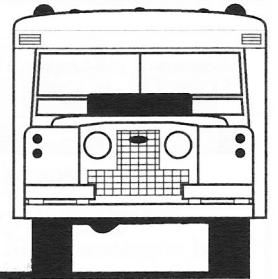


**OTTAWA
VALLEY
LAND
ROVERS**

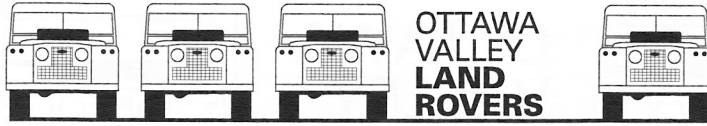


15 May 2000

www.ovlr.org

Volume XVII, Number 5





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 Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

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

The OVL R Newsletter

EDITOR:

Dixon Kenner
(dkenner@fourfold.org)
(h) 613-722-1336

PRODUCTION EDITOR:

Spencer Norcross
(spenny@fourfold.org)
(h) 703-516-9899 (w) 703-243-3733

CONTRIBUTORS:

Murray Jackson, Martin Rothman

OTHER HELP:

Penny Jackson, Murray Jackson, Vanessa Huddleson,
Bruce Ricker, Bob Wood

The OVL R Executive:

President

Christian Szpilfogel
(613-828-1961) or president@ovlr.org

Secretary-Treasurer

Dave Meadows
(613-599-8746) or secretary@ovlr.org

Events Co-ordinator

Christine Rose
(613-823-3150) or events@ovlr.org

Off-road Co-ordinator

Ted Rose
(613-823-3150) or off-road@ovlr.org

Exec member at-large

Martin Rothman
(613-721-3616) or at-large@ovlr.org

Past President

Andrew Finlayson

Merchandising Co-ordinator

Christine Rose

Club equipment officer

Bruce Ricker

Returning Officer

Murray Jackson

Auditor

Fred Joyce

Archivist

Andrew Finlayson

Marshal

Murray Jackson

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

“Changing the seals in the BGB is cheaper than adding hypoid...”

— Dixon Kenner

Greetings;

And just for a good measure, there were actually several Minis laying about Miniman’s yard, and one helluva lovely light green BSA 125 from the early-fifties. And, of course, a panoply of Land Rovers. Or perhaps we could say, cornucopia, including a Series III for sale and bits and pieces of a couple Series IIs.

It is understood, of course, that the expeditors of the Expedition Trailer, Roy Bailie and Dave Meadows, set up at the crack of dawn, dusting, vacuuming, cleaning he grill, etc. People no doubt did arrive shortly after 8:00 a.m. Dave, chef extraordinaire, and his 88 were there, so it got a wee bit of an early-morn expert tune-up from Andrew before the ravaging hoards descended.

There were no broken spark plugs laying around Dave’s LR, no frayed fan belts, so it is also understood that this was relatively painless tune-up. But then, at crack of dawn, the light’s dim so one never knows.

Mid-morning, sun’s well up and so are more Land Rover owners, most of whom I confess, were there long before I bestirred myself from my moorings. However, there was an opportunity to observe how to convert Peter McGough’s early seventies Range Rover to electronic ignition. For the neophytes in the crowd, it was news that this could indeed be accomplished and done with such alacrity by Andrew, Ted, Peter and a platoon of supervisors.

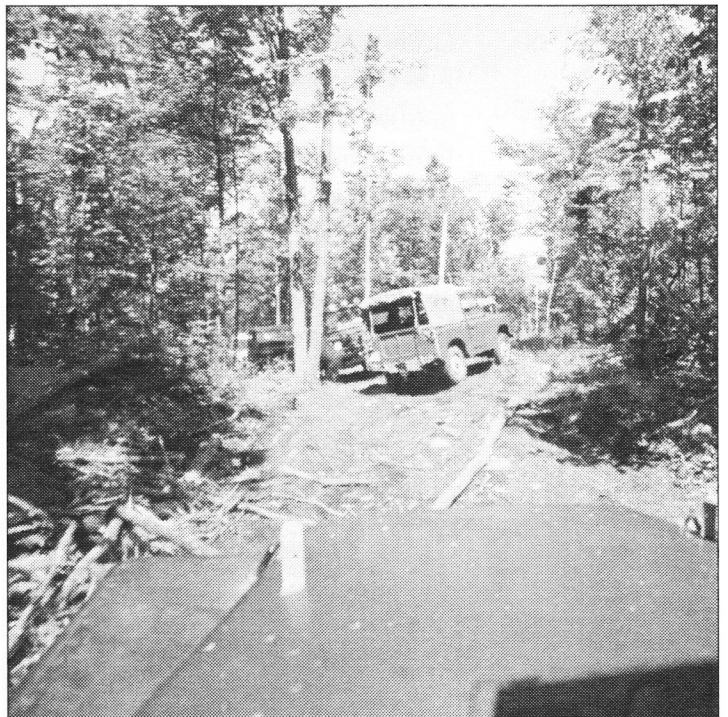
Noted throughout the learning-experience- day was Christine Rose and Kevin Willey with their Discos, Dixon with his 109 wagon, Marshal Murray Jackson with his Lightweight, and Andrew brought his 80”. Martin Rothman and Francois Juneau were there, albeit sans their Series 1 and Unimog, and then there was new member, Steve “Mr. Volvo” McSweet, eating his heart out because he doesn’t have a Land Rover...yet, though very interested to know where the fabled 101 prototypes early seventies competition for a Canadian Defence contract are hiding, yes some Laplanders with portal axles. Steve very nearly started drooling when he heard of them.

Speaking of hearts, be still all your rapidly beating hearts because it was a most auspicious morning as not only was it the eighth annual tune-up, but it was also the most rare and coveted occasion of a bona fide Bob Wood Sighting...and a Bob Wood Truck Sighting. The Bob Wood Sighting Society was all a-twitter and I, in particular, was thrilled to help Bob take the lugs from his IIA’s

tires. Ah, nothing like a brake-job in the field, handled ever so carefully by Ted Rose.

Now, one is never sure about these things, but the hood was up on Gord Bernius’ Series II Military for part of the morning. Perhaps he was replacing the official LR wooden chock battery tie-down. On the other hand, maybe he was simply pounding it more firmly in place. Maybe he was showing his son, Andrew, true LR technique. Nonetheless, there seemed to be work being contemplated, if not actually attended to on Gord’s “home-away-from-home.” That guy’s got more stuff in his LR than I have in my VW Westfalia!

Many thanks to Roy Bailie and Dave Meadows for setting up the Expedition Trailer, to Dave for his hamburger excellence, and to our esteemed mechanics who helped above and beyond, etc. Andrew Finlayson and Ted Rose. And of course, thank you to Rob at Miniman for hosting us and allowing us free-run of his bays so that we could drool over some significant heavy metal: an Aston Martin, an E-type or two, a four-seater Ferrari (what I call the “Family Ferrari”), and the Jensen-Healey, MGs, TRs, etc., out in the yard. And don’t forget the Dino that pulled in that caused us all to gawk and drool all the more. Not a kit car, the owner assured me.



Bill Callocia on the light off road, 14th Birthday Party.

