party next year!]

According to legends and some historical background, Ubar was a magnificent city that gained power and wealth centred around the Frankincense trade. The city of Ubar is referred to in The Thousand and One Nights (the Arabian Nights) and in the Koran. These legends speak of Ubar's demise somewhere between the first and fourth centuries A.D. when Allah buried the city beneath the sands because the inhabitants had become wicked and greedy because of their great wealth. It is also stated that whoever tries to find the road to Ubar will be cursed.

The trip marked the first ever use of the Space Shuttle's Imaging Radar, which let the adventurers view beneath the desert sands. The expedition relied 100% on Land Rover Discoverys, chosen by Fiennes after a very careful selection procedure, involving the evaluation of 12 different types of vehicle.

Carrying out an excavation at Ash Shisur, it was discovered that the legends were fairly accurate in their descriptions of Ubar but not its fatal conclusion. The real truth behind it is



Roy Bailie waits for the start of the light off-road, 15th Birthday Party
Photo by: Spencer Norcross

that the walls were built over a limestone cavern which probably collapsed sometime during the fourth century when the water was drained out from the well.

People have written about Ubar for thousands of years, and hunted for it in the desert all through this century without any luck. It was found by Sir Ranulph Fiennes with the help of NASA and Land Rover Discoverys.

So what equipment does the modern explorer pack for such ground breaking expedition?

Here's what Sir Ranulph Fiennes packed in his Discoverys:

- | | | |
|--|---|---|
| Dark glasses | Music Cassettes, CD's | Cookers with gas bottles |
| Mosquito repellent | Roof racks | Kettles and mixed cooking gear |
| Personal medical packs | Personal lightweight tents (with mosquito nets) | Fresh food, bread, milk |
| Vehicle mounted First Aid packs | Personal watches | Anti-sweat bands on drivers seats |
| Fire extinguishers | Cameras with film | Boxes of tissues |
| Compasses | Film team with large tin boxes, tripods etc. | Paperback books |
| GPS Units | Notebooks | Personal snacks |
| Area maps | Ground spikes and sledge hammer | Local dialect dictionary |
| Navigation pencils,dividers, rulers | Antishan for relief from itches and bites | Binoculars |
| Sleeping Bags | Blister pads | Brake fluid, Grease, Oil |
| Collapsible canvas beds | Light fleece jackets | Opener tools for 45 gallon drums |
| Canvas washbag | Lo-Kata beacons | Fuel pumps |
| Collapsible canvas chairs | Mobile phones | Funnel |
| Collapsible Formica topped table | VHF walkie talkie | Repair kits, glue, cloth tape, lush cord sand channels etc. |
| Sun creams | Archaeological collection bags | Anti-burn dressings and burn relief cream |
| Shemaghs (Arab head and face veils) | All mechanics kit boxes. Socket sets etc | Blankets |
| Light cotton trousers, shirts and safari jackets | All vehicle spares | Sponsors logos and flags |
| Personal torches, pocket knives, clothing bags | (as listed by Land Rover agent in Salalah) | National flags |
| Playing cards, cassette player | Tow ropes | |

New Members

1 new member in February

Mike Fruetel of Bracebridge, Ontario with a 1963 SIIA Dormobile

General Servicing: Repairs, Humour, Tales & Trivia

It's That Time Again... A Friday Story

by Mike Rooth

Readers of these chronicles (if, in fact there *are* any), will recall that Bloody Nora was suckered into passing an MoT test last year. And subsequently visited an awful fate onto yours truly for the impudence. You can't pull that trick two years running, it seems, although on reflection, it's probably because I took the spare wheel out that I awakened her suspicions.

At any event, we rolled up to the village garage at nine-thirty in the morning, and drove straight onto the hoist. Whereupon a roly-poly little lad equipped with a clipboard and a pencil started wandering round Nora. I ignored him and wandered off for a natter. I did however notice him opening and shutting the doors, and the bonnet, chewing the end of his pencil the while and looking somewhat distressed. Eventually he gave up and said "Er... excuse me, but where is the chassis number on this?" Oh, right. That's a good start then.

There followed a period of quiet contemplation, which was odd because the bloke that normally does the testing was otherwise occupied beating the crap out of an inoffensive looking Sherpa van, and showing no signs of wanting to stop this pleasurable occupation, although he did mutter something along the lines of the tester being unable to get out of bed. Illumination was provided with the arrival of another bloke I'd never seen before, amid ribald comments which have no place in a family publication. This, it seemed was The Tester. He smiled a lot. Don't trust them when they smile a lot. It usually means your wallet is about to undergo a serious operation.

To be fair, Bloody Nora behaved quite well. Even to squirting water from *both* windshield washer jets instead of the more usual one. Although I did experience a sinking feeling when the headlights didn't immediately work. However she changed her mind over that amid my mutterings about scrapyards. "Well then" said Smiler "There's just that nearside wheel bearing and the welding to do". Bastard. *And* he said it with a big grin.

The welding needed was on the rear cross member, and both front dumb irons. Fair enough I suppose, except that to get at the dumb irons the bumper has to come off. So what? I hear. Well, during the first year of my ownership of Bloody Nora (or perhaps that should be the other way round) I noticed a patch on the chassis rail just behind the bumper. Said patch being totally insubstantial and peeling off. I had it removed and another patch put on. Which was welded to the bumper bracket...

And so it came to pass that my wallet had its first operation. Item, one new bumper, and four new bolts. And an appointment with the welder on the Friday. The welder, incidentally, being the bloke that *used* to do the testing. And in the mean-

time yours truly got to grips with the nearside swivel and wheel bearing.

On the Friday I duly turned up, and pointed out the new bumper in the back, the new bolts in the front, and the fact I'd taken the offending play out of the nearside front wheel. So that, when he'd finished the welding, he could damned well get writing. Will I never learn? Bloody Nora thought otherwise, for when I rang later in the day I was greeted with; "The welding's done OK, but you've got *loads* of play in that wheel bearing". You WHAT? I went to collect Nora, new shiny bumper and all, and I have to say that the welding is first class. He'd almost rebuilt the dumb irons, including the bracket for a steering damper. Second wallet operation. Go home to convalesce.

Sure enough, there *was* play in the wheel bearing (although not enough to justify all that fuss), and curiously, as soon as I removed the locking nut, the *outer* locking nut, it disappeared. You work it out, I cant. And what's more it stayed went.


Out in the sheeting rain Monday morning to demonstrate one perfectly behaved nearside front wheel, and demand certificate. And have a natter to the owner of the premises, now retired, whom I've known all my life. Lurking in the darkest recesses of the lorry bay was eighteen tons of steam ploughing engine with a poorly boiler. For those not familiar with steam ploughing, there are two engines in each set, a right hand engine and, surprise, surprise, a *left* hand engine. The handedness depends on which side of the engine the winch fairlead is. The winch, a horizontal drum bolted under the boiler, makes your average Koenig look like a kiddy's toy. The plough is then dragged backwards and forwards across the field by means of the two winches.

Unfortunately with this one the boiler barrel under the drum bracket had decayed due to the build up of mud, and the strain of pulling. It hadn't done badly though. I thought they'd been built in 1897, but Reg informs me they were built in 1876. They'd had a major overhaul by an Oxford firm in the mid twenties, but precious little since then. The overhaul had given them different safety valves and unfortunately, a different chimney (I quite like the Fowler stovepipe chimney).

They exhibit various traits attributable to Land Rovers as well, albeit primitive old Land Rovers on steroids. They wander all over the road, due to the somewhat... er... *agricultural* steering arrangements. Said arrangements being as follows:

On the left side, *outside* the footplate, just behind the rear wheel, a step is riveted. In front of the step is a vertical shaft, topped by an iron wheel. Just under the iron wheel (which is,

BMW to break up The Rover Group.

