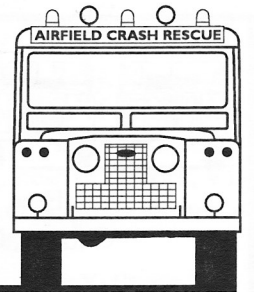


# OTTAWA VALLEY LAND ROVERS



15 April 2000

[www.ovlr.org](http://www.ovlr.org)

Volume XVII, Number 4





OTTAWA  
VALLEY  
LAND  
ROVERS

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.

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

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

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# The OVL

R Newsletter

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## The Ottawa Valley Land Rovers 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](mailto: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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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/](http://www.fourfold.org/LR_FAQ/)

OVLR/Land Rover HAM:  
14.160Mhz @ 01:00GMT Tuesdays



"I try to make it over to Ben's place at least once a week to light a candle and say a prayer over my little pile of rover seeds.

— Russ Wilson,

when asked about storing his disassembled Dormobile project at Ben Smith's house

## Greetings;

Another Maple Syrup Rally has come and gone. Some fifty or sixty people manage to get out and come to the first large club event of the year. Unlike past years, the convoy out from the Westgate Shopping centre was uneventful, though an un-named Japanese 4x4 displayed some interesting characteristics (see next article)

Overcast, a bit drizzly, no snow. (Club picked not too bad a weekend. The previous weekend was sunny and lovely, but there wasn't that much sap running at the time. The subsequent weekend saw snow flurries!). Many people got to see the new club canopy arrangement that made its debut last year at Stowe. The extra cover was welcomed by everyone.

More vehicles than last year, or so it seemed. More older vehicles and fewer Discoverys this year for some reason.

More noticeable were two military Ninties, as well as Brave Sir Robin showing off his 110 and new tow ball arrangement (more on that in a future newsletter).

Chef Dave's team served up a feast of sausage, french toast, and Grandma Louise's secret recipe for baked beans. As usual, there was far more food than necessary and everyone went home completely stuffed

The light off-road took an old trail across old dirt roads and some logging trail this year. Nothing that ambitious, and everyone got through all of the muddy sections, sections that got more than one person stuck when they tried to walk through the mire. The old rail line has been taken over by the county and no longer permits vehicles to cruise among its length unlike the past.

### **Special thanks go to:**

**Sugar Bush Proprietors:** Vern & Linda Fairhead

**Cooking & serving:** Dave, Peter Gaby, Louise (beans & serving), Brian Meadows, Andrew Finlayson, Roy Bailie, Joyce Wood, Bruce Ricker

**Convoy Leader:** Ted

**Tent setup:** François Juneau, Peter Mcgough, lifting crew, Erica & Emmy,

**Organization:** Christine

**Trailer:** Dave Meadows

**Toilet & Cleanup:** Christian and lots of other people helped out!

And for once, Dixon actually paid on time!



### **Trouble on the MSR Road Tour by Martin Rothman**

The Maple Syrup Rally ended with the traditional light, but dirty, off-road. Twelve vehicles took the tour through some very picturesque Quebec back country roads and a very nice (muddy!) section of new logging road. We had 9 LR's, 2 Land Cruisers and 1 Unimog (honourary Land Rover) picking up the rear.

The only breakdown on the course was Dave Hughes newly purchased 1997 Land Cruiser diesel pickup. All was going well, when just as we turned into the logging road, the Land Cruiser pulled over. Calling over to Dave, we found out that the brakes had failed. A quick check determined that the brake line, near the front passenger side brake, was broken. Time for field repairs!

The search for repair equipment began. Out came the Jackall and the tire wrench, and off came the tire. Something didn't look quite right with the hub and disk brakes. In fact, the disk caliper had broken off its mounts and shifted forward, snapping the brake line! It was just sitting there, wedged in between the disk and the dust shield backing plate. A gentle push and it fell to the ground!

A closer inspection determined that one mounting lug had been broken for quite some time and the whole thing was a time bomb waiting to happen. Luckily for Dave, he was almost at a crawl when it did break off and had lots of support crew on hand. One very lucky guy.

After a fruitless search for a small bolt to plug the broken line, plan 'B' was implemented. The flexible brake hose from the frame down to the axle was cut with a knife near the axle. Next it was bent in half and hose-clamped together. The master cylinder was refilled and 15 or so pumps on the pedal showed no leakage. OK, bolt the tire back on, stow the Jackall and caliper in the back and Dave was ready to roll! The rest of the course was finished without further mishap.

I am told that Dave will be at his dealer first thing in the morning to fulfill this opportunity for a creative discussion. I wouldn't want to be that dealer. The moral of the story?

Why is there never a Land Rover film crew around when you need one?

# Upcoming Events

*in the next month or so...*

- April 17      **Social at the Prescott**, Preston Street, Ottawa, 7 PM
- April 2      **Maple Syrup Rally**, See details elsewhere in this newsletter
- May 1      **Executive Meeting**, Phone Christian for time and location
- May 6      **8th Annual Spring Tune Up**, Stittsville, Ontario. Info forthcoming.
- 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.

## *future events:*

*(Dates & times subject to change)*

- 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.
- August 5-7   **Calabogie uplands Off-road**, Info forthcoming.
- September 28   **Ottawa Area Road Tour**, Info forthcoming.
- October      **Southwest Ontario Off-road**, Info forthcoming.
- October 14    **The Frame Oiler**, Stittsville, Ontario. Info forthcoming.

*Top to bottom: The MSR line-up; Chef Dave hard at work in at the trailer; repairs in progress to Dave Hughes Land Cruiser.*

*Photos: Martin Rothman*





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

From the Editor: In other news, many members might have noticed the extra postage meter label on their newsletter. Well, it seems Canada Post has finally woken up and asked for the proper postage. As this rate also runs for 8.5" x 11" sized envelopes, the hard working stuffing team gave out a collective cheer at the thought of using proper sized envelopes for a fast growing newsletter. Ironically, while postage rates jump, the cost of envelopes actually declines.

The annual Tune-Up at the MiniMan in Stittsville is on for May 6th. For those arriving bright and early, there will be egg & bacon on a bun served with Tim Horton's coffee (If it is good enough for the Royal Canadian Navy, it will do for us). Lunch will be hamburgers. See details elsewhere in the newsletter on this annual event.

On May 21st there will be a light off-road session down in Marlboro Forest south of Ottawa. Details will appear in the next newsletter on the whens, wheres, whys et cetera.

For those wishing to travel further afield, the annual Import Show at Carlisle is on from 19-21st of May. Import Carlisle is a huge NOS/Junk show where all sorts of British parts and goodies can be found. (Sadly, almost no Land Rover parts, though Quintin will be there with his trailer-load full of stuff. In fact, Quintin is offering club members the opportunity to deposit some of their *small* wares on his plot to sell. Site F23.) This event usually attracts at least a dozen OVLRL members, and more Land Rover owners. However, it is believed that Joe Tolerico will be driving over in a TR7 (assuming it will go that far) as he is worried about the high shine on his 110 blinding spectators.

Birthday Party plans continue to evolve. The section and reservation forms in this newsletter will give far more detail than can be easily conveyed here.

There will be another Trailer work session planned in the future before the Birthday Party. The new canopy needs to be integrated into the existing system of cover, and storage within the trailer is becoming a chore with the new addition. Cooking surfaces are still on the list to be remodelled.

And finally, OVLRL is making a presentation to the Association of North American Rover Clubs on hosting another large rally in 2001. More news on this as it evolves.

Hilliard has set up a date with Cjoh television to do a special on British cars. The date is May 7th. The place is Capital City Diner in Ottawa. If you'd like to bring your Rover, have breakfast and be on TV please let Hilliard know at 613-724-3725 that you'll be there.