Photo: Art Marker

Dave Bobeck's SIII, 16th Birthday Party, Heavy off-road

Photo: Jeff Meyer

This Month's Cover:

Upcoming Events

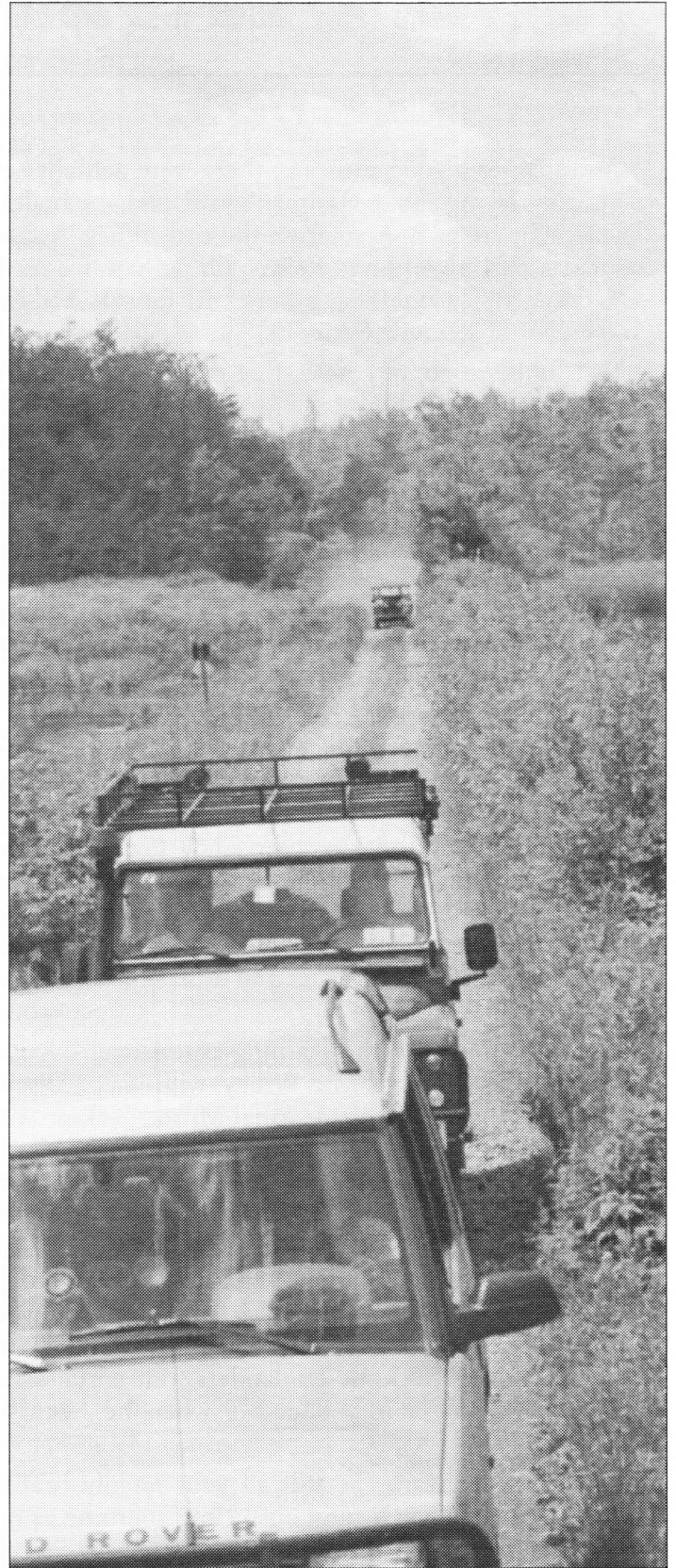
in the next month or so...

- | | |
|---------|-------------------------------------------------------------|
| May 21 | Marleborough Forest Off-road,
Info forthcoming. |
| June 5 | Executive Meeting, Phone
Christian for time and location |
| June 19 | Social at the Prescott, Preston
Street, Ottawa, 7 PM |

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. |



Above: *Catching up*, An unidentified Series catches up with two coil sprung land rovers waiting to make the turn off the rail bed towards camp. 15th Birthday Party

Left: *The Quintin Zone*, Foreign Carsyle, 1999

Photos: Above; Spencer Norcross, Left; Dixon Kenner

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

From the Editor: Sadly, April was a little late last month, what with Spencer reconfiguring computers for new software and me dealing with preparing to turn over my position to an interim person while I am off on a different sort of assignment for the next eight months starting in June. However, as I was away in Connecticut checking out pre-Revolutionary homesteads and the like (long story) the newsletter was done by a much reduced crew in April. The Marshall stepped in and gathered up the masses of paper, called upon some of the available trusted crew and one night at the Marshall's residence the newsletter was put to bed. Credit for April first goes to Vanessa Huddleson for affixing labels to all of the envelopes, then to Penny & Murray Jackson for filling all the notices etc, then to a follow up crew of Bruce Ricker, Bob Wood (yes that is correct Shannon!) and Andrew Finlayson.

In other events, May 19-21 sees the annual Import show at Carlisle. A fantastic NOS/Junk show for British car owners (sadly Land Rover parts are very few and far between, but some treasures always appear). Quintin Aspin is offering club members the opportunity to sell some of their Land Rover related stuff (only items smaller than a breadbox) on his plot at site F23.

Hilliard Goldberg writes to assure us that the television programme Regional Contact, promises not to miss the next British Breakfast at the Capital City Diner in Ottawa. So, for those interested, 8:00am at the corner of Hunt Club and Merivale Avenues on June 4th, the first Sunday in June. For more information, contact Hilliard at 613 724-3725.

the Witch and the wiring harness... or news from Jupiter Hollow

The couch is gone (long live the couch). It went to the green up day dumpster this morning along with a pile of other not easy to stuff in a trash can type stuff. \$5. And I was very very strong and didn't bring anything home with me (there was another perfectly good weber grill but as I already have one I got there two years ago I didn't feel I should take this one too.) There were some lawn mowers, a couple satellite dishes, a bunch of gas grills and alot of stuff that was pretty interesting looking but as I had talked a neighbor in to hauling my stuff down there (being truckless still) I didn't really want to go whole hog filling his truck up with stuff to bring back to my place. (I did buy a big box of books (for \$1) for my dad and a geranium for the garden...).

This afternoon Steve my Mechanic called and Witt is done. The whole job, including the cost of new (rebuilt) Delco was cheap. I don't know what kind of a job it is pulling a ratty, greasy, snarly, crispy wiring harness and installing a

new one, and I don't know what the Delco cost but I do think that what I paid is waaaaaaay too cheap.

I'll pick it up tomorrow. I can't wait.

I think I'll pull the canvas outta the barn, see what new holes the mice have provided and get ready for summer!!!!

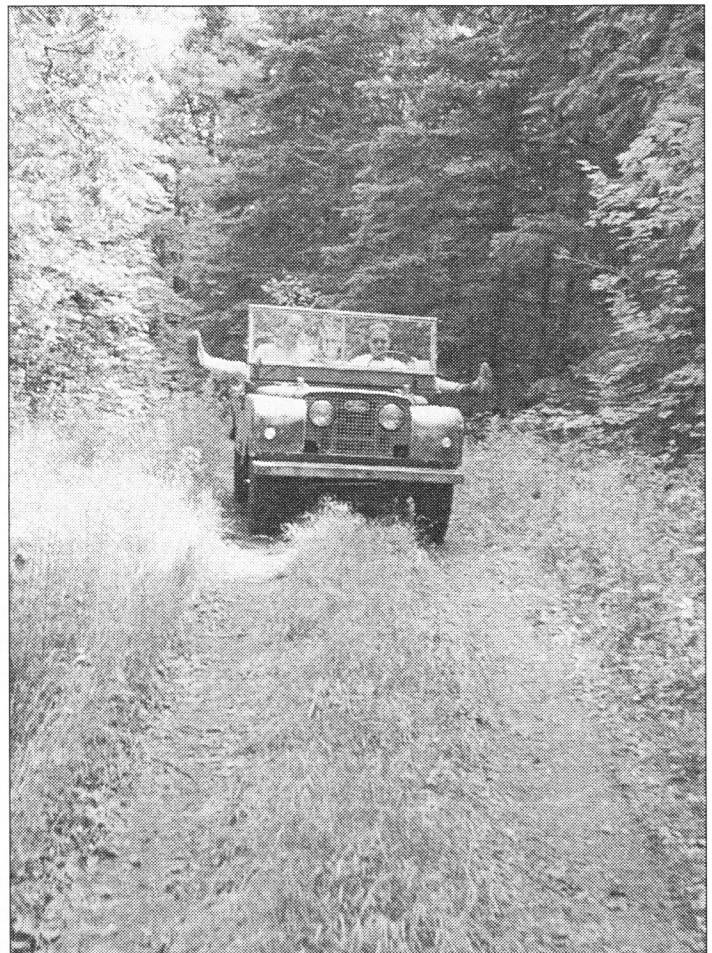
The oddest stuff shows up at our editorial offices...