 As this Newsletter is being prepared for mailing, the fate of the Rover Group is in the hands of the BMW board. At this time, according to BBC reports, BMW has sold Rover's car business to Alchemy Partners. BMW is reported to be keeping Land Rover and the new Mini. At this time there is an unconfirmed report that the The Premier Automotive Group, a subsidiary of Ford Motor Company, will be buying the entire Rover Group. The Premier Automotive Group owns Volvo, Aston Martin, Lincoln and Jaguar. The Rover Group owns Land Rover, Rover, Mini, and MG

As I prepare to send this off to Dixon, The BBC website is reporting that Land Rover will be sold to another "well-established car maker." I'll bet it's going to be the Ford/Premier group. They have been looking to buy someone with the money (US\$1 billion) left over from their purchase of Volvo. BMW fought them off at least once, and now it looks to me like they've found something good to buy. As for those of us that bleed green and yellow, the Ford/Premier group will be a good fit. They seem to understand what a marque brings them, how to enhance that branding, how to fix what is wrong with the marque (witness the Ford electrical system now found in Jaguars), and most importantly, how not to ruin brand loyalty from the inside out with constant meddling. My best guess? In another few years, Ford may end up owning the rest of the Rover group.

Ladies and Gentlemen, wave good-bye to the Hun.

—Spenny

 BMW splits up Rover. 16 March, 2000

German car maker BMW has confirmed that it will split up its Rover subsidiary and sell the Rover Cars business to UK venture capital firm Alchemy Partners. The German car maker will retain the Landrover range and build the new Mini. A new firm, the MG Car Company, will continue with Rover's current model range of the 25, 45, 75 and "old Mini" and will provide service to Rover's customers, Alchemy said in a statement.

Unions say BMW has "betrayed" Rover workers. Unions have warned that the sell-off could lead to massive job losses. Alchemy Partners, though, are promising that MG Cars would employ "a significant workforce". The investment group is said to have funds of about £1 billion, and three of its top executives have a strong background in the motor industry. One of them is Kevin Morley, a former Rover marketing director.

Meanwhile at Westminster, the prime minister's official spokesman Alisatir Campbell said that there had been "a difficulty in getting clear and reliable information from BMW".

He added that the first the government had heard of the Alchemy bid was via the media and, crucially, that the proposed aid to help reconstruct the ailing car plants would not be automatically transferred to any new owners.

UK Trade Secretary Stephen Byers Despite a rescue package agreed with the UK Government last year, BMW's decision was prompted by a further increase in losses at the subsidiary to more than £750m last year, Mr Byers said.

He confirmed that Alchemy partners was interested and said he would "engage in dialogue with any potential new owner."

The Rover Group owns the following plants:

Oxford: Oxford produces the Rover 75 and employs 3,500 people. The new flagship model was launched last year. In 1999 56,000 vehicles were built there. The car received favourable write-ups and awards, but has not chalked up expected sales.

Solihull: Land Rover is the part of Rover that's doing well. The factory produces the whole Land Rover range, featuring Range Rover, Defender, Discovery and the Freelander. Solihull employs 10,000 people and made 170,000 cars in 1999. Sales have grown dramatically in recent years, especially in the US market.

Birmingham/Longbridge: At Longbridge, Rover has more capacity than customers. Longbridge has suffered drastic cut-backs of its workforce. Today it has 8,500 workers. The Rover 25 and 45 are made here. Other products are the famous Mini, and the MG-F. Last year, Longbridge's workers built 180,000 vehicles. There are plans to produce a new Mini in Longbridge by 2002. In December, Rover Longbridge was shown to be one of Europe's worst-performing car plants in a survey of annual productivity per worker by the Economist Intelligence Unit.

Swindon: The 3,000 workers at the Swindon plant produce the body parts for all Rover cars. In addition, the group employs several thousand people at a number of other small plants and offices across the country.

The Rover Group's numbers over the last 2 years:

	Sales	Market share	Losses
1999	143,343 cars	6.52%	£800m
1998	193,919 cars	8.63%	£590m

The OVL R Crossword Puzzle Competition Rules and Hints

Submissions: Send completed puzzles to Fred Joyce, 2315 Lookout Drive, Cumberland, Ont K4C 1C1. If you want to scan your puzzle in and send it by email, scan as a GIF or JPEG, or send as an ASCII text box where the black boxes are represented by spaces. Send your submissions to cword@fourfold.org.

Hints: After every clue, there is a clue length indicator. This tells you how many letters there are in the answer. If the answer is a compound word, or two words or more, this will be indicated. For example, the answer "Land Rover" would be indi-

cated by (4,5). Abbreviations or acronyms are also indicated. For example, the answer "OVL R" would be indicated as (1,1,1,1)

Clues written in the plural generally indicate plural answers.

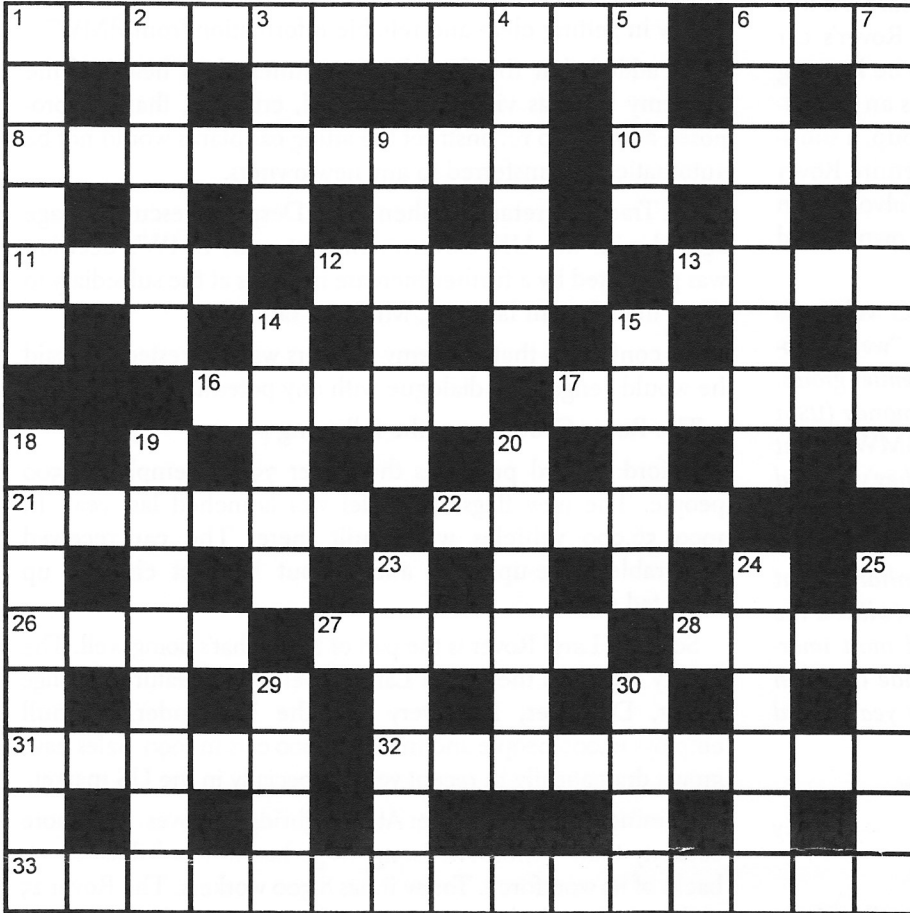
Remember, spelling tends towards British/Canadian in some cases i.e. colour vs color, grey vs gray, but this is not always true.

This year's series of crossword puzzles will move towards more general answers rather than any club specific answers where a close read of the newsletter may be required. Any local references will be pretty obvious if you read the newsletter.