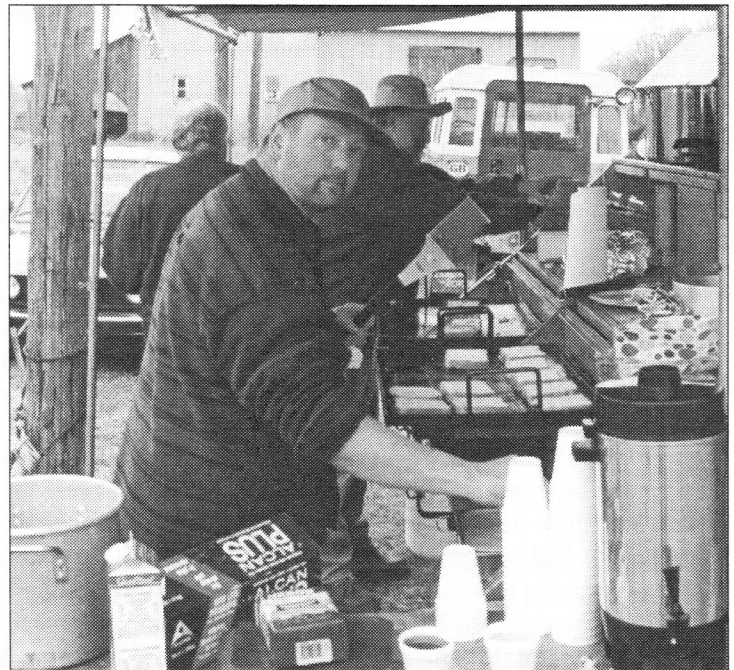
This month's Last of the Summer Wine LR news: Wesley's wife wanted a motor bus to impress her lady friends while driving about since she didn't want to be seen in that "cattle

truck" of his. "besides it doesn't have any seats in the back for the ladies..." Wesley's solution was to mount four swivel office chairs to a trailer and strap the ladies in. The 109 was quite the sight pulling this trailer!

Let us all bow our heads in the passing of an icon, and let us all shake them at the same time in amazement. Yes, Spenny's Wayback Machine, AKA the Red ride of Death, is no more. Spenny has sold his red wonder. What makes this tale all the more interesting is the buyer. It seems that our famed member, the President and CEO of ZippyTow™ could not live without his most favoured customer. In a fit to correct this post-partum depression, he has bought the DeathRide, AKA the Wayback Machine and brought it back home to sit with the rest of his fleet. More news on developments as they become known! One rumour is that Eric couldn't handle all that power of the stage one V8 and grew to love the performance of the mighty 80" inch, or is it he was jealous of Jeff Berg's 88" and wanted one too?

John Cranfield sends us this tale of woe:

Yesterday evening I had been invited to Peter and Julie Rosvall's house to meet some friends visiting from Ontario. Now these friends have been raising their two sons on a very commendable fashion and the Lads are great Land Rover fans. To the point where they have Land Rover pinups in their rooms in place of the usual less pc type.



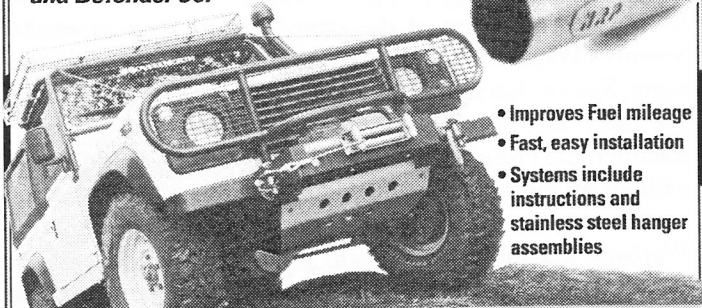
Andrew Finlayson in the kitchen at the MSR.

Photo: Martin Rothman

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At around 9.30 Ted the Ontario Dad asked if they could have a ride in Muddy as the Lads had never actually been in a Land Rover. The wish was granted and we all piled into Muddy and headed for the woods just a few minutes away.

The trail was about 3 feet deep in ice with large melt holes in places but we trundled along in 2nd low with my passengers making suitable impressed sounding noises. Soon the trail smoothed out allowing a shift into 3rd but, just as I was feeling confident in the trial, a hole about two feet deep and the width of a 35 in tire opened under the front wheels.


Like a faithful old horse Muddy crawled out the other side and we proceeded. I thought that I must have bent a fender as the wheels would rub from time to time. Not big a deal with tires that size. A mile or so up the trail we turned around and retraced our steps to the sound of fender rubbing. At the point on the trail just before we turned onto pavement I slipped in to 2 wheel drive gave it a little shot gas to climb up the ramp and the front drive shaft came apart. This in itself was not a great surprise as it had been on the bottom of the to do list for far too long. Then the grey matter kicked into gear: How come the two ends of the drive shaft are so far apart? A quick grovel in the cubby box for the flashlight and a scramble underneath revealed the awful truth. Large frame cracks above the front axle with only the top surface of the box section actually connected.


I reasoned that we had come a couple of miles through a very rough trail like that a few hundred yards to Peter's house would be doable on the pavement thus I was able to reunite my passengers with their mother and wife. This however didn't address the problem that I was still an hour on the highway from home. So in the warmth? and comfort? of Peter's drive way I had to render Muddy fit for travel. This I solved by running the winch cable below the front bumper, over the axle and attaching the hook to the gearbox cross member. A couple of clicks on the remote and the frame cracks closed, the wheels moved away from the fenders and the moon appeared from behind the clouds.


After farewells from the gathered company and a note taken of some phone numbers to be called if things went awry, I set off. A little tenderly at first but all seemed well. Fortunately Nova Scotia highway 101 wasn't feeling it's usual murderous instincts and I gathered momentum in true Land Rover manner.

It occurred to me, as I drove along at a speed well in anticipation of the legal limit, why all was going unnaturally well. I have a roadside assistance plan that would tow me home.

If the accountant wasn't coming tomorrow I would be in the shop now with a welder in my hand.

 Bruce Fowler, ever thoughtful of how we all need ideas at times on improvising things thought this made excellent Newsletter material... John Cranfield writes " After the frame in Muddy broke showing Julie's friends what Land Rovers are all about I strung the winch cable back underneath and tightened it up. All the wayward pieces realigned them selves and I was able to drive home. Was this the worlds longest winch recovery?" Granted Dixon used rope, so this may just make some sort of record in winch recovery!

 Joe Tolerico sent us this joyful note: It's a Boy! 8 lbs., 7 oz, 20" Born on Wednesday, April 19, 2000 at 10:12 PM. Mom and baby are doing fine. Name forthcoming. [May we suggest Lucas? —ed.]

 A note from Dave Bobeck detailing the goings on in the vicinity of Washington, DC, our sister capital city.

Cough, cough, hack...Otherwise known as the sound you make emerging from a garage in which you have just fired up a 40 year old engine.

The past two weekends I've been going full bore on my rebuild of Red Square. I had to move in mid March and since then I've been trying to make up for lost time, with a self imposed deadline of May 1st. It appears now that it should be on the road much sooner. Painting will take a while, but it should be completely driveable by the end of the week. This weekend my goal was to get the beast running.

It started on Friday night after work, as I began my mission. I spent some time trying to get a few old batteries to take a charge, to no avail. While waiting for the batteries not to charge I routed the battery/starter cables and finished up the remainder of the wiring behind the dash and in the engine bay.



I planned on using a makeshift gas tank (half of a gallon tin with a nipple brazed onto it that was floating around the shop) to gravity feed gas into the float bowl of the carb while I cranked it over. There were two minor obstacles to this plan. The first was that I threw away the tin a few weeks ago. The second was that I didn't have a battery. With the wiring complete, exhaust bolted up, radiator and heater hoses installed and radiator filled, and leaking, I was ready to call it a night.

Saturday I woke up around 7:45 with a lovely little headache from the previous night's dart playing and hell raising. By 8:30 I was at work Operating Machinery. By 9:30 I was on my way to various vendors of various supplies, mainly a battery and a 5 gallon bucket of gear lube. I filled the gearbox and transfer case so that I could turn the engine over in good conscience. I hooked the new battery, group 27F type to be exact, the first battery I've had that fits the battery tray perfectly. Neat. Get in the driver's seat, suppress enormous ear to ear grin as I turn the headlight switch and see the ignition and oil pressure lights come on. Realizing this is wrong, switch a few wires around behind the dash. Suppress grin again as I reach for the starter button. Well, lets just say that for some reason I had a bad feeling about the starter and I was right. removal and disassembly revealed a pile of dust formerly known as parts of my starter.

The evening quickly degraded as now I had a great battery but no gas in the float bowl and still no cranky. So I was cranky instead.

Sunday, morning, Spenny waved goodbye to the Wayback Machine, formerly known as the Red Ride of Death (formerly known as the Wayback Machine), as it left on a trailer with its new owners, the cutter of whom squirreled the surreptitiously removed rotor safely away in her pants pocket while the not so cutter of the two was sequestered away by Spenny to receive the bill of goods, er... sale...