You are lounging in the living room, slowly gazing around, and then a thought slowly percolates up into your conscious... "Come to think of it, I'm not certain where it is anymore."

Slowly there is a dawning comprehension. At first he dismisses the idea as a flight of fantasy, a slight memory dysfunction. but then, as he searches more frantically, the truth looms too large to be ignored.

"Honey? Have you seen my Rover picture?"

"No I haven't, Dear..."



Eric & Ann Zipkin's SL, Light off road, 15th Birthday Party

Photo: Art Marker

2

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It is hard to say what does it... some primal communication... the intonation, the body language, some small bit of fleeting information... and his blood runs cold...


Of course she hasn't seen it...

No proof, nay, she'd too smart for that, even if there was proof, she'd just turn on the sweet innocent charm and seem shocked and repentant, but it's all a lie, she'd just wait, wait silently, she has her goal and it's to eliminate any vestige of *Life before Marriage* you are being brainwashed. in tiny, subliminal steps...the web is soft and comforting as she weaves it around you. you are content... you are getting sleepy... "Come here" she says "sit with me"...and you do... **on the couch that is covered with flowers...the one you hated in the store...** but... the cooing noises drown out the warning sounds from your brain...


She's thrown out your stuff... it's her world now...

You have just entered the Husband Zone

Doo doo doo doo...

 Hi. I just want to let you know of the LaRose Forest clean up. I know that some members have gone Roving in the forest. This clean up is for all users of the forest. I would encourage you to send this to the membership that may Rover through LaRose Forest. The date of the clean up is

June 17 9 to 2. for more information call Mark Russell at 673-1717 or email bendder@rocketmail.com. Thanks. Tony Fowler

 Turning, turning, turning: A note from Alan Richer

One of the first little jobs I wanted to get around to on Jess was repairing the turn-signal assembly - the lamp had been snapped off and was useless, and the self-cancelling was toast.


An MGA-owning friend is providing me a new self-canceller (for about \$30) but the lens wasn't an MGA part - so it was lathe time.

I dug out a piece of Lexan and ran it down to a rough cylinder on the belt sander, then chucked it up in the lathe. A quick bit of carbide toolwork turned it into a smooth round, then I stepped it down to the tail size minus a bit on the back for threading As I had no tap to fit the screw-cap thread (real oddball it was) I used the screwcap itself as a tap by turning a taper on the tail piece of the Lexan and leaving it overlength, then I soaked down the Lexan and the screw cover with WD-40 and fed it onto the Lexan while it was clamped in the tailstock chuck of the lathe.

I turned the whole mess by hand, flooding it with oil as it went, until the piece had screwed itself right up to the shoulder, rolling a thread on the plastic as it went. I released the screw cap and spun it back off the plastic, then parted off the lens.

A quick polish on a bit of emery with oil provided the proper frosted lens look, and filing reduced the threaded piece to the Double-flat keyed shape it needed to be to insert into the panel hole. Lastly, another trip to the belt sander removed the tapered tail off the back, leaving the short threaded section.

Off to the car and it all fit perfectly - looks just like the original except it's clear.

 OK all you Rover owners. It is that time of the year to finally blow the cob webs off and get dirty. We are going to start the season off with a local excursion to Marlboro Forest (for those of you who have never been there it is about 20 minutes south from our departure point). With any luck it will rain like heck for 3 days prior to make it all very interesting. The date is Sunday May 21st, 2000 and we will be meeting up at Girotti's truck stop at 8:00 am for breakfast (they serve a real hearty one) and the group will hit the road at 9:00 am. Girotti's is located right off the Fallowfield exit to the right off of the new 416. Please do not forget to pack your picnic lunch, refreshments and your bug spray for a great day of playing on the trails. We will aim to get back to the city late afternoon (5:00 ish) for those of you who have to go to Momma's for dinner.

Please RSVP Christine Rose at tcrose@magma.ca if you are up to the challenge.

Some Non-OVLR News & Rumours

🚗 April's Magazine reviews:

LRM: A piece written in the states covers some good points about doing a frameover. Rover's North is mentioned as the supplier of Marsland Galvanized chassis. The author states that Marsland has increased the thickness of the steel plates used in their chassis, but when and by how much is not mentioned. Good common sense advice is given such as carefully drilling out holes that have been reduced by the galvanizing, and the need to retap threads in some areas. Keeping the old chassis to compare where brake line bracket holes are located and original hole and thread sizes are very helpful. Also the importance of fitting a bulkhead that has been repaired to the chassis before painting to ensure it fits without having to modify it just after painting.

LRO: An article on a trio of SIs trekking through nowhere finds the crew running out of gas in the middle of nowhere at a gas station that is also out of gas. So they fill up with paraffin and soldier along. 2 vehicles are just fine but one begins to misfire but keeps on going. Do not try this at home.

In the LRO Workshop section is an article on a "sandwich" auxiliary tank for the 110 (looks like it will fit a 109" too). It goes in the right rear wheel well between the filler and the tank. Holds an extra 40 litres. It appears to be a fairly straightforward fit.

LRW: Ben Smith and Terri Ann Wakeman are quoted together in Feature California. Ben for his internet mailing list and Terri Ann for her V8 & toilet. No s-t!

Jeff Meyers writes about his SIIA 88" Tokey, who has been long neglected during the rebuild of his 109". Jeff decided to convert it to a 110, using a rolled ex-MOD hard top he purchased in Canada. He includes photos of the two in Jan Hilborn's driveway just after he pulled in with it on a Uhaul trailer. Jan looks none too pleased. Jeff mentions her first words were "Are you out of your f-ing mind?" After a few more weeks (OK, more than a

few) of grinding, wrench turning and hiring a welder, Jeff was beginning to understand where Jan was coming from. After over 2 months he had it to the point where it would move under it's own power but still had a lot of work to go.

Jeff was delighted to be able to drive it up and down the driveway sitting on a pillow on the seat box (the seats were not quite in yet). The timing turned out to be less than fortuitous as Jeff was using the starter from his 109" and Jan's 88" was having problems also. So this meant that Tokey II was the only set of wheels at the house. And Jan HAD to go into Burlington for that night's Womans Health In Personal Pride & Domination meeting. Unfortunately Jeff still had the 88" windscreen but a 110 top, and the seal in between doesn't fit too well. And it began to rain on the way. And the rain came in. Jeff caught all sorts of hell from Jan while the cold rain blew in between the gap and soaked him to the skin (the heater wasn't in yet either) and turned Jan's pillows into a sopping mess. The poor guy was truly miserable. Jan was none too happy either, but was certainly much dryer in the black rubber dress she was wearing.

🚗 Showtime... Mike Rooth writes to us.

County show weekend again. The motorcycle display team was *the* display team this year. Royal Corps of Signals "White Helmets" team. Using proper bikes as well. None of your rice burning or sausage eating crap. Triumph Tiger 750's. 24 of them,



Bill Rice at the beginning of the Light off-road
Photo: Art Marker

unsilenced. Saw the most disgusting, crungy, battered old S11 in the exhibitors car park. It had an ingenious winching system, though. Capstan winch (rusty), and a military bumper with the "bumperettes" either end. The fairlead was modified so the rope could run parallel with the bumper out to the right. On the right end of the bumper was welded a bracket with another fairlead on it, and ditto the rear X member. The idea, I assume was if he got stuck in a field gate or just inside it, he could winch himself out of the gate by tying off to the gatepost. Got myself some nice prints, mounted for framing. Two featuring a S11, and three with a SI in countryside situations. I'd already got one by this artist, Kate bought it for my birthday, so now I've got five. Don't think much of this work business...

🚗 To be filed under Alternative Parts, Robin Craig sends us these cross reference numbers: 2.5 diesel fuel filter cross number is a wix 33166 and the oil filter is Delco pfzc.