Ottawa Valley Land Rovers Crossword

No. 1 - 2000 © motorcross.ca

Sponsored by Rovers North



1319 VT Rt. 128 • Westford, VT 05494
Phone (802) 879-0032 • Fax (802) 879-9152

Rovers North Web Site:
<http://www.roversnorth.com>
• Online ordering & Catalog
• Bulletinboard system
• Monthly specials
• Vehicles for sale list

Across

1. Source for genuine Land Rover parts (6,5)
6. Abbreviation pertaining to an 88" (1,1,1)
8. A carburetor adjustment (4,5)
10. Hydraulic clutch cylinder adjective (5)
11. Shock absorber mounting points (4)
12. Slangy adjective for dashboard light (5)
13. Common off-road souvenir (4)
16. Electrical system component (5)
17. Royal sobriquet for Mr. Lucas (6)
21. Adjective for bearing or carburetor valve (6)
22. Austin's first 4x4 vehicle (5)
26. Name seen on front-mounted accessory (4)
27. Source for "Die Hard" batteries (5)
28. Surname on 2000 OVL R Executive list (4)
31. Alternative to new Land Rover purchase (5)
32. Term for engine chugging with ignition off (9)
33. Destination for original parts seekers (8,7)

Down

1. Adjective for serious off-roader's air intake (6)
2. It's found in our name (6)
3. Seen on non-galvanized chassis (4)
4. Items found in "FFR" Land Rovers (6)
5. Ominous tire sound (4)
6. Series III flat-front variant; "___ V-8" (5,3)
7. Item atop Series oil filler or valve cover (8)
9. Piston ring specification (3,3)
14. Petroleum product for your battery terminals (5)
15. Brake components for Ringo (5)
18. Winter accessory for your Land Rover (4,4)
19. Tire warning devices (4,4)
20. Word seen on ammeter (6)
23. Item connected to some gauges (6)
24. Name on some tiny Land Rovers (6)
25. The "W" in GVW rating (6)
29. Photojournalist Meyer's given name (4)
30. Item in differential or transfer case (4)



ROVERS NORTH
THE SPECIALISTS IN LAND ROVERS • USA

The Maple Syrup Rally

**Saturday, April 2nd
Shawville, Quebec**

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga depending on where you might be sitting.

For the past twelve years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laning. Last year more than sixty people came out!

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be held on April 2nd, with a "rain" date of April 9th. Remember, Mother Nature determines the date, not us!

Activities? Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup. To make you appreciate your breakfast, attendees are encouraged to take a visit down to the sugarbush, and help in the production process to make part of the brunch, namely the maple syrup. A little sap gathering, some stoking of the fires under the evaporator... There will be an

Easter Egg hunt for the children in the late morning. Finally, there will be a little white, or if conditions have turned that way, brown/mud laning around on some abandoned rail beds, around the sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year: \$38 for four litres, \$22 for two litres, \$12 for one litre and \$8 for the 540ml can. Bring your cheque book! (Note, this is the real stuff, not that chemically filled artificial stuff usually found in the supermarket)

The organisers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Christine Rose by Monday March 27th via email at tcrose@magma.ca. For those of you who do not have email, please telephone Christine at 613-823-3150 to confirm date and attendance. The cost of the rally is \$5 dollars per person. Children under three are free. To drive on the off-road you need to be a member of OVLRL and have a valid drivers licence.

Other aspects to consider? In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little Winter camping in the sugarbush. If you are interested in some Winter camping, give Vern a ring at 819-647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Members are also welcome to come up on Saturday to help Vern gather up sap and with the maple syrup production itself and on Sunday, Dave Meadows will be looking to find some volunteers for sausage cooks etcetera.

Vern & Linda:
819-647-5544

N

1 mile

Vernon & Linda Fairhead

all gravel roads

7th Conc.

8th Conc.

church

small green sign-Radford

1 mile

barns

To Portage du Forte

Flashing amber light

Shawville

#148

Aylmer

Ottawa River

Champlain Bridge

Maple Sugar Rally Map

<p>MSR at a Glance:</p> <p>Date:</p> <p>The event is expected to be Sunday, April 2, with an alternative date of Sunday, April 9.</p> <p>Where:</p> <p>Shawville, Quebec.</p>	<p>RSVP:</p> <p>Please RSVP to Event Co-ordinator Christine Rose at 613-823-3150 or tcrose@magma.ca by Monday, March 27th</p> <p>More Info:</p> <p>More and updated info can be found at: http://www.ovlr.org/OVLR.events-msr.html</p>
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So, if you have not been to the Rally before, or are unsure of the directions, there will be a convoy of vehicles leaving from the Westgate shopping Centre at 9 AM. (northwest corner of Carling Avenue and Merrivale)

The following directions assume that you can find the north end of Island Park Drive in Ottawa. Crossing the Champlain Bridge you will go straight to the second set of lights where the road ends in a "T". Turn left (west). Follow the upper road (Highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right). The town library is across the street on your left) in the centre of town. #148 does a right turn here at these lights. Follow 148 out of Aylmer and proceed to Shawville. You will pass the villages of Lusville, Quyon. Drive through Shawville. About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the left-hand side). Turn right. Go straight, past the church until the road ends. Turn right, then take your first left. You will take the next left at the next concession line. One mile from this turn you will find Vern's farm on the left.



in fact, the steering wheel) is a small handwheel, which operates a band brake on the steering shaft. At the bottom of the steering shaft is a small(ish) plain gear wheel. This in turn meshes with a huge gear wheel mounted under the tender. The large cog incorporates a drum, around which some chain is wound, the ends of which go forward to attach to lengths of bar, each one of which has a turnbuckle to adjust the length, and thence to the front axle. No Ackerman steering here, just a plain solid axle. Now, in Land Rovers we are advised *not* to wrap our thumbs around the steering wheel in case of kick-back. Very wise.

Imagine, then, the effect of eighteen tons of irresistible machinery hitting a pothole. Front wheel goes in and slows. The axle tries, (and succeeds) in turning, pulls the rod and chain on the opposite side, which in turn, turns the large cog and drum. The small gear on the steering shaft whizzes round, steering

shaft with it and the steersman describes a graceful arc through the air ending face down in the mud. It is to prevent this that the band brake is on the steering shaft. It is also wise to note, before the driver sets off, that with this arrangement of cogs and rods, you steer the *opposite* way to the turn you wish to make.

But, like Land Rovers, these machines were (and are) unstoppable off road, not only because they have no brakes.

There are two of these engines of no. 12 set, a set which would originally comprised of the engines, the plough, and a four wheeled wooden living van in which the crew would live while out on a contract. Reg and his family have been offered a great deal of money for them, for, not only are they possibly the oldest of their type in existence (and they still run) but are the only complete set in England.

Oh yes, and beer is kept in the toolbox bolted to the front axle.



Unites States Army Apache helicopters hover before landing at Tirana, Albania airbase, Sunday, April 25, 1999.

Photo used without permission

The Coming of Dora...

and the one that got away;



A Tuesday Story

We first got Dora, a US Spec., 1972 Series III 88" in the spring of 1991, only then she wasn't called Dora. My father had a friend from work that was Dora's dreaded previous owner. Marty isn't a bad person, he's just the type that whenever he walked into a lab, physicists didn't want him touching anything. Marty spent his time obtaining government contracts for Allied-Signal, which is where my father worked. Marty called her *Nelle-Belle*. He managed to throw a rod in the engine, and not too long later he somehow managed to set the wiring harness on fire. Don't ask me how or why I don't know, Marty just did it. Marty ordered a new wiring harness from Rover's North, took the old one out, put the new one half in (and half wrong), and then gave up. This was all circa 1988.

Marty dealt with this by buying a Jeep Grand Wagoneer to drive while the Land Rover sat in the driveway. Then the Jeep died and was replaced by a second Jeep. After the Land Rover had sat in the driveway for three years, dead,

with no prospect of ever again moving, Marty's wife, who drove a new Porsche, told Marty to "get that thing out of my driveway." (They live in Harding Township, New Jersey where all the houses sit on at least 2 acres of land, cost at least \$750,000, and where an old Land Rover just doesn't fit in.)