After participating in and observing this debacle, I left with a lender Lucas, a mooched motor, yes, a secondhand starter, supplied by Spenny. I quickly cleaned said unit and checked to see it would spin on the battery. All signs go. 2 gallons of gas in the tank and one more quick check around for loose tools etc. A few, read three or four at the most, pumps of the priming lever on the fuel pump filled the float bowl. Why do I recall this being a much longer exercise on the SHH? I spun the engine over with no ignition until the oil pressure light went off.

After that, with everything connected, she/it fired right up. The choke is sticky and I will still need to hunt down a few things. there were some intake leaks, and the carb will need some adjusting. I didn't remember to double check my wiring but I am not getting any charge at all. Running voltage is 12 point something. Perhaps I need to polarize the genny?


Overall the engine seems okay. Good oil pressure. I didn't bother to check compression. There is smoke. No, let me amend that. There is a lot of smoke. At least it looks like a lot when its all in my garage. Thank god for the big three foot diameter exhaust fan. No, thank the guy that installed the fan.

Well and truly satisfied with myself, I finished making the pipes from the reservoir to the master cylinders so I could bleed the various things that require bleeding. Like my fingers. The clutch bled well and a quick test blip of the starter with the clutch in proved success. Now, the brakes.

I decided to pressure bleed the brakes since I was by myself and I have heard lots of horror stories about bleeding the CB master cylinders. So... does anybody have any insight into what I did wrong? Do I need to operate the pedal being bled while pressure bleeding? I was using about 10 psi with an air fitting through the reservoir cap. I still have no pedal to speak of.

Only tried once but any tips are welcome, I've never pressure bled anything before. Except when I cut my finger and squeeze it to watch the blood come out.

I have to say that I am thoroughly pleased with myself. Red Square Rides Again.

 Russ Wilson has been a busy boy as you can tell from this report: Last night Ben's Moving and Storage made it's final deposit of goods at my house. You just wouldn't things would take so long, but it was a very l-o-n-g evening. We loaded up the washer and dryer without too much trouble, Ben had loaded up the engine by himself before I arrived so that was out of the way. We then were off to my house to deposit the goods and have some dinner at 11:00. Leslie is getting used to this stupidity...

We even managed to get the engine/tranny back into Lor after we removed the winch PTO attachment. Never underestimate the holding power of a 30 year old paper gasket! We removed all the bolts and gave the thing a gentle tap. -Nothing. We then double and triple checked that we had removed all of the bolts. Now




*Starting them early: Cole Dushin, OVL's youngest member, gets his first driving lesson, from his pop, Russ. Hey Cole, that frame in the barn will probably still be waiting for you when you need it for Nigel in 2025.*

*Photo: Elizabeth Dushin*

we whacked it a bit harder, no movement. Before that thing came off we had hit it with a 2x4 and a sledgehammer (neither worked) and poked at it with a putty knife. Finally, I drove the putty knife into the seam at a corner and the thing broke free. I was starting to doubt my sanity right before it came off. A few days previously Ben, Charles Irvin and I managed to get the last of Gambrinus moved. I have to say that I'm more than a little impressed with the amount of stuff you can cram onto the rear of a 101. A 109" SW tub, full dormie roof, 3 wings, dormie cooker, bonnet, steering box with steering shaft, bulkhead, 2 drive shafts, etc. We got to Charles' place about 30 seconds before he returned from some errands and we started to clear a patch for my stuff to reside. Charles has more than a few cars, parts of cars, parts off of cars that he doesn't even own... After we moved stuff a bit we got everything off of Laz and into the yard. I'll be you didn't know that a dormie roof weighs 750 lbs. Urgh. That's my story and I'm stickin' to it. What a miserable thing to move around, top-heavy with no place to grab on when you have it up on its side. Much easier with 3 people though. Anyway, that's the story. I'm a happy boy with most of my stuff in one spot where I can start working on it in a few weeks when the 65 makes the trip from across town.

I saved the best news for last, I also just bought a 1965 109" SW. The beast is a rolling pile of parts that was very recently a very decent, straight rover, that for some reason the P.O. decided to take apart. Beats the hell out of me why he disassembled the thing. Perfect frame, perfect bulkhead, springs, straight body. Some guy had started the project and had to sell it just when he had finished pulling off all of the galvie bits and getting the bulkhead back from the sandblaster. All the pieces are piled in the back. It is now sitting in the backyard of the guy who owns a local British Car shop and his wife is most anxious to have it out of her yard. The plan is to pick it up in a few weeks and drag it over to Charles Irvin's house where I'll be doing the work. I can't wait to get started on this since I've had Gambrinus for over a year now with no progress other than tearing it apart and hauling the pieces around the country. The big question now is whether or not to galvanize this frame or just hit it with some POR15? Thoughts? Ideas? The bulkhead, T pieces, breakfast, wind-screen and all cappings will be getting the hot zinc bath but I haven't made up my mind on the frame. I guess I have a little time to ponder such things.

## Some Non-OVLR News & Rumours

 Newsletters received this month: Quite the pile this month! A pair from the Flatland Rover Society. The Oil Rag (Volume 1, Issue 2, Winter 1999 and Volume 5, Issue 2, [which seems to be] July 1999). The Rover-Lander from the Rover-Landers of British Columbia (Volume 2, number 8, labeled 2000-1). The Obsession from the Land Rover Register of South Australia (Volume 12, No. 2, February 2000). The Rover Reference from the Bay State Rover Owners Association (Volume 8, No. 5, September/October 1999) (Yes, Virginia, we do check our mailbox every week! — ed.) More receipts in the last couple days (you can tell this is written over a month), the ROVERS club have issued a January newsletter. The Gearbox, (ROAV, Volume 12, no. 1, Spring 2000).

 March's Magazine reviews:

**LRW:** Jeff Meyers thanks Jan Hilborn for all the help she's given him during his 109 rebuild. He includes a photo of Jan posing with her pups beside her 88 IIA. It seems that every evening she was hard at work scrubbing his dirty greasy togs after he returned from doing his rebuild thing. She also had a hearty dinner waiting for him each night, as well as making sure he didn't leave without fixing him a bowl of cornflakes & banana and then handing him his lunch pail (with an apple and cookies to boot!). Jan accomplished all this while padding around in a rather skimpy pair of Rovers North boxer shorts and a black wonderbra with a Rovers North "I've Got Genuine Parts" button on the left side. The woman truly is a saint!


**LRM:** In the clubs section it is mentioned that "the Northern California Rover Club nearly has this month's best cover (to be explained later). It also nearly contains this month's most bizarre item. 'nearly' as it had to share the item with Ottawa Valley Land Rovers. Who will own up to remembering that hideous pop song from 1999, 'Everybody's Free to Wear Sunscreen?'" Our own Dr. Drip Hong is then lambasted for his parody of the song. But the "nearly" to be explained later is never explained.

Also in the clubs section from the Essex Land Rover Club:

**Q:** Why do traffic lights always go red-amber-green?

**A:** To give Range Rover owners time to take up the slack in the drivetrain.

**LRO:** In the Adventure article it's mentioned that the Road Tax on Land Rovers in Holland is £1000/yr. It's not clear whether this is due to the engine size, being a truck, or if it applies to all cars & trucks. Ouch! Over 60 ex-MOD 109s & Lightweights from Brunei were put in quarantine in Australia when they were found to contain snakes, insects & exotic plants in the vehicles. Australia is charging the importer \$100,000AUS to steam clean the vehicles before being released, which may be more than the original cost of the vehicles. And lastly, Churchill's SI is going up for auction and is expected to get US \$45,000-\$52,000.

 Andy Grafton writes to us about what he's been up to: Where else in the world could you drive up a municipal building without the permission of the city council?

Monday night 21:00 we removed the 1/4 ton galvanised gate



and razor wire that stops people climbing the Good Hope Centre (which is shaped like a large tortoise). Simple, really. Undo bolts, let gravity do the rest the 12 feet onto the paving, pick it up with 6 people and move it out the way.

Tuesday 06:00 we started the rigging and then by 10:00 started driving up. Difflocks on. Drive, tighten winch. Drive, tighten winch. Needed to anchor the vehicle to the rest of the safety cable twice on the way up, whilst letting the winch cable out again as the cable was only 25 m long. That's what the strap I'm holding onto in the picture is for. Everyone was a bit disap-



pointed at the amount of rubber on the concrete, as the genius who'd measured the track measured from sidewall to sidewall, not treadblock to treadblock. Precisely one treadblock width of the Goodyear MTs was in contact with the concrete slab. The gutters are deeper than the tyre and you can't put weight on the roof let alone damage the lead (the whole surface apart from the concrete is leaded). Right front wheel fell off once but man-power put that right. Amazing what you can lift when you're scared and committed.