🚗 Just in case you have been under a rock for the last 3 months, or if you are still taking joy in the pounding BMW took for trying to ruin our favorite marque, here are yet more details on the story. (which ought to be drawing to a close as Ford officials signed the purchase documents late last week.)

BMW lets Land Rover go to Ford for Eu3bn

By Sophie Barker

BMW ended its long and painful exit from Rover yesterday when the German company clinched a deal to sell Land Rover to Ford, debt-free, in exchange for Eu3 billion (£1.9 billion).

From the end of next month, Ford's UK arm will assume 13,000 extra employees spread across Land Rover's Solihull factory and BMW's research and development centre at Gaydon in Warwickshire, as well as the Land Rover brand and its full range of off-road cars.

As agreed in the two companies' original memorandum of understanding on March 16, Ford will pay BMW Eu2 billion immediately and the remaining Eu1 billion in five years time. The company claims it has hedged its finances sufficiently to cover the potential exchange rate fluctuations over the five years.

Ford president Jac Nasser said he was steeling himself for further losses at Land Rover, which was losing an undisclosed amount under BMW's ownership, for the next two years. BMW blamed Land Rover's losses on the strength of the pound against the mark, which the company said was heightened by 75pc of Land Rover production being exported.

Mr Nasser would not be drawn on potential redundancy levels or Ford's future investment in Land Rover. He said: "We aim to fully utilise the capability of the workforce. We think Land Rover is a healthy ongoing business but it will need investment to keep the products modern and fresh and to expand the product range, especially to make them attractive to the US market."

Ford plans to increase Land Rover's 30,000 American sales. Having spent "three to four hours" at both Gaydon and Solihull last week, Mr Nasser said Ford was inheriting "very modern and very good parts, and others that need some work". While he described Gaydon as "one of the best and most integrated facilities I've seen", he said most of the Solihull plant was merely "average".

Mr Nasser said he could envisage Gaydon "taking the lead for Ford on a global basis" in research and development. Meanwhile, Daewoo, the Korean car company set to be taken over by either Ford or General Motors this autumn, unveiled plans to cut an undisclosed number of jobs at its research and development centre in Worthing, which employs 950.

🚗 Alchemy Calls Off Talks With BMW

By BRUCE STANLEY, AP Business Writer

LONDON (AP) - In a dramatic reversal, the venture capital firm that was to acquire the troubled Rover automaking group from Germany's BMW has called off the deal, and BMW warned today that it might close Rover if it cannot find a buyer.

Alchemy Partners, which was believed close to clinching a buyout of Rover's money-losing car business, said differences arose late Thursday that compelled it to terminate discussions with BMW.

🚗 Carlisle, some notes from our intrepid editor.

Again slightly down on the import car side of things, at least from the vendor side of things. Little LR specific stuff (of course) though one stall had the L-692 rear lamp assemblies for the IIA



Eric Zipkin isn't going anywhere. The mud pit, 14th Birthday Party
Photo: Spencer Norcross

there for fifteen apiece (made in tie-one-on). Other LR stuff was common with other vehicles (gearbox brake adjuster, various electrical bits, other lights found on the various vintages).

However, the "Power Jam" side of things was massively larger than last year. Huge crowds of young kids with fancy hot hatches, massive stereo systems, tuning and extras via waving some cash around. I can see why they are tossing the kit car/import show to the second week of September next year (dumb move IMHO) and leaving the entire field open to these free spending kids.

Quintin was there, though with a much smaller offering of various Quintin quality wares. Nothing really interesting, though he did show up in his newly acquired 101. Some interest in it at twelve and a half K, but no one who was serious at all. That small section of the dealer area, which in past years has been jammed with people was pretty open grass all around. Quintin expressed amazement and wonder at Zippy buying the DeathRide™ & that another club member has acquired a 24 foot sailboat called "Rumage", formerly of Mike Loiodice, formerly a Q-boat that Quintin found at a rumage sale. (long story...)


Joe Tolerico showed up in his 110, his TR-7 in tow. Finishing off a trend started eight years ago when I advised him to ditch the worthless thing and get a real vehicle, Joe managed to sell the Seven, leaving himself with only the Disco and 110 as vehicles. A successful conversion I think, though is thinking of a Mk II Cooper S to fill the void now.

Others we would know? Ron Tomkins, Lori Sickley, Tom Bache, Jeff Wilson, Ned Haite, Scott Wickam (said Jon declined coming over as the place is Budzo unfriendly, though Lucy was there and other vendors had pets) (& a bunch of ROVERS people, most of whom I don't have a clue to who they are) (Oh, Dave Despaques is back into Rovers after swearing off them as a horrible disease. Picked up a 109. A former Quintin-mobile I understand.)

Saturday lunch was provided via the Volvo Club of America. Volvo sponsored their lunch, so they gave tickets to the LR bunch. It was termed "Lunch from VCOA to fellow Ford owners"

Weather was pretty consistent rain, followed by drizzle, followed by cloudy wet patches and a repeat of the above.

Old LR advertising wise, the show sucked. Either someone beat me there (noon Friday, left Ottawa at 3am), or there just really are not any around. Five vendors of old car ads and literature, not a one had any Land Rover advertising. Jerry LaBant (shows up at Stowe too, sells vastly overpriced tools from Jags and the like, also has a lot of old Lucas literature) had a 1950 LR owners manual, in very nice shape, but US\$75 for the original, vs. some twenty bucks for a modern reproduction (on better paper too) it was a bit dear. A few people has the IIA parts and factory manuals kicking about. I picked up the IIA optional parts manual from 1965.

 Joe Tolerico sends us some information on the Rover-

RoadKill™ Barbecue, a new event.

1st annual RoverRoadKill™ Barbecue/Clambake/Gumbo-Fest It ain't just meat and potatoes!


Where: Honesdale, PA

When: First weekend in September

What: Rover optional, bring your own ladder

Who: Joe Tolerico is the organiser for this one!

More information will be in an upcoming issue.

 Kars and Planes 2000

On Sunday, June 11, 2000, the Third Annual Kars and Planes Fly-in Barbeque and Collector Car Show will be held at the Kars Airport, Kars Ontario, between the hours of 10:00 and 16:00. This event is sponsored jointly by the Rideau Valley Region of the Historical Automobile Society of Canada, and Chapter 4928, Ottawa Rideau, of the Recreational Aircraft Association.

Kars and Planes involves the participation of regular, home-built, antique, and ultralight aircraft, and helicopters, which will be on display along with antique, classic, and sports cars, street rods, and motorcycles. There will be a static display of radio-controlled model aircraft, along with other vehicles and items of interest. There will also be a "Flea Market" area available for the sale of automotive and aircraft related parts and accessories, by participants.

Plaques will be awarded to the first 100 aircraft and cars to arrive. Ballots will be available by which the public and participants may vote for their favourite car and plane. A "People's Choice Award" will be presented to the winner in each category.

Aircraft rides will be available during the event, for a nominal charge (weather permitting) and there will be a food tent where hamburgers, hot dogs, ice cream and cold drinks will be on sale.

As admission to the show, the public is asked to bring items of dry or canned food goods, or to make a cash donation of a



Tom Bache's SL, Foreign Carsyle 1999

Photo: Dixon Kenner

“Twoonie”. All proceeds will go to benefit a local food bank.

Set June 11th aside in your date book and join H.A.S.C. and the R.A.A. for an afternoon of nostalgia and fun. Bring the kids and enjoy the show. The Kars airport may be reached from Highway 416 by taking the Dilworth Road exit, east. Follow the signs to the Baxter Conservation Centre and watch for the airport on the right. Ample public parking will be available in the area to the west of the hangars.

For further information, contact any of the following:
Dave Stroud, Event Chairman, R.A.A., at 613-226-7889;
Mike Glynn, R.A.A., at 613-738-0460;
Ted Fiander, H.A.S.C., at 613-226-5308, or
Bill Henderson, H.A.S.C., at 613-258-5461.

Well, the first efforts from LRNA's new ad agency are on the telly, here's the official press release:

LRNA has introduced the first of two new TV commercials that serve as the foundation of its new brand-building ad campaign. The “Courage” campaign is the first created for Land Rover by the Austin, Texas-based GSD&M, which won the Land Rover North America creative business in March 2000.