So Marty started trying to convince my father that "*Nelle Belle*" needed a new home and that it was perfect for me.

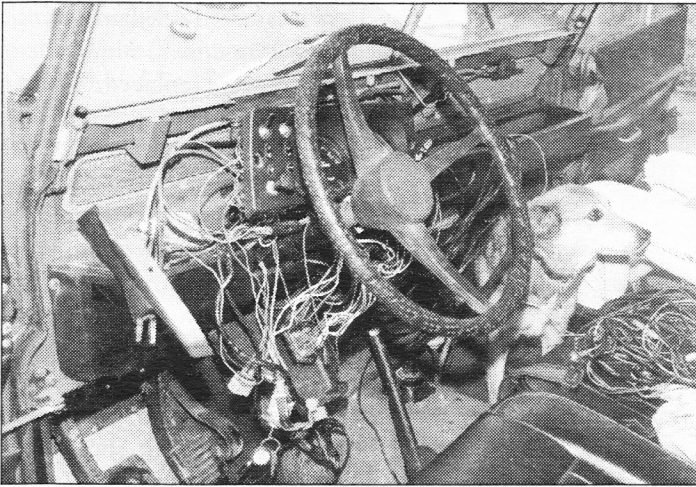


At the time, I was a sophomore in college and was driving the family's old 1980 Datsun 210 (It had 186,000 miles on the clock and I had fiber-glassed and riveted on sheet metal to cover some of the larger rust holes the previous summer). Having seen "*The Gods Must be Crazy*" and pictures of Rovers elsewhere, I thought that a Land Rover would be cool.

Marty wanted \$1500 for the Rover. My father told him that we were interested. Finally he said that he would go and take a look at the Rover one evening. Marty took it upon himself to get a tow truck and tow it to our house. So Dora entered my life unrequested and sight

The first in a series of stories about how club members came to own their Land Rovers, Ben Smith tells us how Dora entered his life and got her name.

by Benjamin Smith



the wiring begins to be sorted out...

unseen. By the end of the evening we had a Rover. This really ticked off my Mom because she hadn't been consulted, and my father's 1954 Jaguar XK140, which had been sitting in the garage for 14 years waiting Dad to get around to working on it, was going to wait some more. My sister, immediately laid claim to the Rover, *not that she had a drivers license*, and claimed first dibs. She washed it and started to look at the electrical system and gave up. But she still kept her claim.

I came home from school for the summer and started my first real job (at Allied-Signal). I spent my evenings working on the Rover. I installed the wiring harness, rebuilt the carb and after a three year silence the Land-Rover finally started and ran.

Now at this time Dora didn't really have a name. It was clear to everyone that "Nelle Belle" was not a Rover name. I thought that of any car, a Land Rover should have a male name. But none came to mind. We tried (like many people with their first Rover) to call it "The Anti-Christ" but that didn't stick.

You see, in my family, cars that have personalities get named. In college my Father had a '51 Ford V8 named "Beast". *Beast I died when he fell asleep at the wheel and took out a telephone pole.* This was replaced with a '53 Ford (Beast II) that used Beast I's engine. Beast II suffered a slow decline and was down to 5 cylinders by January of '64. As a senior in college he managed to get it back to 7 (of 8 cylinders) but it was junked in Utica, NY by that summer. In '64 Beast III appeared, a '54 Ford automatic with a 6 cylinder engine. A \$100 special. Beast III was modified to carry Dad's motorcycle, "Tigger" (a '63 Triumph T20SC 200cc scrambler). Beast III never really died per se, but was left at my Uncle's house in Minnesota because it wasn't being used. (it may still be there—lots of cars are there, including a few Corvairs, some type of Rover sedan and others.)

So Marty started trying to convince my father that "Nelle Belle" needed a new home and that it was perfect for me.

The reason for the lack of use was the "Pink Fink", a pink 1958 VW Bug that my mother received as a graduation present from her father in '65. After my parents had put some 30,000 miles on it, it passed to a sister-in-law and died of a seized engine (lack of oil). It was restored for a daughter of my Uncle's boss and passed out of knowledge.

Tigger was eventually stolen off of the University of Minnesota Campus in '69 and was replaced with a '54 Jaguar XK120. (Which he bought for \$1600) The Jag ran for 6 years and was put in the garage awaiting an engine rebuild. It's still there. Sometime around 1968 a '63 Volvo 121 station wagon replaced the Pink Fink, but it didn't get a name other than Volvo. It lasted until 1970 and died in a fender bender on an icy bridge. My mother walked away to the surprise of witnesses. (Wear your seatbelts, they work!) The Volvo was replaced with an actual new car, a '71 Toyota Corona Mk. II. It was named the "Car-Car" by a little me (I claim complete innocence, the name probably stems from something that I said at a young age and didn't go away or quite possibly the Woody Guthrie children's song "I'll take you riding in my car-car"). The Toyota was first Smith car to reach 160,000+ miles and was finally put to pasture needing a 3rd valve job combined with extreme frame rust. It was sold in '81 or '82 for \$25. Next came a '65 MG Sedan that was picked up during the second gas crisis. ('73 or '74) and lasted until '76. Cause

of death; a fatally cracked head. It honorably got itself to the junkyard under its own power.

And then there was the Turkey. The Turkey was a 1975 Austin Marina that was a British Leyland company car that Dad picked up a year old. We can't say anything nice about this car (except it was the first motor vehicle that I ever



drove—up and down the driveway like an animal in too small a cage). It deserved the name Turkey. We got the Turkey with 7,000 miles on it and at 12,000 miles the rear seal started leaking onto the clutch (fixed under warranty). No tears were shed when the Turkey was driven to the junkyard in '85 with 160,000+ miles on the clock.

Next was a new 1980 Datsun 210 that was later known as the "Energizer Bunny". I had this as a college sophomore and it was my first cross country veteran. It really should have been junked well before I drove it across country, but it kept on going. The engine was in perfect shape. It sat in our driveway at home for a few years after I stopped driving it. It needed some series welding to pass inspection. For a while it never quite made it to the junkyard, but it finally did sometime in '95 or '96. 192,000 miles is very respectable for a car.

But I digress (How did I digress that far?)

Where were we? Oh yes, Dora really didn't have a name yet. Sometime during the summer of 1991 we went to our first Rover Rally at Atlantic British. There must have been more than 60 Land Rovers there. Almost all were Series trucks. (This was before the Defender's arrival and Range Rovers were still fairly rare.) It was also the first time that I saw a 101 Forward Control. Like any good British event, it rained. I did my first off-road driving (on the light off-road. It was pretty easy in hindsight, a little bit of wading, but fun nonetheless.) Dora had alternator problems that were repaired on the field. Since this was the first road trip with the 88", we brought the Datsun up as a chase car. (It was a 250 miles each way). I had a blast. While we were there we had the ABP resident mechanic listen to the engine. He said the knocking we heard under load was probably bad main bearings. On the way home one of the front left wheel bearings froze and shattered. I was following and saw Dora suddenly pull to the left about a foot before Dad recovered. Later when I was driving I heard the roller ball bearings tumbling around. But Dora got home under her own steam.

Once we were home a careful examination revealed that the outer bearing had exploded, but that the inner one was undamaged. Bearing

pieces also had damaged the stub axle and the hub. All of which were replaced. We then started investigating the engine noises. I dropped the oil pan and pulled the bearing caps off of one of the pistons and found our problem. Whoever Marty had rebuild the engine had screwed up. The engine had been run without enough oil resulting in the bearings, as well as the crankshaft, being badly scored. We couldn't even regrind the crank because it had already been ground to the limit. Dad and I started adding up parts and machine shop labor. Then we looked at how much a rebuilt short block would cost. Since the costs were about the same in the end, and we had agreed that I could take the Rover to school for the next year, with the summer quickly coming to an end, we decided to buy a reconditioned short block.