Tuesday 10:20 we're up. Champagne all round. Takes 2 hours to turn the vehicle. Have to make scaffold plank and sand ladder bridges across the roof surface to spread the load enough so it won't go through. God knows how many points the turn was. Building didn't fall down.

Had to carry the effing planks/ladders up and down the building. Sore calves.

Winch off, put on back of car. Lie down for a few hours.

Let out winch, drive. Let out winch, drive. 45 minutes to get down. Spirit level says 55 degrees at steepest. On about 1.5" of rubber on each side. Engine blubbing oil in the front cylinders, but overfilled and hence still has pressure.

Relief.

Wednesday night. Locate crane. Use crane to put grid back on building.

More relief.

That's it.

■ A few post-mortems on the nearly finished Ford-BMW deal BERLIN, The chief executive of German car maker BMW, Joachim Milberg, admitted on Tuesday that its engagement with the British carmaker Rover was a big failure, resulting in about 5 billion marks (2.4 billion dollars) losses last year, the first heavy loss in 10 years.

But Milberg also pointed out that BMW had "created an outstanding foundation for above-average profitable growth in the future," saying that the company was now making a fresh start after the decision to sell Rover to the British risk venture company Alchemy.

■ DEARBORN, Ford Motor Company announced that it has reached a memorandum of understanding to buy Land Rover from the BMW Group. The transaction is subject to a definitive agreement, due diligence and regulatory approvals. If successful, the acquisition is expected to be completed in the second quarter.


The acquisition involves the entire Land Rover line of vehicles—Range Rover, Discovery, Freelander and Defender—including assembly and engineering facilities. It does not include Rover's passenger car business or any assumption of debt by Ford.

"Land Rover is a terrific global brand with a wonderful heritage," said Ford Motor Company President and Chief Executive Officer Jac Nasser. "It is our intention to leverage Land Rover to its fullest potential." "The board is enthusiastic about this opportunity," said Ford Motor Company Chairman William Clay Ford Jr. "Land Rover is known throughout the world and fits perfectly into Ford's growing family of world-class brands."

"In the automotive market Land Rover is certainly one of the most famous and strongest brands in the world," said Joachim Milberg, chairman of the board of management of the BMW Group. "The decision to sell Land Rover was certainly not easy. But in the light of our new strategy, we welcome the approach of Ford."

The Land Rover business will become part of Ford's Premier Automotive Group, which includes the Lincoln, Volvo, Jaguar and Aston Martin brands. Land Rover sales for this year are projected at about 200,000 vehicles.

"Land Rover is consistent with the strategy of growing our global premier brands with vehicles that achieve high margins and are complementary with our present product range," Nasser said. "Land Rover is considered to be the 'Jaguar' of four-wheel-drive vehicles. It solidifies our market position and business strategy for this high-growth, lucrative segment."

 Why the wheels fell off at Rover, Will Hutton blames unions and management for Britain's failed car industry. *From the The Guardian Weekly March 23.*

Euro-scepticism and BMW's unimaginative ownership may finally have killed Rover, but this calamity was longer in the making than the last few years. It is the culmination of decades of institutional failure, managerial incompetence, government inadequacy, poorly led unions and a naive business culture.

BMW made mistakes, certainly, particularly in overestimating the value of the Rover brand in a home market where Britishness counts for less and less. And the manner of its exit, leaving tens of thousands of jobs and a dealer network to swing in the wind with no prior warning, is disgraceful. But this remains a home-made tragedy.

At the bottom of Rover's long-term failure is a hopelessly crude conception of what constitutes enterprise and business success. The British have never accepted that an enterprising business is also an enterprising and intelligent organisation embedded in a network of other enter-

prising organisations, in which the quest for profit, while imperative, is not the sufficient condition for success alone. Creativity, employee commitment, investor patience and professional and trade skills are the other essential parts of the brew.

But the British view, embodied in company law and culture, is that business is solely about the pursuit of profit, in which the shareholder is sovereign and the market is held to be a fact of nature. Workers are essentially disposable commodities. Customers are pulp to be milched in the service of maximum dividends. At the heart of business success is not the time-consuming effort of organisation building, nurturing human capital and sustaining a brand - it is doing the big deal. The British prime minister, the trade secretary Stephen Byers and the unions are right to protest at the secrecy with which Rover was sold to the venture capitalist Alchemy, but that was because in Britain the law requires that shareholders consult with no one when they do deals.

As for the state's relationship with industry, the century-long approach has been hands-off - markets must do what they will and business must live with the consequences. In particular, the exchange rate must be allowed to settle where the financial markets drive it. The long history of British incapacity to organise a competitive exchange rate for its industrial base is now acted out as opposition to membership of the euro.

A determined effort to keep sterling competitive has been abjured, because of political timidity, lack of policy innovation and a backward-looking cadre of economists and commentators who refuse to see how the dynamics of exchange-rate determination have been changed with the launch of the euro. Finance is again king, cemented by romanticism about retaining political sovereignty over the pound and laced with not a little xenophobia.



NATO troops pass by ethnic Albanian refugees gathering water at a water distribution site in a refugee camp in Kukes, Albania Friday June 11, 1999. As NATO troops prepare to cross the Morini border into Kosovo over the weekend, U.N. High Commission for Refugees says refugees should remain in the tented camps of Kukes until their security can be guaranteed to return home. Photo: (AP Photo/David Guttenfelder) used without permission



For the decline of Rover is the story of all these weaknesses unfolding and recurring at different times over the entire post-1945 period. There were the absurd stock-market-driven bids and deals of the 1950s and 1960s as the car industry consolidated, with no management team getting hold of the emerging British Leyland and building it as a creative manufacturing organisation around long production runs and product innovation. The imperative was to raise dividends. Union militancy, based on a wrong-headed analysis of capitalism, brought matters to a crisis in the 1970s. When the private BL failed and was bought by the National Enterprise Board, funds intended for product development were spent on delivering ridiculous pay deals to buy off threatened strikes. There followed a failed sale to Ford and then British Aerospace's stewardship in 1988; a clever deal to buy Rover cheaply, cleverer asset-stripping and a cleverer-still sale to BMW. Cumulatively, the money invested in Rover may have seemed high; in fact, it was paltry, late and poorly targeted. And all the while the exchange rate reached astonishing highs, fell back briefly and then reached new peaks in the late 80s, making car manufacturing a task only for the congenitally stubborn.

When BMW intervened in 1994, it seemed to offer the management, commitment and deep pockets, but in reality the game was up. There is too much car-making capacity in the European car industry, German management techniques did not travel, and Rover was too far gone to be saved. The sale to Alchemy is the end. It acknowledges that within four years all that will be left - unless a Ford or a Volkswagen buy Longbridge - is specialist MG sports car manufacture, and even that is doubtful. What the Government has to do is not try to save what is lost, but to learn - and build structures that mean the next wave of companies in the new information economy do not suffer the same fate. I would target four areas: the exchange rate, consultation procedures, corporate law and "local" Keynesianism to support the stricken West Midlands.

First, Britain needs to commit to join the euro at a competitive exchange rate 20% lower than today, somewhere around DM2.50. The Government should state this as its aim, then raise \$30bn through issuing long-term bonds, sell pounds and buy euros - and promise to do the same again until the pound has fallen to the target level. At current exchange rates, the Government will make a capital profit of \$6bn on each \$30bn intervention and alleviate the evisceration of manufacturing. Euroscepticism costs money and jobs.

Second, no British government or trade union should be humiliated by a secret deal on such a scale again. The Industrial Society has shown that under the 1981 Transfer of Undertakings Regulations, a company has no legal requirement to consult with anybody when a company transfers its employment responsibilities through a sale of its shares. Shareholder-driven deals, in short, require no consultation with the labour force whatsoever. This loophole should be closed immediately.




*Digging out a stuck SWB on the light off-road, 15th Birthday Party  
Photo by: Spencer Norcross*

Third, we need to rethink corporate law and, in particular, the responsibilities of pension-fund trustees, directors of banks and boards of trading businesses. If we want companies to be more intelligent and creative, then the requirements we make of directors and financiers need to be less crude than at present. As a first step, the annual publication of a social, employment, investment and environmental audit should be made a condition of a stock exchange listing.