The Courage campaign is being aggressively launched with two new television spots, the first of which debuted yesterday in 18 of the largest national advertising markets. The television spots reaffirm Land Rover's position as an authentic, uncompromising brand with vehicles built for creative, independent-minded consumers — mavericks — who have the conviction and the courage to go their own way. Each ad in Land Rover's new television campaign captures a small moment of courage and connects with people who demonstrate their own confidence each day. Research indicates that consumers view Land Rover

as a brand with strong values, a storied history and the courage to stay true. Land Rover buyers share these values and possess what has been dubbed the “Maverick Mindset.”

Central also to the new campaign is an invitation to visit Land Rover Centres—the company's award-winning, relaxed and exclusive retail outlets—and experience what Land Rover vehicles and the Land Rover philosophy are all about. Driving floor traffic by inviting people to Land Rover Centres is a critical component of the new campaign. The invitation to visit a Land Rover Centre thus also dominates the newly created and recently launched newspaper and radio advertising. It will also be central to the national magazine campaign, which launches later this summer. The final statement in each piece of ad material clearly invites the audience to “**come see what a Land Rover is made of.**”

“We know our Land Rover Centres work,” said Jim Selwa, Land Rover North America's vice president, marketing. “And so does our critically acclaimed, honest and open Land Rover Way sales process. Our new ads are designed to command attention and invite more people to experience the Land Rover Centre concept.”

DOG: The first TV spot, simply titled “Dog,” shows a couple driving a Land Rover Discovery Series II through a dark rainstorm en route to an evening at the theater. Along the way, they spot a stray dog beside the road. Foregoing their theater tickets, they choose to rescue the dog from the traffic and rain. They place the dog in the Discovery's cargo area as the ad's voiceover says: “If you do one thing, you've done something. Come see what a Land Rover Discovery is made of.” Common to all new Land Rover television advertising, the spot ends with a graphic of the Land Rover oval and a single word: Courage.

Land Rover's Courage campaign aggressively pursues a psychographic audience rather than a demographic one. “In developing the new campaign, we set out to target individuals who possess the characteristics of the Maverick Mindset,” said Selwa. “These are creative, independent people who develop their own successes. They are the people who would choose to drive Land Rovers. Our new ads simply invite these people to visit our Land Rover Centres. We're confident that once they do, they will know which vehicle is for them.”

BIKINI: The second television spot, dubbed “Bikini”, will debut in early June. Bikini portrays a female Discovery Series II owner, clearly in late pregnancy, who arrives at the beach, overcomes her initial apprehension about mixing with slim beachgoers and confidently chooses to sunbathe in an bikini. “Always be yourself,” a voice-over concludes. “Come see what a Land Rover Discovery is made of.”

“Interestingly, these brand-building ads do not highlight Land Rover's capabilities as a sport-util-




The ROVERS booth at Foreign Carsyle 1999
Photo: Dixon Kenner

ity vehicle," continued Selwa. "People know Land Rover pioneered the sport-utility segment. We invented all that. These ads are about connecting with the pioneers themselves—the people who would buy Land Rovers."

DISCOVERY SERIES II FOCUS: These first ads of the campaign all support the Land Rover Discovery Series II—currently Land Rover's most popular U.S.-market vehicle—and clearly communicate its \$33,975 suggested retail price. "There is a perception among potential buyers that Land Rovers all cost \$50,000," said Selwa. "Our new ad campaign puts an end to that perception by showing that the Discovery Series II is surprisingly affordable with its suggested entry price of \$33,975."

The television ads run through early July on national television and will then launch on cable channels such as A&E, the Discovery Channel and CNN. Land Rover's Courage campaign also features regional advertising activity with newspaper ads, radio spots and billboard advertising—all of which launched during the first week of May. Magazine advertising launches late this summer with new material targeted for publications such as National Geographic Adventure, Vanity Fair and Wine Spectator.

A phase of the advertising campaign developed to support Land Rover's 2001 model year Range Rover will debut in the fall.

 April Close Marks the Best Year-to-Date Sales Figure Ever for the Company


LANHAM, Md., May 2 /PRNewswire/ — Land Rover North America, Inc. has posted April sales of 1,594 units. This is the second best April result ever for Land Rover. Land Rover has

sold 8,661 units year-to-date through April; this result is the best April year-to-date figure ever for the company. Furthermore, April 2000 was the second best April ever for Discovery Series II model sales.

Sales Summary

	April '00	April '99	Y-T-D '00	Y-T-D '99
Range Rover	465	543	1,941	2,257
Disco (SII)	1,594	1,639	6,720	6,383
Total:	2,059 (-5.6%)	2,182	8,661 (+0.24%)	8,640

Note: Range Rover sales include 4.6 HSE and 4.0 SE.

 Another insert in the Last of the Summer Wine Land-Rover sightings. Of course, I only watch it for the rolling countryside and the stone buildings. Actually, this weeks episode featured the 109 more than usual... No name as yet although it was referred to as *she* (I still want to know this reasoning) Normally, if he isn't in or about his shed, Wesley is doing a furniture run for Auntie Wainright's Antique Shoppe. Of course he has to jam his brakes on with a full load and send the furniture over the cab and down a ravine or his cronies riding in the back off on a sharp curve! The more I see the pickup the more I want a cab!

Yesterday Wesley's son-in-law Barry bought a new car and wouldn't take it to her *muther's* house. He wanted his wife to get out a block away from their house "since your father would be tinkering under the bonnet." Must be a Land-Rover-owner habit. The gist of the show was hiding the car from Wesley. He has a metal shed and he is always tinkering on or under something with his well oiled overalls... every time he comes into his spotless house his wife places newspapers on the floor.



Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

1959 88" 32,000 original miles, never winter driven, hard and canvas tops, lots of spares. Original papers, excellent condition, desert sand colour, CD\$16,000. Contact Jack Anderson at 705-835-2269 in Shanty Bay, Ontario.

For sale, set of custom-made springs for 88", never used. Heavy-duty pair of bulkhead outriggers, dimensioned for surface-mount on frame rails. Make offers or consider trade for needed parts (many!). David at 613-822-1315 (Manotick/Ottawa, Ontario) or Email dhuddleson@sympatico.ca



2 new members in April

Harry Tieken of Gananoque Ontario with a 1972 Dutch Army Lightweight
Jean-Pierre Mongeau of Westmount Quebec with a 1999 Disco

The 17th Bi

Friday, June 23th – S



Birthdays Party

Sunday, June 25th — Silver Lake Ontario



General Servicing: Repairs, Humour, Tales & Trivia

Basic Customs Information

by M. Jackson

Note: This unofficial information applies to Canadian residents only and has been greatly condensed.

For complete information, consult the sources listed at the end of this article.

A. PERSONAL EXEMPTIONS

Personal exemptions allow returning residents of Canada to import goods without paying normal duties and taxes. Exemption amounts are in Canadian dollars. **Absence of at least 24 hours:** goods (except tobacco and alcohol) up to \$50 in total. If the goods are worth more than \$50 you pay duties on the full value. **Absence of at least 48 hours:** goods up to \$200 including tobacco and alcohol. **Absence of at least 7 days:** goods up to \$750 (effective July 15, 1999) including tobacco and alcohol.

In determining the length of your absence from Canada, do not include the date you leave Canada but include the date you return. You can't combine your exemption with another person or transfer it to someone else. You can't combine \$200 and \$750 exemptions. Goods have to be for your personal or household use, souvenirs or gifts.

Tobacco and alcohol can be included in your \$200 or \$750 exemption only if you meet the age requirements of the province where you enter Canada. The duty free limits are: **Tobacco:** up to 200 cigarettes or 50 cigars or cigarillos or 200 tobacco sticks or 200 grams of tobacco. **Alcohol:** - up to 1.14 litres (40 ounces) of liquor or 1.5 litres of wine or 24 x 355 ml (12-ounce) cans or bottles (8.5 litres) of beer or ale.