The old engine was pulled from Dora and that Saturday we made a trip up to ABP. With a check out of Dad's pocket, (and you wonder why my Mom doesn't like the Rover?) Dora had a new engine. The next week we put the new block in. All was finally ready to go, Dora even started and ran well. A few short drives were made and all was determined to be in order. With school starting in a little over a week, late one evening, I set out, heading west in a Land Rover with a new heart. Dad and Mom followed me for the first 20 miles, just in case. When the temperature gauge rose into the red zone I pulled into a rest area. We did a quick check and determined that regardless of the gauge, the Rover really wasn't overheating. Our best guess was that the alternator wasn't working well enough to provide all the volts the system needed when the headlights were on. Without enough volts, the gauge readings were incorrect. Once again I bid my parents good-bye and headed out across the US. It was the 3rd time I had ever driven across the US, my first in a Land-Rover.

I made Ohio the second night. Remember how you are supposed to change the oil after the first 500 miles on a new engine? Well, I did that, at a rest area in Ohio. I was taking a risk and hoping everything was going to go well. Imagine if the engine seized in Nebraska? (or LaRose Forest? —ed.) Or the gearshift lever broke off in New Mexico? The drive across the US was about as scenic as you can get from the US interstates. I had only budgeted about

We had ABP's resident mechanic listen to the engine. He said the knocking under load was probably bad main bearings.

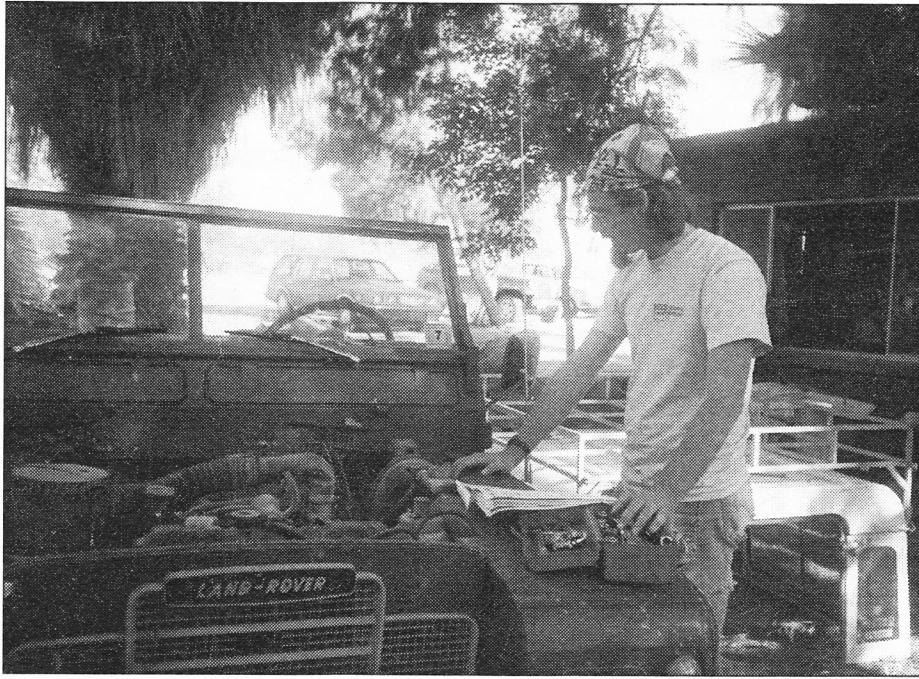


four days for the trip. And I was due at school to lead one of the freshman backpacking trips. Ohio turned into Indiana which turned into Illinois. Across the Mississippi River and into Missouri. The forested rolling hills of the east turned into the plains of the west. On through Oklahoma into the panhandle of Texas and New Mexico. The plains turned into the desert.

For the most part, however, the trip was uneventful. Dora had no problem cruising at 55 mph. The main activity (apart from listening to the 105 decibel drone) was getting gas, which I had to do every 90 miles. In New Mexico, as I was pulling off to get gas in some middle-of-nowhere town, I downshifted to second and the gearshift lever came off in my hand, leaving me in 2nd gear. I looked down and saw that the lever had broken off flush with the gearbox tunnel. I limped Dora in to the gas station and pondered what I could do. First I tried to drill and pin the lever back together, but that wasn't going to work as there was too much force applied when shifting. I tried a few other things, none of which worked. The sun set and darkness fell. I pulled the floorboards and gearbox tunnel, removed the remains of the gearshift lever, and found the sliders. It occurred to me that I could use my big screwdriver to engage the slider to shift between 3rd and 4th, with Overdrive, that's 3 gears. (It proved too hard to try and make the jump from the 1st/2nd slider to the 3rd/4th slider) If you are careful you can slip the clutch enough get going in 3rd gear. So I tested this plan. Sure enough, if I aligned the screwdriver in the right place before I started moving, I could get going and then shift into 4th. I got a piece of string and made a long dummy cord so that I couldn't drop the screwdriver down the hole while driving down the Interstate. Finally, I refueled and was off. It was only 1000 miles to Pasadena.

New Mexico turned into Arizona. Then the Colorado River and California. Finally, with no further incidents, I arrived in Pasadena.

Dora didn't have an exciting year. For the most part she was just driven around town. In December she drove up to Salt



Lake City for a skiing trip. On the return trip she misbehaved. The linkage between the carb and the accelerator linkage kept falling off, and the points kept resetting. What this meant was that every 10 to 15 miles I was on the side of the road fixing things. Ordinarily this wouldn't be too much trouble, but since I had 3 passengers, it got to be a little irritating, or at least listening to their comments did.

As darkness fell, Dora stopped acting up and the rest of the trip home was without incident.

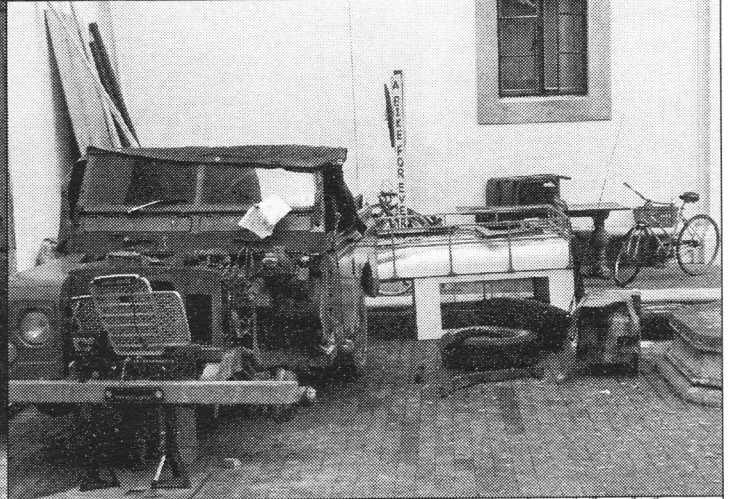
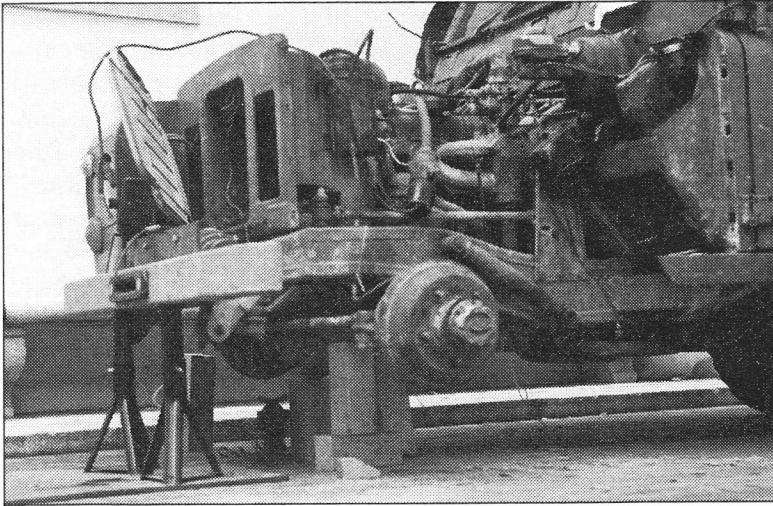
In June, at the end of the school year, I drove Dora back to New Jersey. I spent 4 days on interstates, without incident if you exclude resetting the points after they had slowly gone out of adjustment

The following summer I again was living with my parents in New Jersey and working at Allied-Signal. Dora was really still my father's and whether I would get to take her back to school again was up in the air. (My sister's claim was that since I had Dora the previous year, it was her turn — not having a driver's license didn't deter her from making this claim). Towards the end of the summer, one of my father's friends spotted a Land-Rover at a used car lot in Pennsylvania. The asking price was \$2000, which I could afford.