And last, the West Midlands should become the venue for a new approach to economic development, what the former social security secretary Frank Field calls local Keynesianism. The whole region should be designated as an "employment zone" in which employers' national insurance contributions are abolished and where the Government directs a wave of public investment and procurement.

Tony Blair and his Cabinet feel betrayed and politically exposed. Finding a buyer for Rover has to be attempted, but nobody should hold their breath. Instead, this could be the opportunity for decisive change, not only in the name of jobs but to relegitimise government, which has been made to look incompetent. Don't get mad, Mr Blair. Get even.

 If you dislike Land Rover's ad campaigns as much as we do, here's some good news, their agency, Rothchild and Grace, is finished. (*hopefully along with those stupid infomercials* — ed.)

LANHAM, Land Rover North America, Inc. today selected GSD&M as its new advertising agency. The Austin, Texas-based organization was chosen by the executive team at Land Rover after a detailed review of presentations by three finalists conducted this week at Land Rover's North American headquarters in Maryland.

"We're pleased and excited with what GSD&M has to offer," said Jim Selwa, Land Rover North America's vice president, marketing. "The group of creative minds at GSD&M very quickly grasped exactly what constitutes the Land Rover brand. They recognized our priorities, and we feel they will be able to develop and communicate our strong brand imagery in exciting, effective new ways. It is a good fit in terms of personalities, ideas and values. They should have an immediate impact."

Land Rover North America posted record sales of 29,380 vehicles in 1999 and has goals of aggressively expanding both product sales and its line of Land Rover Centres in the coming years. GSD&M will be a partner in this growth.

Founded in 1971, GSD&M today has more than 500 full-time employees, a majority of which are housed in the company's headquarters—nicknamed "Idea City"—in Austin. With an enviable client list that includes DreamWorks, Mastercard, Pennzoil, Southwest Airlines, SBC Communications and Wal-Mart, GSD&M posted 1999 billings in excess of \$850 million and was named Adweek's 1999 Southwest Agency of the Year.

"Land Rover is a strong brand. There's a great story to tell here. That's our task—to create distinct, compelling platforms for Range Rover, Discovery and Freelander," said Roy Spence, president, GSD&M. "The team at Land Rover has done an excellent job positioning the Land Rover brand. Our creative culture will help expand the brand even further, with visionary and momentum-building ideas."

GSD&M will play a major role in the aggressive growth goals set by Land Rover North America in the coming months and years. Partnered with Land Rover North America's marketing department, GSD&M will provide creative, tactical support for



Tom Tollefson's 101 on the light off-road, 15th Birthday Party  
Photo by: Spencer Norcross

Range Rover and Discovery Series II sales; the upcoming launch of new models such as Freelander; and the rapid expansion of both the Land Rover Certified pre-owned vehicle program and Land Rover's network of Land Rover Centres. This will require outstanding creative work and rapid integration into Land Rover's informal and highly successful business culture.

"Land Rover is an unique automotive company. We offer more than simply great vehicles—we offer an excellent ownership experience. GSD&M understands the Land Rover mystique. We'll be seeing some great work from GSD&M," said Selwa.

Optimedia International U.S., the New York-based media agency, will continue to direct Land Rover North America's media placement effort.

## New Members

7 new members in March

**Karen Sindir** of Woodland Hills, California with a '66 SWB, '74 SWB and a '95 Disco

**Sean Stewart** of Owen Sound, Ontario with a '75 101 FC and a SIII SWB

**Lance Deplante** of New Ipswich, New Hampshire with a '61 SII SWB

**Steve MacSweet** of Ottawa, Ontario

**Colin Buda** of Gloucester, Ontario with a '52 SI 80 inch

**Martin Pick** of Cavan, Ontario with a '92 Disco

**Safder Rabbani** of Gloucester, Ontario with a '95 Disco



# General Servicing: Repairs, Humour, Tales & Trivia

## Tightwads, A Friday Story

by Mike Rooth

I was listening to the radio Saturday morning, (Radio. That's the one that makes a noise but the picture is terrible). The subject was tightwads, and various people had been interviewed on the subject. Then the interviewer got onto an old Yorkshireman.

"Ah don't throw owt away 'till its all wore out. Its got to be completely useless afore I'll throw it away. Clothes an' all, I'll wear owt, I don't care what I look like. Missus, she dresses nice like, but I'm not bothered.

Folk throw stuff away too easy like. Look at washing machines. Tha goes down the scrapyard an' there's thousands on 'em. An' the glass bits in the doors make grand bowls when the takes 'em out.

Mek a grand dog dish they do."

"Er...do you go into shops with your wife?"

"Nay I just sits in the Land Rover."

(*Surprise*) "You've got a *Land Rover*?" (No doubt visualising a brand new Defender).

"Aye. But its an owd 'un mind. It's thutty yer old." Ah've 'ad a lot o' cars in me time, but now I've just got t' Land Rover an' a Cortina. T' Cortina's going to be me 'earse. Ah've made me coffin an' all."

"Er...you've made your own coffin?"

"Aye I 'ave. It's nobbut chipboard, mind, but them coffins tha gets from t' undertakers is t' same stuff wi' some sort o' fancy veneer glued on. All sentiment that is."

"So where do you keep the coffin, then?"

"Its in the Back of t' Cortina. Useful there, I keep me tools in it. When I pops me clogs, they can take the tools out, put me in an' drive the 'ole lot to the cemetery."

All of which had me curled up laughing. Certain things are obvious.

1) We know where Kenner got the idea for fuel bowl shot glasses.

2) Compo is not dead after all.

3) Yorkshire isn't on this planet.

It should be explained for those not in the know, that Compo was a character in the long running BBC TV series "Last of the Summer Wine". This is a cautionary tale of three old fogies who get up to all sorts of (on the face of it) unlikely escapades. Having listened to this, however, I'm not entirely certain about the unlikely bit. The character was a little, scruffy, holes-in-the-trousers, jacket tied with string, welly wearing pensioner, with a fondness for ferrets. It was played for twenty odd years by the actor Bill Owen, who sadly, recently died. In his eighties, and still playing the part. It was filmed around the Yorkshire town of Holmfirth, amid some stunning scenery.

This show was the birthplace of one Wesley Pegden, every Land Rover owners hero. Clad in his filthy brown overalls, and made to walk about on old newspapers in the house by his dreadful wife, he often aided and abetted the trio (albeit reluctantly) in what time he could spare from the continuous "fine tuning" he reckoned his beloved Land Rover needed and deserved.

## Al's Odyssey, A Saturday Story

by Mike Rooth

*A bit of a detail here, our own Ranger Al Richer has added yet another vehicle to his stable, a SII SWB, code name Jessica. Purchased in the UK, Al made most of the arrangements via e-mail and phone, with just a quick trip over the pond for a visual inspection, and to deliver it to Walenius Lines who would deliver it to the Port of Baltimore. From there Al would Pick it up and drive it back to its new home in Massachusetts with Lucy the Range Rover and Churchill, Al's 109. —ed.*

Saturday afternoon, something shy of three o'clock the phone rings. Upon answering it a querulous voice says "I'm looost!" So, having ascertained the whereabouts of our Mr. Richer's lostness, and giving him directions (Bearing in mind, that is, that he has been here before), I decide to go and look for him, just to make sure. No luck. However upon returning to base, as it were, I find my driveway occupied by a very, very nice 88" SII. And the dulcet Richer tones coming from the open kitchen window.

Alan had brought with him 25 lbs. of gauge one rail for the parts guy I (we) deal with, and this had to be delivered, so, Al having had his fill of driving on the other side of the road, and having had precious little sleep for the past 24 hours we set off in Nora. Mike Deacon had, he said, warned his wife he would be late home, because Alan was given the run of the store, so to speak. As Mike remarked, "You're like a dog in a wood, you don't know which tree to pee on." This foray resulted in a con-

siderable weight in the back of Nora. They had quoted him £80 for a canvas but Mike found a good secondhand one which he said was not waterproof and if Al wanted it, he could have it for £25. Alan wanted it...

During the conversation, Al said people looked all funny at him if he made a left turn through a red light. There was a stunned silence. Someone (not me) said "Oh dear". Be advised, those of you who haven't, but are likely to, drive in the UK. Red lights are *mandatory*. You do *not* run them. The law gets awfully cross with people that do...