Declare all goods (including "duty-free") acquired abroad as well as repairs or modifications made to your vehicle. Failure to declare goods may result in seizure of the goods and your vehicle. Customs officers are entitled to examine luggage; you are responsible for unpacking and repacking. Keep receipts for accommodations, purchases and repairs or parts for your vehicle.

Have proper identification such as passports and birth certificates. If applicable, carry copies of legal custody documents for children. Adults who are not parents or guardians should have written permission from parents or guardians (including telephone numbers) and the children's identification.

Before leaving Canada, use the free identification procedure for items with serial numbers. Customs can apply a sticker to give an item a serial number. Valuables will be listed on a card which you can show to customs on your return to Canada.

The "I Declare" brochure contains information on the importation of meat, dairy products, fresh fruit & vegeta-

bles, cultural property, agricultural products and endangered species.

B. IMPORTING GOODS BY MAIL & COURIER

Exporters must attach a written declaration to mail items sent to Canada. You don't have to pay duties and taxes if the item is a gift worth \$60 or less or, if not a gift, is worth \$20 or less.

For gifts, the declaration should identify the goods as a gift and a gift card should be included. For gifts worth more than \$60, you have to pay duties and taxes on the amount over the \$60 exemption.

If the goods are worth \$20 or less, they are duty and tax free (alcohol & tobacco excluded). If the goods are worth more than \$20, you have to pay duties and taxes on the entire value.

Duties are based on the value of the goods and vary according to the type of goods and the country they came from or were made in. Duties on various goods made in the USA and Mexico have been reduced or eliminated. You have to pay GST on most goods, calculated on the total of the item's value plus any duties that apply. **Depending on the province in which you reside, a Harmonized sales tax (HST) or Provincial sales tax (PST) may be applied to postal importations.** Canada Post collects duties and taxes and charges a \$5 handling fee unless the mail item is duty and tax free. See "References" below for information on **returning goods to the sender for repair, refund, etc.**

Courier shipments are not much faster and are more expensive. In addition to the customs levies and the courier charges, you may have to pay a fee for "customs brokerage". Also, you'll probably have to go further to pick up your parcel if you're not home when the courier attempts delivery.

C. IMPORTING A USED OR SECOND-HAND MOTOR VEHICLE INTO CANADA

Used or second-hand motor vehicles must comply with the requirements of both Revenue Canada and Transport Canada.

Importing from the United States - Not all motor vehicles manufactured for sale in the United States can be imported into Canada. Vehicles manufactured to meet USA standards do not automatically meet Canadian standards. If the vehicle was manufactured for sale in the United States and is less than

15 years old, you must find out if it qualifies for Transport Canada's Registrar of Imported Vehicles program. This program ensures that vehicles imported into Canada are modified, inspected, and certified to meet Canadian safety standards.

If the vehicle qualifies for the Registrar of Imported Vehicles program, you will have to pay a program entrance fee as well as any customs and other import assessments that apply. You then have 45 days to have necessary changes made at your expense and have it inspected. **You cannot license your vehicle in Canada until you meet the program's requirements.**

You can import a vehicle from the USA without entering it into the Registrar of Imported Vehicles program if it is at least 15 years old. Determine the age by the month and year of manufacture, not the model year. Before importing any vehicle, call Transport Canada to determine if it qualifies.

Importing from countries other than the United States - Vehicles purchased outside the USA but manufactured to USA standards are treated as if they were purchased in the USA. You cannot import a motor vehicle that was manufactured to meet the safety standards of a country other than the USA or Canada unless it is at least 15 years old. Before importing the vehicle, contact Transport Canada.

Import duties - If the vehicle qualifies for importation, Customs will assess duty, excise tax and GST. As of 1998, you do not have to pay duty on an imported vehicle that originated in the United States. If your vehicle has air-conditioning, you will have to pay an excise tax of \$100. You will have to pay another excise tax if the vehicle weighs more than 2,007 kilograms (4,425 pounds).

Other fees - Provincial taxes may apply when you license your vehicle. Contact a sales tax office in the province where you are registering the vehicle. Most provinces have safety inspection programs; check with the provincial motor vehicle department.

Value for duty - Duties and taxes are based on the value of the used motor vehicle, not only on the price you paid. Generally, the value for duty is based on normal market value information from a neutral source, such as the Red Book. For more information, call your nearest customs office.

Vehicle Import Form - You will receive a Vehicle Import Form at Customs. This form must be properly completed to license your vehicle in Canada.

Additional requirements - Except for vehicles imported from the USA, the Canadian Food Inspection Agency requires that you wash soil and plant residue from the vehicle before importation.

Other - If the vehicle does not meet requirements, you must export or destroy it under customs supervision at your expense. Some countries, including the USA, have requirements that you must meet before you can export a motor vehicle. Note that a motor vehicle may be classified and imported as "parts" or "salvage" only if you can prove that damage has rendered it completely useless and it cannot be repaired for use as a motor vehicle.

D. IMPORTING VEHICLES AND PARTS FOR VEHICLES MORE THAN 25 YEARS OLD

Tariff item 9966.00.00 provides for the duty free importation of vehicles more than 25 years old as well as "articles (parts) for use solely or principally with those vehicles". This provision relates only to customs duty and not to other levies such as GST and PST.

E. REFERENCES:

- a) **Customs information:** on the web, see the box below.
- b) **Customs offices:** Halifax: (902) 426-2911; Montréal: (514) 283-9900; Québec: (418) 648-4445; Hamilton: (905) 308-8715; Ottawa: (613) 993-0534, Toronto - (416) 973-8022, Windsor - (519) 257-6400; Winnipeg - (204) 983-6004; Calgary - (403) 292-8750, (403) 292-4660; Vancouver - (604) 666-0545.
- c) **Transport Canada - Road Safety & Motor Vehicle Regulation**, 8th floor, Place de Ville, Tower C, 330 Sparks Street, Ottawa ON K1A 0N5, Tel: 1-800-333-0371 (toll-free Canada & USA), Fax: (613) 998-4831, Internet: www.tc.gc.ca
- d) **Registrar of Imported Vehicles**, 22 Wellesley Street East, Toronto ON M4Y 1G3, Tel: 1-800-511-7755 (toll-free in Canada and the United States), Fax: (416) 967-9970, Internet: www.riv.com

Customs Information on the Web:

"I Declare" brochure:

www.ccra-adrc.gc.ca/E/pub/cp/rc4044ed/rc4044ed.html

Importing by mail:

http://www.ccra-adrc.gc.ca/customs/individuals/bringing_goods/bymail/menu-e.html

Return of goods imported by mail:

www.ccra-adrc.gc.ca/E/pub/cp/rc4051ed/rc4051ed.html#P262_12058

Importation of Motor Vehicles - see 5 relevant documents at:

www.ccra-adrc.gc.ca/customs/individuals/bringing_goods/motor_vehicles/menu-e.html

Parabolic Springs on a SI-80"

Martin Rothman

This 2nd week of November I installed a pair of Rocky Mountain Parabolic springs on the front of my 1952 80". WOW! What a difference!

My old front springs were the originals and were almost concave. I had less than 1/2" clearance between the axle and the frame bumper stops. Not much movement for an amateur off roader (me, not the truck). I had replaced the rear springs during my restoration in British Columbia and I thought about doing the front ones as well, but the funds said no. A local truck spring shop make up new rear springs from the specs in the LR workshop manual and they did a good job. At the time, I thought that the front ones would be ok, hah! With the new rear springs the LR had a definite downwards tilt forward. It seemed to ride ok, but I had no other Rovers available to compare the ride to.

Since the restoration, I've moved across North America to Canada's capital Ottawa, joined the Ottawa Valley Land Rovers Club and begun to do a fair bit of off roading. It was obvious, pretty quickly, that I had better do something about the front springs if I wanted to keep my teeth in my head. A number of the club's members suggested that I keep away from the locally made springs, as the leaf stock was a bit too thick, resulting in great load carrying ability but a bone jarring ride whilst unladen (my normal driving mode). So I checked with Dunsfold and Craddocks in England. Craddocks didn't respond to my emailed inquiry and Dunsfold advised me to wait as they felt that the currently available springs were not well made and would flatten out very quickly.