The next weekend we made a road trip to look at this Rover. It was a poppy red SIIA 88". I don't recall the year, but since it had the headlamps in the breakfast, it was pre 1969. On the front was a Rover capstan winch. I really wanted a Rover of my own. We took it for a quick spin around the lot. I didn't know about non-synchromesh gearboxes, but after Dad explained them to me, we both decided it seemed alright. Next we did a compression check. Two of the cylinders were a bit low and other tests showed that we would eventually need to replace the piston

rings. Even that wasn't immediately fatal. The running gear seemed fine. The electrics were working fine. One of the outriggers was rotted and needed to be replaced another part of the frame needed some welding.

The main activity (apart from listening to the 105 decibel drone) was getting gas.

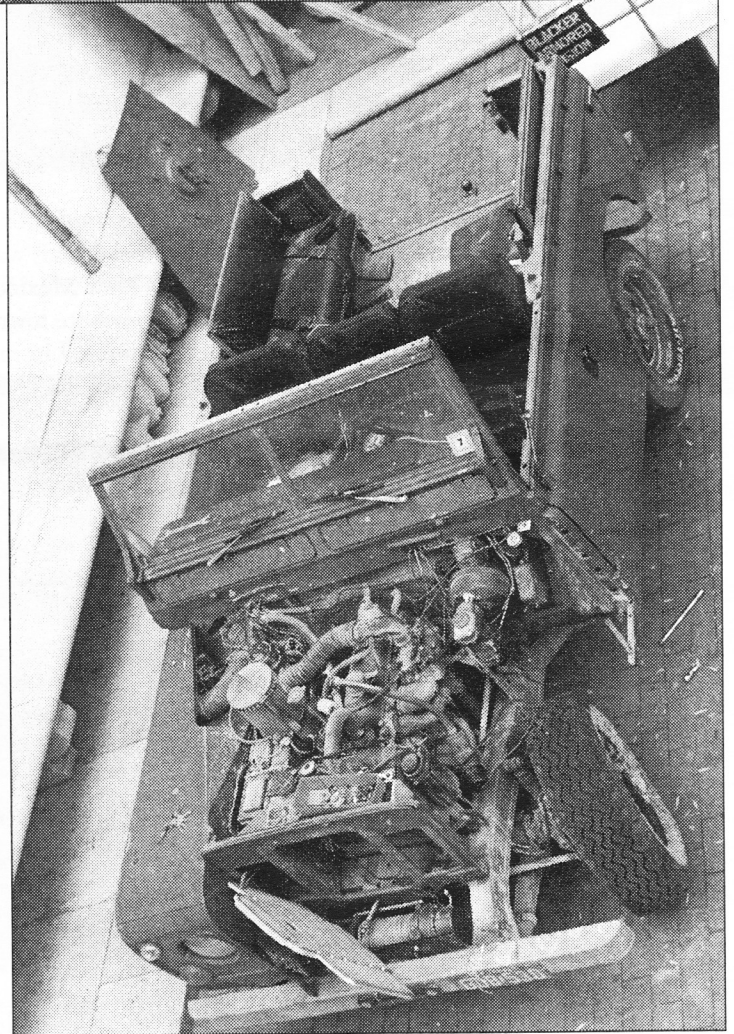


So we went to talk to the used car salesman. He said he wanted \$1800 for it. I badly wanted my own Rover, but my Dad and I agreed, there was too much to be done in the month I had before I went back to school. I was torn. After 15 minutes of soul searching I went back in and told the dealer that based on the condition of the Rover and work that needed to be done (and I pointed out the frame welding that needed to be done), I said that I wouldn't go over \$1200. He said that \$1800 was firm. So we left, on the way out my father handed the salesman a business card and said that if the Rover hadn't sold in a month, he had a standing offer of \$1000.

We never heard back from him. I sometimes wonder what happened to that Rover.

Summer ended and it was decided that I was to get Dora again since my sister still didn't have a driver's license. Another 3 day trip across the country. I didn't have to stop to buy gas as often now that I carried a Jerry can for additional fuel. That winter I drove Dora to NJ and back. During the year I took Dora out by the Salton Sea in the Mojave Desert for some off-roading with friends. The following year I was out in the Salton Sea playing a new game that we had come up with—vehicular paintball. Each truck had a driver and a gunner and we would try to shoot each other. Dora a little mishap. I had pulled off the trail to do a quick turn to catch someone. I had just come about and was hitting the gas hard to catch up when I hit a ditch going about 20 mph. We hit hard. We hit so hard that we blew a fist sized hole in the sidewall of a front tyre, and bent the rim. When we got back to school I realized Dora's front end looked strange. Instead of the bottoms of the tyres being closer together than the tops, it was the other way around. I had bent the axle case. The only way to get the front half shaft out was to cut the axle case in half with a hacksaw. So Dora spent a month partially disassembled in the House courtyard on axle stands while I waited for a new one to arrive. Some members of the house were amused. Some were not.

When I finally graduated from college, my father's present to me was the Dora's title—with one restriction. If I ever don't want her, he has first right of refusal.



front axle repairs complete...

Many of you will notice that in the beginning of this story I don't mention Dora by name and somewhere in the middle the name "Dora" appears. Her name originates from the book "Time Enough for Love" by the science fiction master Robert A. Heinlein. The book is set some 2000 years in the future, in a time when some computers are sentient. The main charac-

ter, Lazarus Long, is the oldest human alive and goes back to a particular planet to die in peace. The government finds him and nurses him back to health. Unfortunately, his sentient space yacht, Dora, is awakened and sends a message for him. The message is several thousand words in length but can be summarized that she is looking for him and wants to know where he is. (See www.fourfold.org/mendo_rece_stories/Why_Dora for the full passage) but here are the important passages: "The rest could be described as onomatopoeisy, semantic null but highly emotional—that is to say cursing, perjoratives and improbable insults in several languages including one...but from the context and delivery...it is more of the same, but stronger." "Dora is cussing in Arabic again." So Lazarus agrees to talk to his ship. Dora starts off on a verbal assault. He cuts her off and she becomes contrite. He says that he'll talk with her, but she is not to stage any emergency drills. "But, Boss, you know that I never do that." "I know you do that, little imp. But if you bother me for anything less than somebody trying to break into you or you catching on fire, you'll regret it. If I can figure out that you've set yourself on fire, you'll catch it twice as hard." In describing his ship Lazarus said, "Dora is a nice little ship...helpful and friendly. She can find her way through multiple space with just



a hint, the roughest approximation—and still have your meals on time. But she needs to feel appreciated. Pet her and tell her she's a good girl, and she'll wriggle like a puppy. But ignore her and she'll spill soup on you just to get your attention."

As I was reading, it kept reminding me of this Land-Rover with which I have a love-hate relationship. One that I could swear broke things just so that I'd spend a few more hours on my back twisting wrenches. And of course her name has to be Dora.