After what seemed an awfully long time we all loaded Nora up with Al's booty, and set off home, through an English countryside looking particularly nice at this time of year. It transpired that Alan's aircraft had been late taking off from Boston, due to snow, and therefore correspondingly late landing at Heathrow. So late, in fact, Alan had missed his bus, and had to spend the night in the Heathrow arrival lounge, being regularly woken up by concerned policemen. A circumstance not appreciated by our intrepid traveler. Upon his eventual arrival in Oxford, he was picked up by Alasdair Worsley in the latter's 101, and transported thus to his purchase. A haggale or two later, and £1400 the poorer he set off for Leicestershire, and yours truly's humble abode.

Saturday evening, we pored through the documentation that came with Jessica. The previous owner had spent serious money on this little beauty, and had kept the receipts. Beer and wine was drunk, and Al retired to bed. Sunday morning dawned frosty but sunny, and pretty soon put on a virtuoso per-

formance of a warm spring day. There were certain small adjustments to be made to Alan's new love, not made any quicker by his habit of disappearing underneath and uttering manic chuckles of delight when yet another feature revealed itself as being in perfect condition. One problem was the home made pintle hitch on the front bumper. Not only was this crude but it obstructed the starting handle, and was, incidentally, illegal in this country, since it stuck out ahead of the bumper and was potentially lethal. The angle grinder settled that and Al ceremonially started it on the handle. The spare we moved from bonnet to behind the seats inside, new wing mirrors (bought the previous day at the princely sum of £3 each) were fitted and the dual gauge was changed for one that worked. All in the brilliant, warm English spring sunshine. A thoroughly enjoyable morning.

It transpired that the liftback has two perfectly functional, factory fitted side stays, so Russ Dushin has no chance of conning Al out of it. A downside is that neither of the cab doors are fitted with locks, something Al intends to change. The rhino hide upholstery is in *perfect* condition, which among other things leads me to believe that the indicated mileage is genuine. I'll leave Al to tell you what that mileage is.

Al is delighted with his purchase, and with very good reason. In fact, a colleague who lives near me, and who saw Jessie in my drive, said to me this morning what a lovely truck it was, and said he would have paid the full £1500 asked without argument. Right on mate, so would I. Alan has a bargain. I am Deep Bronze Green with envy, and so will you lot be.

## **Al's Odyssey, A Wednesday Story**

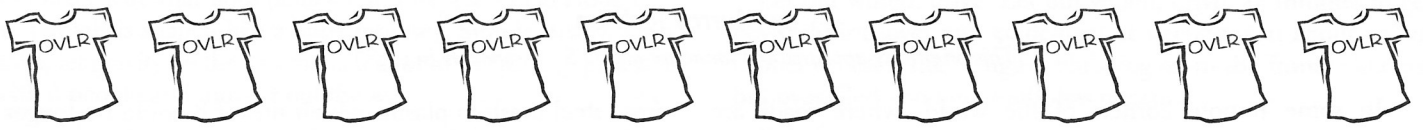
*by Bill Maloney*

He arrived here in Wayne about 4:30. Very nice truck. After sitting a bit and Al downing a Molson, we put on coveralls and went to work. There is some blowby coming out of the filler breather onto the high tension leads. I started to wash it down with brake cleaner then Al pulled the cap, which shoed the inner contacts were kind of burnt. The rotor was burnt too, but cleaned up easily with a point file. I cleaned the points too and Al pulled out a coil and later cap & ignition wires to replace the screw in set at least for the moment. Dwell was pretty close to where it should be, and since it has the rear timing window, we skipped that. Al checked the gearbox oil and there was a bit too much. I found the rear diff was just about up to where it should be, but the rear U joint had no grease fitting. But the steering relay did. It fired right up, then fired right up even better when we switched the wires back to where they should be. Al did well. It's a pretty straight truck and chassis is very solid. It just needs some sorting out at this point. He left here at 5:05 and I dropped him off at Dunkin Donuts for food and coffee along the way. He'll probably be home sometime tonight.



*The things one finds on the streets in the UK...  
Photo: Quintin Aspin*





# The OVL R Birthday Party Design-a-T-shirt Contest

*Sponsored by Atlantic British Ltd.*

This year we are giving *you* the chance to design the T-shirt that everybody will be wearing for years to come...

The next best part to seeing your work of art on lots and lots of people will be a US\$100 gift certificate from Atlantic British Ltd., along with a couple of free T-shirts.

#### NOW FOR THE NITTY-GRITTY:

Designs may use one or both sides of the shirt, but should incorporate any of the following ideas:

- Off-Roading
- Birthday Party social life
- Land Rover's heritage or future
- Any appropriate Land Rover theme.

#### NOW FOR THE REAL NITTY-GRITTY:

T-shirt designs **MUST** be submitted in one of the following formats:

- Photoshop, CorelDraw or similar compatible high resolution computer format (300 dpi).
- Black & white, or colour line illustrations
- Photographs with captions
- Other camera ready artwork

All non-electronic submissions must be submitted on white 11" x 11" to 11" x 17" matt finish drawing paper in a rigid (non-folding) package. Please do not submit photographs with the original negative or print. If the selected submission is a photo-

graph, we will notify the winner and request either a negative or a print.

Please remember, people of all ages will be wearing these shirts, so keep those ideas clean!

All designs must be received by May 15, 2000. The winner will be selected by your executive between the 15th and end of May. The winner will be awarded their prizes at the Birthday Party Auction on Sunday, June 24th.

Submit your designs by mail or by e-mail to:

T-shirt Contest; Ottawa Valley Land Rovers

P.O. Box 36055

1318 Wellington Street

Ottawa Ont. K1Y 4V3 Canada

E-mail: [mrothman@geosolutions.com](mailto:mrothman@geosolutions.com)

#### Questions?

Contact Martin Rothman by phone at 613-721-3616 or by email at [at-large@ovlr.org](mailto:at-large@ovlr.org).

Direct technical questions to [Spenny@aol.com](mailto:Spenny@aol.com).

## Land Rover Past and Present

by Murray Jackson

(This originally appeared in Canadian and U.S. newspapers in 1998.)

In some remote corners of the world, where roads are unknown, the Land Rover is the only vehicle ever seen. This unique machine, which has become one of the world's most recognizable vehicles, celebrated its 50th anniversary in 1998.

The Land Rover's origins can be traced to Solihull, England, in the post-WWII years. The Rover Company had manufactured no vehicles during the war and needed a stopgap vehicle to produce while it re-established car production. Maurice Wilks, Rover's chief engineer and brother of company Chairman Spencer Wilks, had used an army surplus Jeep on his estate in Anglesey, North Wales, and it was this vehicle which inspired the notion of producing an adaptable workhorse for farmers. Because scarce steel supplies were allocated based on export performance, the Land Rover's body would be formed of readily available Birmabright aluminium alloy.

The first prototype, based largely on a Jeep chassis, was a crude vehicle with centre steering, seating for three and few concessions to creature comforts. The first production vehicle, later referred to as the Series I, was introduced at the Amsterdam Auto Show in April, 1948. It featured flat body panels on a strong, box-section steel chassis, a wheelbase of 80" and a 1.6 litre gasoline engine borrowed from a Rover car.

The new Land Rover was well received and sales increased at a brisk pace. Less brisk, however, was the process of evolution of the vehicle itself. The basic design would not change for decades as Land Rover stayed true to the original concepts of simplicity and durability. The original 80" wheelbase increased to 88" for short wheelbase models and 109" for long wheelbase models. The gasoline engine grew to 2.0 litres in 1953 and to 2.25 litres in 1958. A diesel engine option was first offered in 1957.

A Series II model, incorporating minor changes to body and engine, was introduced in 1958 but significant changes did not occur until 1972 when the Series III was introduced. This model featured a synchromesh transmission, improved instrumentation, a padded dash and basic emission control equipment. To the horror of many owners, the grille was changed

from steel mesh to plastic, which meant it could no longer be used as a campfire grille.

The Land Rover's versatility was enhanced by optional power-take-off mechanisms which enabled it to drive a variety of agricultural and construction machinery. Many special variants such as fire tenders and mobile welders were produced by Land Rover or by outside companies approved by Land Rover.

The Land Rover's unique capabilities resulted in its exportation world-wide and the establishment of assembly operations in a number of countries. It was popular with the armed forces of many countries and special models directly suited to military requirements were quickly developed to exploit this lucrative market. These included the Lightweight, designed to be transported under the Wessex helicopter, as well as Forward Control models.