Another pesky issue that I had been working with was that my truck pulled slightly to the left under heavy braking and had been for quite a while. I had not been able to figure out why, even with several front brake dismantles. More on this later. This past summer one of our club's members, Ted Rose had put a set of Rocky Mountain Parabolic Springs on his SIII - 88". He loved the ride and highly recommended them. As well, the Spanish made Santana Land Rover knock offs have had parabolic springs as standard equipment from the early 1980's right

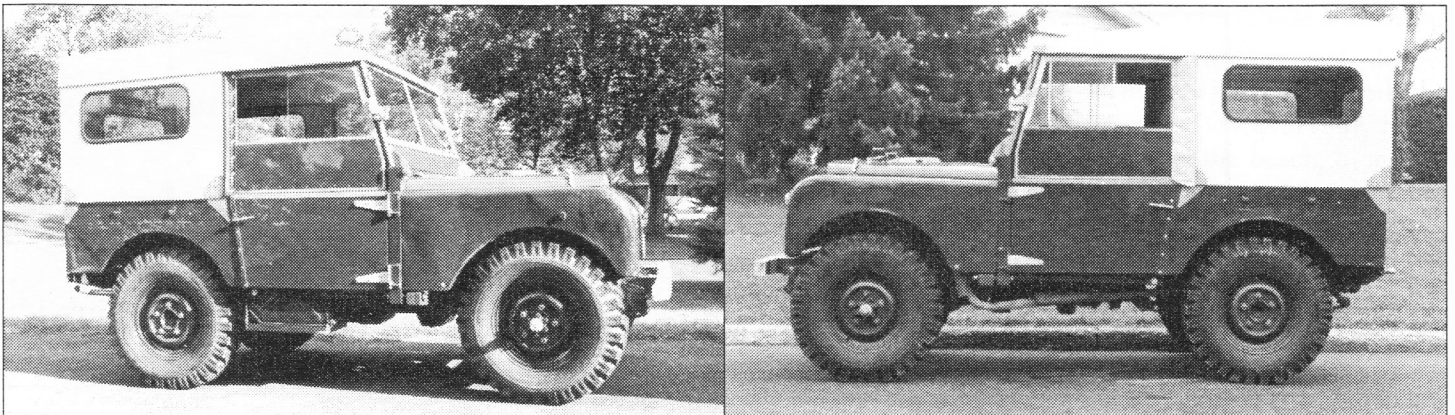
up to the present. So, I checked out the Rocky Mountain Parabolic Springs web site (www.parabolicsprings.com) and saw a picture of an SI-88" with their springs. I called Ray at Wise Owl Innovation (the distributors of Rocky Mountain Parabolic Springs) to find out if they would fit an 80". Ray said that the front springs should fit, as people had been using normal 88" springs on 80"ers for a long time and the parabolics were designed for the 88". However, he then added that if I wanted them front and rear, I would have to convert my narrow rear springs to the later model wide springs (1.75" vs. 2.5"). And he said that no one had yet put a set of his parabolics on an 80".

Apparently there is not enough demand to make up the narrow style parabolic springs for the 80" rear. Ray said that he would need to make about 100 sets of narrow springs to break even on the costs of manufacturing. He has had lots of inquiries from people wanting springs for the 80"ers, but not enough orders for the investment. He had even talked with the UK Series One Club about it and was unable to get a firm commitment from them. I asked about mixing parabolics on the front with standard springs on the rear. Ray said that he had no experience with that, but he didn't see any obvious problems.

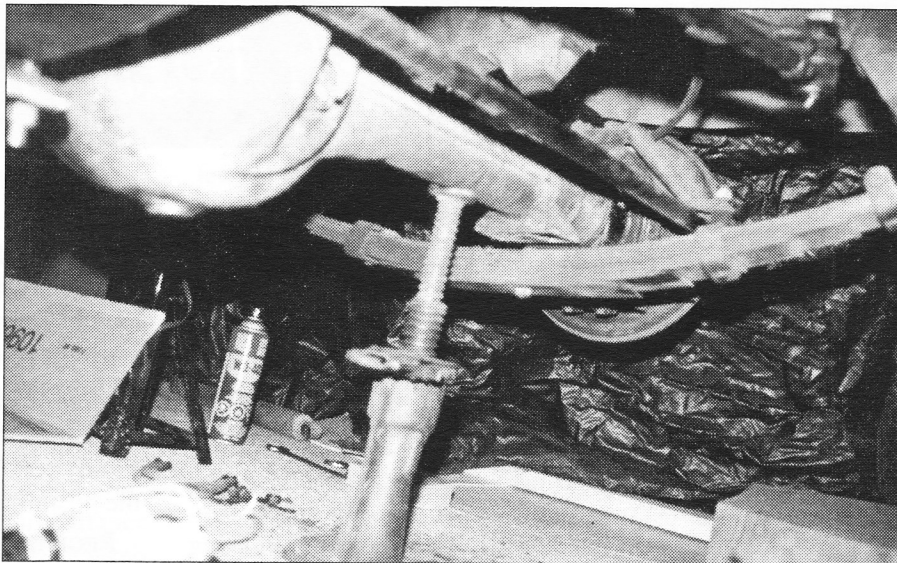
I then checked out my magazines for other makes of parabolic springs and contacted T.I Console in the Netherlands. Exactly the same story as Wise Owl, right down to chatting with the Series One Club.

About that time, Wise Owl offered a discount to OVLR on a bulk purchase of springs. The offer was too good to pass up so I ordered a front set of the lightweight springs. After several weeks of coordinating all the individual orders, the club placed a bulk order purchase with Wise Owl. Thank you Christine Rose and Dave Meadows for your efforts on our behalf. Two weeks later they were in my sweaty palms. It was a surprisingly small and light package. The springs weigh in under 20 lbs. each and come with a set of new U-bolts and good instructions.

Installing them was fairly straight forward. Worst part being getting the rusty old springs off. The only problem I had assembling the new springs was getting the axle centering pins to line up with



the axle. With the front end jacked up and the axle sitting loose on the springs with one side on the centering pin, the other side was out by 1/4" (axle wider than spring). This might not seem like a lot, but just try to lever it together by yourself. After several mangled fingers and a call to Wise Owl, I called Ted Rose to find out if he had experienced similar problems when he installed his springs. Ted said it was a common problem installing new springs and to lever it any way I could. I finally managed to get the axle to drop on the pin with the aid of a foot and a half long adjustable wrench twisting the spring. Definitely a beer break moment. (Ah, yes, the great "What beer goes best with a 80" Land Rover?" debate. Don't get me started!) The rest was easy and she was back on tires in another half an hour, riding about 4" - 5" higher at the front (yeah!). While changing the springs, I lined up an old spring against the new one. Exactly the same curvature unladen, but the front bush to rear bush measurement was about 2" shorter on the new springs. As the rear shackles were almost hitting the frame with my old