<p>From US \$444.00 For an '88'</p> <p>1-888-880-2600 Call Toll free</p>  <p>ROCKY MOUNTAIN PARABOLIC SUSPENSION</p> <p>www.parabolicsprings.com</p> <p>Superior PARABOLIC SPRINGS For Land Rover SI,II,III</p> <p>Highest Quality Made in North America</p> <p>We also supply Shock Absorbers and other Suspension Components</p> <p>TRANSFORM THE RIDE OF YOUR LAND ROVER BOTH ON AND OFF ROAD</p> <p><small>Wise Owl Innovation Inc, 3396 Marine Drive, West Vancouver, BC Canada V7V 1M9</small></p>	<p>Your Alternative Source For Series I,II and III LAND ROVER</p> <p>New and Used Parts</p> <p>Rebuilt 2.25 Motors Canvas Tops Offset Rims Parabolic springs Shipped economically anywhere in the U.S.A or Canada</p> <p>Wise Owl Innovation Inc 1-888-880-2600</p> <p>www.wiseowlparts.com</p>
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LAND ROVER DEFENDER HERITAGE

The Defender V8 50 special edition, launched last year to celebrate fifty years of Land Rover production, was a sell-out success. Customer reaction was so strong that Land Rover has now launched the Defender Heritage. With just 300 examples to be built, the unique specification vehicles will be much sought after.

For over 50 years the Defender has been the world's most proven off-road vehicle, tackling and overcoming the near impossible. Building on this unrivalled track record, the Heritage LE has pushed the Defender to new heights by adding state of the art Land Rover technologies, such as ABS, 4-wheel ETC (Electronic Traction Control) and the incredible Td5 diesel engine shared with the new Land Rover Discovery.

Based on the 90 and 110 Station Wagon models and powered by Land Rover's all-new acclaimed five cylinder turbocharged Td5 diesel engine, the Defender Heritage comes with a wide variety of unique styling, performance and safety features ensure the Defender Heritage LE is one of a kind. These brand new features include, silver flat-front grille with cast aluminium plaque, silver checker plated side steps, body coloured alloy wheels (except the 110 in Bronze Green), leather seats and ivory dial faces with bright bezels, all as standard. Whilst options include air conditioning and ABS/ETC.

Each Heritage LE is available in two exclusive colours - Atlantic Green and Bronze Green, and comes in either a 90 or 110 wheel base.

Unique exterior features include mesh-style metal grille, silver powder-coated bumpers, side steps and hinges, body-coloured door mirrors and headlamp surrounds. The interior has full Lincoln Green leather trim, milled aluminum gear knob and ivory faced dials. A cast alloy Land Rover plaque on the rear of the vehicle completes the effect.

The Td5 is the new 5-cylinder Turbo Diesel engine. It is the first 5 cylinder direct injection diesel engine to be used in a 4x4 vehicle. The engine delivers high efficiency, economy and environmental performance. And being smooth running and reliable, service intervals are longer.

The ABS is a full 4 channel system. It works in conjunction with 4-wheel ETC (Electronic Traction Control) for supreme control in a wide variety of adverse weather and road conditions.

The ABS electronic control unit senses the deceleration and acceleration of each wheel. When a wheel starts to spin, the ETC system pulses the wheel with brake pressure. This slows it down - the extra torque is automatically transferred to the wheel with the most grip.



Davey slays Goliath? At the very least, it's Daniel and the lion. Andrew Finlayson's 80" comes to the rescue of François Juneau's Unimog. 1999's Maple Syrup Rally. Photo: Roy Parsons

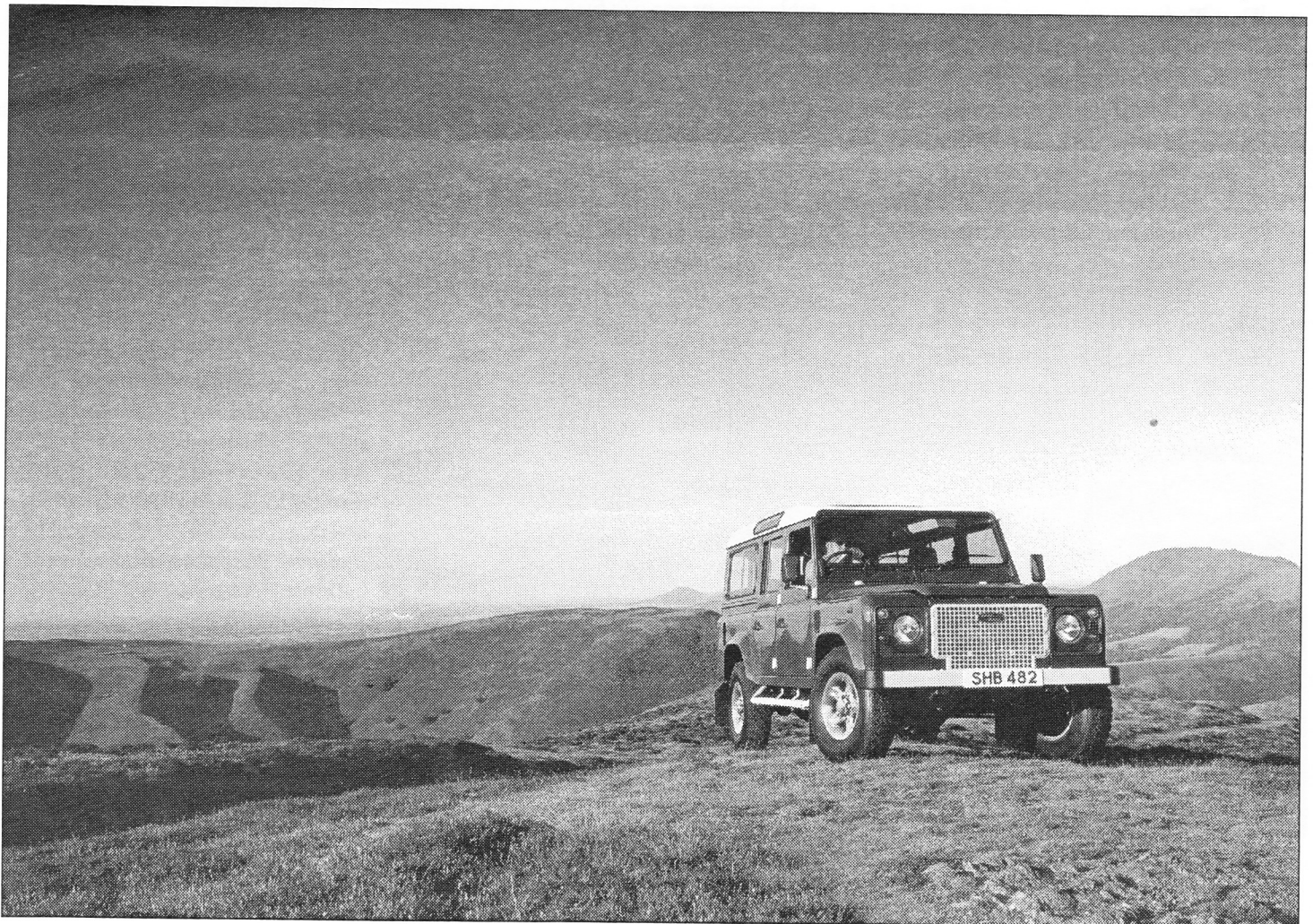
Land Rover UK managing director Harry Reilly said: "The Defender Heritage combines a classy retro look, while providing the latest in 4x4 technology such as the acclaimed Td5 engine, anti-lock braking and four wheel electronic traction control systems and factory-fitted air conditioning."

Mr Reilly added: "We expect the 90 Heritage to appeal to families looking for a second car to use for towing or other weekend hobbies. The 110 version with seating for nine people, will be popular with groups such as football teams or youth organisations."