*The author's Lightweight*

In the late 1960's, Land Rover recognized the need for a more civilized vehicle which would provide greater comfort and convenience without sacrificing the off-road capabilities for which the Land Rover was justly famous. Thus was born the Range Rover. In a radical departure from the earlier leaf-sprung vehicles, the new 1970 Range Rover featured coil spring suspension, full time 4WD and a 3.5 litre V8

engine formerly used by Buick. This new model gained rapid acceptance and brought a new level of performance to the Land Rover range. As with the Series I to III vehicles, the Range Rover has evolved steadily and, in recent years, has incorporated many convenience and luxury features.

The Range Rover was supplemented by the Discovery in 1989, a smaller but equally capable model designed to exploit the growing sport utility vehicle market. In 1997, Land Rover introduced the Freelander, a smaller, unibodied vehicle designed to compete with compact sport utilities such as the Honda CRV and Toyota Rav4.

The first Land Rovers arrived in North America in 1949. Not surprisingly, many earned their keep in farming, mining and lumbering operations. The Series I, II and III models were





*Andrew Finlayson's Series I*



*Kevin Burton's Series III*

available until 1974 when emission control regulations forced Land Rover to abandon the North American market. Land Rover did not re-appear in North America until 1987 when Range Rover of North America was established in the U.S.A.. In the early '90s, Land Rover Canada was founded and the U.S. operation was renamed Land Rover of North America. These companies currently offer the Range Rover and Discovery models. Of particular interest to lovers of the older Series models was the limited North American availability from 1993 to 1997 of the Defender 90 and 110 models, the successors to the Series III models.

The Land Rover's popularity in North America was not diminished by almost two decades of unavailability. For many Series I to III owners, the vehicle's charm lies in its rugged simplicity; owners can actually maintain, repair or restore their own vehicles. As a result, there are a surprising number of well-

organized owners' clubs. Among the larger of the US groups are Bay State Rover Owners Association (Massachusetts), Downeast Land Rover Club (Maine), Empire Rover Owners Society (New York) and Rover Owners Association of Virginia.

The largest Land Rover club in Canada is Ottawa Valley Land Rovers, established in 1982 as a chapter of the Association of Land Rover Owners of Canada. With members in five countries, OVLR offers a monthly newsletter, technical support and frequent events ranging from family-oriented social activities to serious off-road forays. OVLR's annual Birthday Party attracts over 100 participants from Canada and the U.S.A. and a large variety of Land Rover models. The centrepiece of this and other events is the club's kitchen trailer. This unique asset, designed by founding member Mike McDermott, incorporates complete food preparation facilities, an off-road communications centre, first aid equipment and other necessities for extended excursions off-road.

Land Rover club members are a diverse group who share a fierce admiration for the Land Rover's capabilities and a common reaction when the uninitiated refer to their vehicle as a "Jeep". Invariably, Land Rover clubs act as support groups with experienced owners providing mechanical and off-road guidance to new members. All clubs welcome Land Rovers of all ages.

Land Rover's 50th anniversary in 1998 was marked by a large gathering of old and new models at Land Rover's Lanham, Maryland, headquarters and a multi-club, international event held in Greek Peak, New York. Additional information on Land Rover clubs, events and parts suppliers can be found on the Internet at [www.ovlr.org](http://www.ovlr.org).



*Christian Szpilfogel's V8 110 and Series III*

# The 17th Birthday Party

## BACKGROUND

For 52 years, since the Amsterdam Motor Show in 1948, Land Rover's products have served the world and are still hailed as masters of rough terrain travel. OVLRL celebrates its 17th Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from most other rallies.

## THE EVENT

The 17th Birthday party is being organised and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVLRL regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

People will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products—Land Rover, Range Rovers and Discoverys. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVLRL to drive on the off-road.

## WHEN

The Birthday Party is traditionally held on the third Thursday of June. This year it will be held from Friday June 23th – Sunday June 25th.

It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting sev-

eral days. In the past, members have taken a week off to do a double header of the Birthday Party on one weekend, then traveling from Silver Lake to Camden, Maine for the annual Downeast Land-Rover Rally (information on this rally can be found elsewhere in the newsletter)

## MORE INFORMATION

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

## REGISTRATION FEE

An anticipated Event Registration Fee of \$35 per adult entitles OVLRL members to enter the vehicle in all the activities such as off-road events, Vehicle display and certain other activities. Other fees are - \$12 per child 6-12 years of age. Children under 6 are free. For non-OVLRL members, the fee is \$35 per adult. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course the fee will be \$60. (\$35 entrance fee plus \$25 membership fee) Our insurance policy requires this.

## PAYMENT

Your registration must be received by the 15th of June in order to guarantee entrance to the Birthday Party

## ARRIVAL

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

## ACTIVITIES

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

### Friday:

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

### Saturday:

- Swap meet for those interested in bringing up used parts to sell, pawn off, or trade
- Departure for the first off-road is at 10AM. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.





- Lunch (hot-dogs and hamburgers) will be provided by OVLР.
- The afternoon will consist of another off-road and the RTV Trials and other activities.
- Dinner will be provided by OVLР. The day will close with a social evening. Get to know fellow Rover enthusiasts.

#### Sunday:

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

#### FOOD IN GENERAL

OVLР will be supplying Saturday lunch (hamburgers and hot dogs), Saturday dinner, and a coupon for Saturday or Sunday breakfast. All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of restaurants in the area.

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

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Additionally all drivers on any off road course must be a dues paying members of OVLР. This is a requirement of our insurance.

#### RTV TRIALS

There will be a proper, UK-style trials course. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There are a series of stages where you maneuver your vehicle through sets of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLР will be using ANARC's RTV Rules (Association of North American Rover Clubs). Where there is a difference between American and Canadian rules, the Canadian rules shall apply. RTV rules are available upon request. Prizes will be awarded to the top participants.

#### SPONSORS AND VENDORS

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

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

#### DOGS

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

#### GETTING THERE

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

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

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

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

#### WHAT SHOULD YOU DO?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- **Celebrate and Enjoy!!**
- To **register** you must complete the enclosed entry form. Additional copies are available from Ottawa Valley land (by post, fax or internet)

#### CONTACT NUMBERS

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

Registration Co-ordinator: David Meadows

Internet: <http://www.OVLР.org>

Email: [david.meadows@sympatico.ca](mailto:david.meadows@sympatico.ca)