The Defender 90 Heritage costs £22,995, on the road, and the 110 model £25,995.



Dave Meadows sent us this marketing photograph of the new Defender Heritage edition we first mentioned in our January issue. (The top photo is simply an enlargement of the photo on the bottom, so details are more clearly visible.)



Land Rover Events for the year 2000

(and a few british car events, too)

OVLR: 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

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:

2: **OVL**R; 13th Maple Syrup Rally, Shawville, Quebec. Details in this Newsletter.

2: **All-British Car Breakfast** at Capital City Diner, Ottawa, 8:30 AM Info: Hill Goldberg 724-3725

2: **The Ottawa Valley Triumph Club Dart Tournament**, 1-5 PM at Le Scratch (Merivale Mall) Contact is Ed Kaye 692-1880

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

29-30: **ROVERS; Spring Assateague Island Beach Run**, Assateague Island MD. Info forthcoming.

TBD: BSROA; Pre-Run for June NH event. Info: Peter Janney, pjrover@badgercoachworks.com or 508.394.2680.

MAY

6: **OVL**R; 8th Annual Spring Tune Up, Stittsville, Ontario. Info forthcoming.

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, bluerover@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.

21: **OVL**R; **Marleborough Forest Off-road**, Info forthcoming.

20-28: **British Car Week**. This annual event 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 Timgafun@aol.com. Web site: members.aol.com/Timgafun/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@badgercoachworks.com

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/

28: **Oxford Mills Vintage Motorcycle & Auto Show**, Oxford Mills, Ontario. Info: Chris Bryant 989-3046

28: **Cumberland Steam Show with Auto show**, Cumberland, Ontario. Info: Greg MacNaull 721-8817

29-June 2: **Flatland Rover Society; National Land Rover Invitational Adventure Trip**. This weeklong event tests driving, navigation and endurance skills of teams from North American Rover clubs. The competition will start in Northeast Kansas and end 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, camel-rover@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@badger-coachworks.com

JUNE

4: **Byward Market Auto Classic**, Ottawa, Ontario. Info: Jantene Van Kregten 562-3325

- 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, Marfmil@hotmail.com or 908-713-6251.
- 8-11: **10th Annual Lake Superior Vintage SportsCar Rendezvous** Thunder Bay, Ontario. Events include Poker Rally, Gymkana, Show and Shine, etc.. Info: tbvsc@norlink.net or 807.475.9729. Web site: www.norlink.net/~tbvsc/rendezvous.html
- 10: **Jaguar Club Concours d'Elegance**, Science and Tech Museum, Ottawa, Ontario. Info: Wendy VanderMeulen 833-3543
- 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
- 18: **Antique Auto Club of Ottawa** at Billings Estate, Ottawa, Ontario. Info: Richard Corrigan 749-6433
- 23-25: **OVLRL; 17th Birthday Party**, Silver Lake, Ontario. Info forthcoming.
- 25: **11th Annual Richmond Sports Car and Classic Car Show**, Richmond, Fairgrounds, Richmond Ontario (southwest of Ottawa) 10:00 AM -3:00 PM Park your sports car in the corral for show, shine or sale. Meet local club members and see their best cars on display. Participants Choice Award. Dash plaques to the first 100 cars. Vendor area with parts, restoration services, books, art, models, regalia, specialty car sales & BBQ. Info: Ed Kaye 692-1880

- 25: **British Car Day**, Bowie MD Allen Pond Park, Info: MGTClub@aol.com
- TBD: **OVLRL, The Breakfast.**
- TBD: **Downeast Rally, Mid-coast Maine.** Info forthcoming.

JULY

- 2: **Evolution of Wheels/Science and Tech Museum**, Ottawa, Ontario. Info: Don Greenough (613) 433-9442
- 15: **OVLRL, LaRose Forest Off-road**, Info forthcoming.
- 21-23: **LRO Billing** at Billing Aquadrome, Northampton, UK. Info: www.lroi.com.

AUGUST

- 4-8: **Solihull Society; 12th Annual 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.solihullociety.org/rally.htm
- 5-7: **OVLRL, Calabogie uplands Off-road**, Info forthcoming.
- 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.

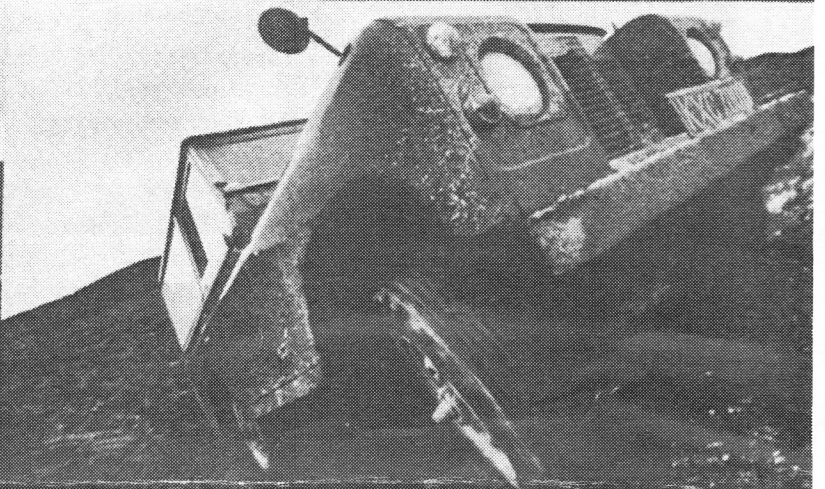
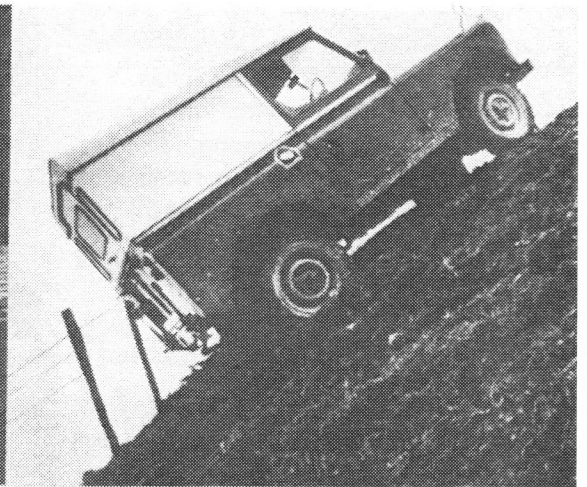
TBD: **BSROA; Beach run.** Info: Peter Janney, pjrover@sover.net or 508.394.2680.

- TBD: **OVLRL; Calabogie-Flower Station Run**, Calabogie, Ontario. Info forthcoming.
- TBD: **BSROA; Western Mass off road Run.** Info: Peter Janney, pjrover@badgercoachworks.com 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@badgercoachworks.com or 508.394.2680.
- 14-17: **British Invasion X: Stowe Vermont.** The largest British car show on the East Coast Preregistration by 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.
- 28: **OVLRL, Ottawa Area Road Tour**, Info forthcoming.
- 30: **MGs On the Rocks Car Show and Parts Market**, Bel Air, Maryland. Vendors will be selling both new and used items, as well as British car regalia. The Baltimore MG club will be serving up its famous "Pit Beef" sandwiches and drinks. Cost is \$10. Info: Richard G Liddick, rgl2mgbgt@aol.com or 410-817-6862.

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



Our test drives are about six years too short.

Most of you, we feel sure, know what a remarkable vehicle a Land-Rover is.

How it goes up ridiculously steep hills. How it glides through the muddiest marshes.

What you wouldn't know, perhaps, is how long a Land-Rover lasts and how little it costs to run. Something you wouldn't find out even on the toughest drives.

Because to know that, to really

know it, you'd have to own one. For at least five or six years.

In which time you'll discover, though it costs more to buy than a car, it costs far less to own.



The Rover Company Limited, Solihull, Warwickshire.