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

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

#### A FINAL NOTE:

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

# Birthday Party Accommodation Information

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

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

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

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

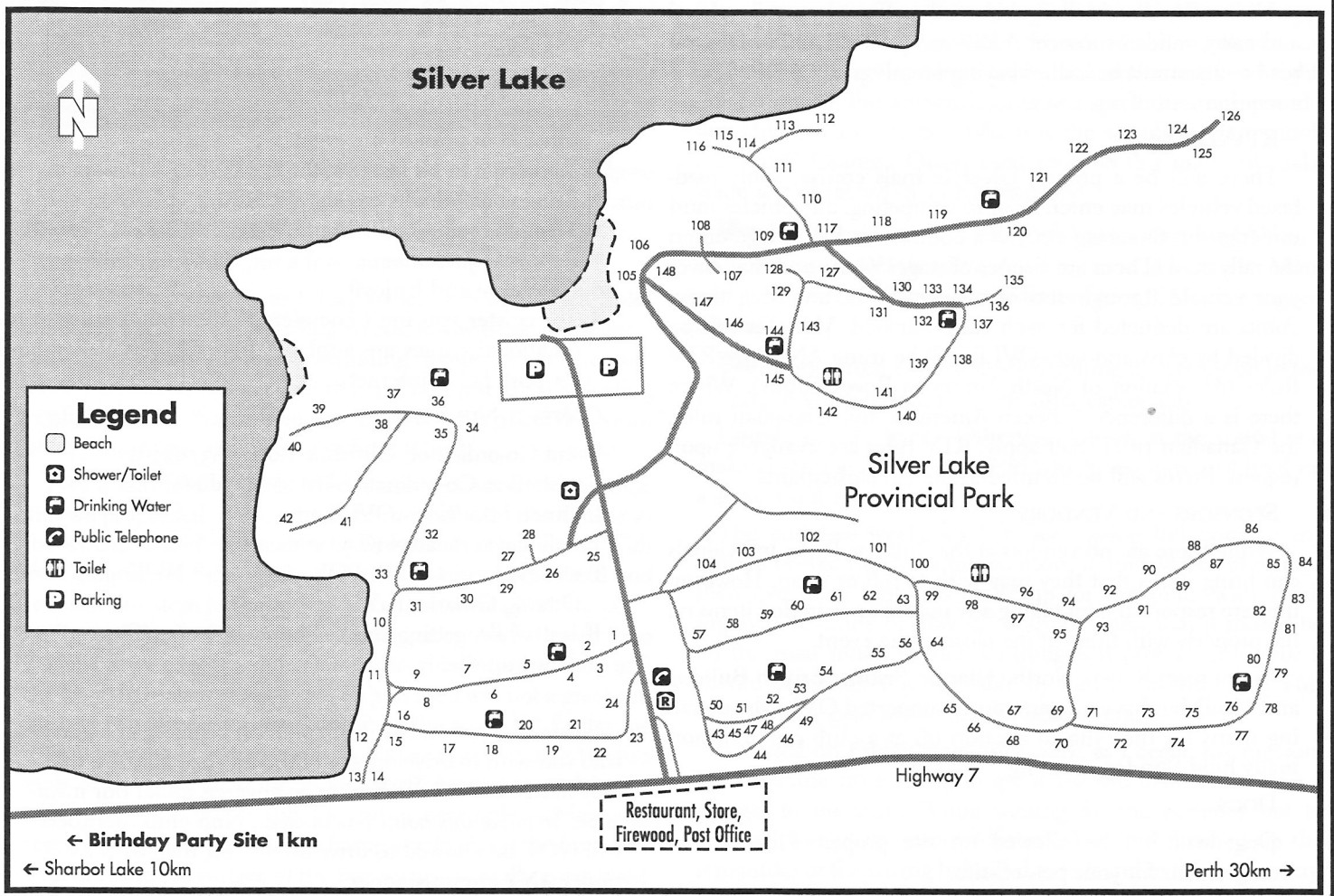
you are with Ottawa Valley Land Rovers. The OVLRL section is tentatively reserved until June 6th. Park phone lines open May 1st at 8:30 AM. The number is (888) 668-7275 The Park website is [www.ontarioparks.com/B22.html](http://www.ontarioparks.com/B22.html)

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

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

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

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





# THE 8<sup>TH</sup> OVL<sup>R</sup> TUNE-UP

## BACKGROUND:

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

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

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

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

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

**WHEN:** This event is traditionally held in the beginning of May. As other local British car clubs have seen how successful this event has become, they too have begun to reserve time to run their own tune up event. But, as OVL<sup>R</sup> started the process we get first pick. Thus, the Tune-Up will be held on Saturday, May 6th. People generally start to appear around 8 AM, and the Tune Up runs to just past lunch when many repair to either the Cheshire Cat (on Carp Road) or the Swan at Carp (in Carp) for a little socialising.

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

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

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

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

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

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

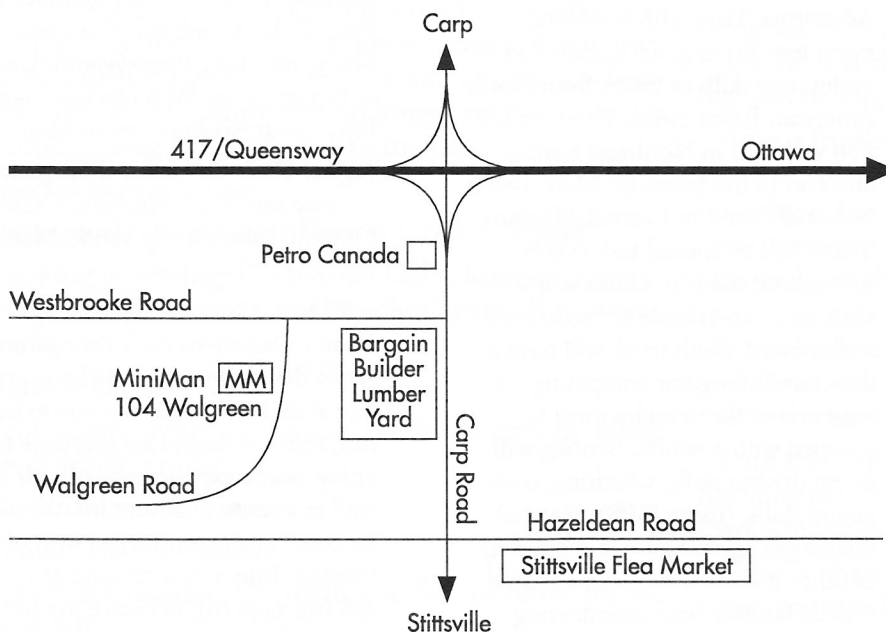
If you are coming via the Queensway (417) you will exit at Carp Road. Coming to a stop sign, you will turn South onto Carp Road. (If coming from the east, you will cross over the Queensway). You will pass by a Petro Canada on the right (west) side of Carp Road. The first intersection is Westbrook Road.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

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

## CONTACT NUMBERS:

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

If lost getting there: Phone 836-4283



## Land Rover Events for the year 2000

(and a few british car events, too)

**OVL**R: 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

### MAY

- 5-7: **Blue Ridge LRC; MayDay Rally** at Tellico (North Carolina) Info: Frank Avent, fbavent@airlineinfo.com or www.brllrc.org/mayday\_2000.htm
- 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.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 Trmgafun@aol.com. Web site: members.aol.com/Trmgafun/britishcarweek.html

- 21: **BSROA**; **Museum of Transportation**, Brookline, MA, Family picnic day on the green in front of the Museum. Discounted entrance fee to Museum. Info: Peter Janney, 508.394.2680 or pjrover@sover.net
- 26-30: **Association of Rover Clubs; ARC 2000 International Rally**. Info: www.4x4web.co.uk/ARC2000/
- 27-28: **Scottish Land-Rover Owners Club; All Rover Rally** Vehicle show and autojumble, East Fortune, East Lothian. Info: www.slroc.co.uk/
- 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@sover.net

### 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
- 13-16: **Tea Pond Land Rover Weekend**, Tea Pond Camps, Jim Pond Township, Maine (near Eustis, Maine). Stock Range Rovers and Discos are discouraged from attending, Series and Defenders are fine. Cost is \$75 per person, and includes 6 sit down meals & two packed lunches and dormitory style logging or tenting. Central bath house with flush toilets and hot showers. Info: Shelley and Ed Bear, (207)-265-5633
- 15: **OVLRL, LaRose Forest Off-road**, Info forthcoming.
- 21-23: **LRO Billing** at Billing Aquadrome, Northhampton, 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.solihullsociety.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@sover.net or 508.394.2680.

## SEPTEMBER

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

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

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.

This event is open to all British cars and motorbikes. 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.

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

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

## OCTOBER

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

14: **OVLRL, The Frame Oiler**, Stittsville, Ontario. Info forthcoming.

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

# Your **LAND-ROVER** is as personal as your signature



Forward Control Land-Rover makes light work of heavy going



Forward Control Land-Rover



Long Land-Rover with truck cab



Regular Land-Rover with hard top



Long Land-Rover with canvas hood

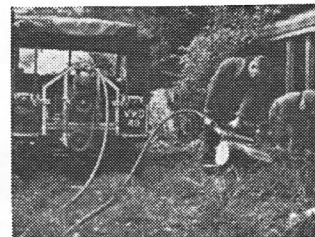
A perfectly standard Land-Rover is about as rare as a heatwave in January. Almost every model that rolls off the production line is custom-built for someone. Body styles alone number over twenty, and special features run into three figures. Whatever you need from your Land-Rover, there's a model as individual to you as your own signature. *Prices from £672.*

### Only **LAND-ROVER** offers all this-

- Reliability and toughness proved over 14 years' active service in all climates and conditions.
- A non-corrodible alloy body impervious even to chemicals. You'll never see a rusty Land-Rover!
- A choice of chassis lengths—Regular or Long.
- Beam axle suspension for greater ground clearance over rough country and better towing control.
- A drawbar pull of 4,000 lbs.
- Over 100 standard variants, 4 colours, and a wide range of extra equipment.
- Car comfort and performance on the road.



This winch is one of the many special accessories available with any Land-Rover



Any Land-Rover fitted with centre or rear power take-off can operate all kinds of specialised equipment



ASK YOUR DISTRIBUTOR OR DEALER FOR A LAND-ROVER DEMONSTRATION

**NO GROUND TOO ROUGH  
NO JOB TOO TOUGH FOR**



Petrol  
or  
Diesel

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