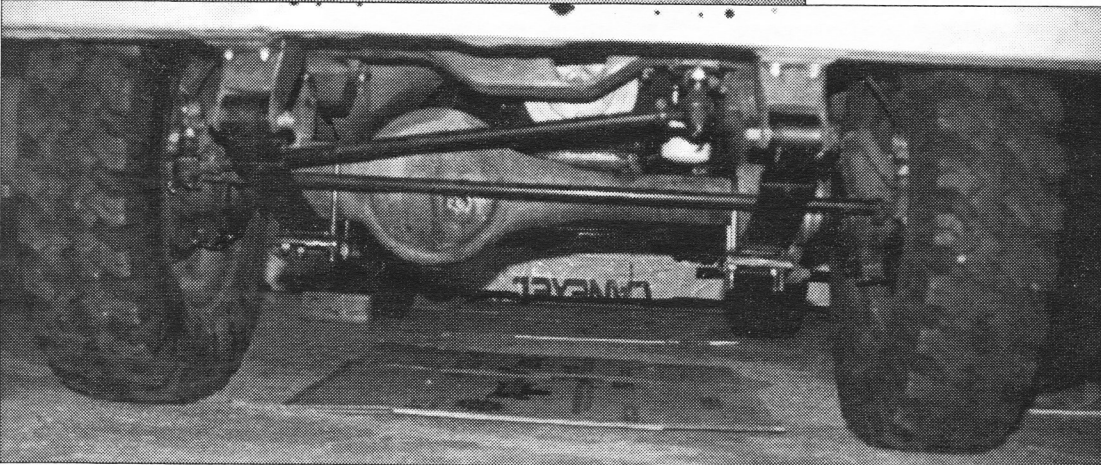
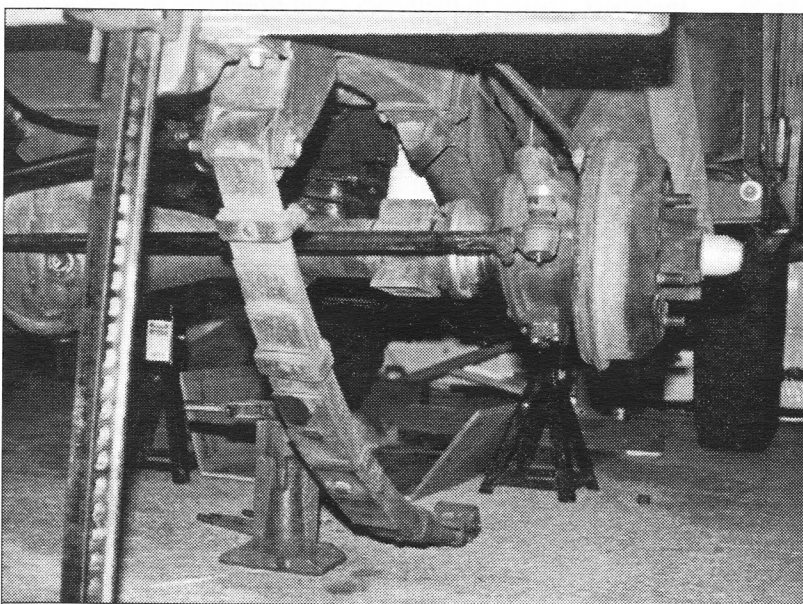


springs, I felt that this was not going to be a problem and it wasn't. I used the old shocks, but will have to replace them soon, as their dampening is a wee bit shy for the new springs. I know, I know, it's an 80", who needs dampening?

There was a local construction site on the edge of a small ravine a few blocks from my house, so I drove there to seat in the springs. The road at my house is in need of re-paving and has lots of uneven patches. Normally the truck jars with every patch. Not now. Very smooth up front with a bit of a jar from the standard rear springs. Off road she was even better, climbing around the site was unbelievably smooth. A real joy. A quick jaunt on the highway showed no instability or sloppiness, and there was some pretty strong x-winds that day. All-in-all I am ecstatic with the new springs and would recommend them for replacing all standard LR springs, regardless of the Series.

Oh yes, I almost forgot. The truck doesn't pull to the left any more under heaving braking. You see, when I pulled the bolt out of the front right side spring, the spring fell to the garage floor and the bushing rolled away. The steel wrap holding the front bushing was broken off the spring! The only thing holding the spring in place was the loose 2nd leaf wrap! No wonder she pulled! Close inspection revealed that it had been like this for quite a while. Must have had horseshoes up my you know where, not to have it fall apart on the road!

Maybe my next project should be a Santana front disk brake conversion!



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 OVL.R.
- The afternoon will consist of another off-road and the RTV Trials and other activities.
- Dinner will be provided by OVL.R. 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

OVL.R 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 OVL.R. 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. OVL.R 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 OVL.R 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.OVL.R.org>

Email: david.meadows@sympatico.ca

Postal Address: OVL.R, 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) 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

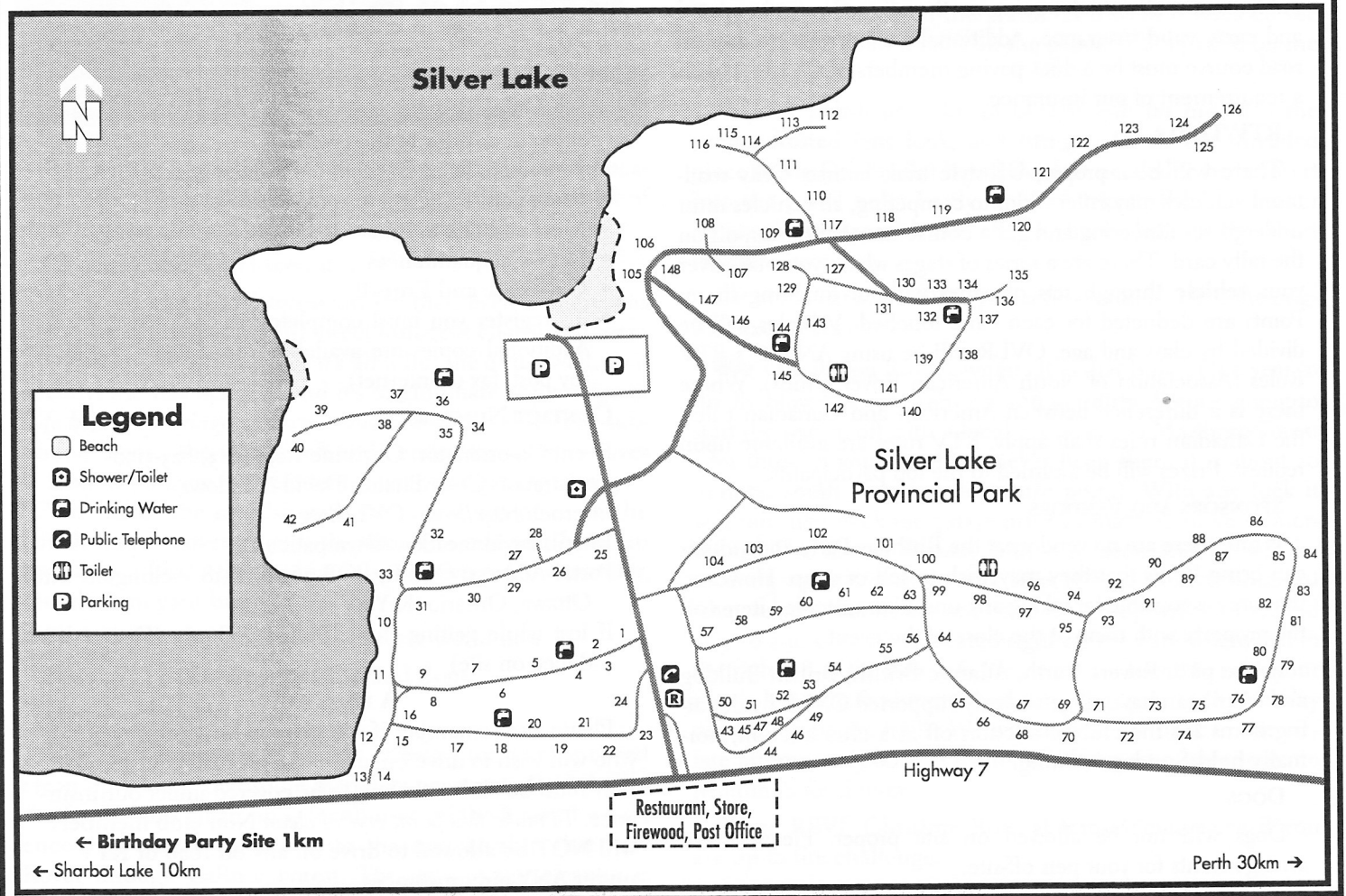
you are with Ottawa Valley Land Rovers. The OVLR section is tentatively reserved until June 6th. Park phone lines open May 1st at 8:30 AM. The number is (888) 668-7275 The Park website is www.ontarioparks.com/B22.html

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

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

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

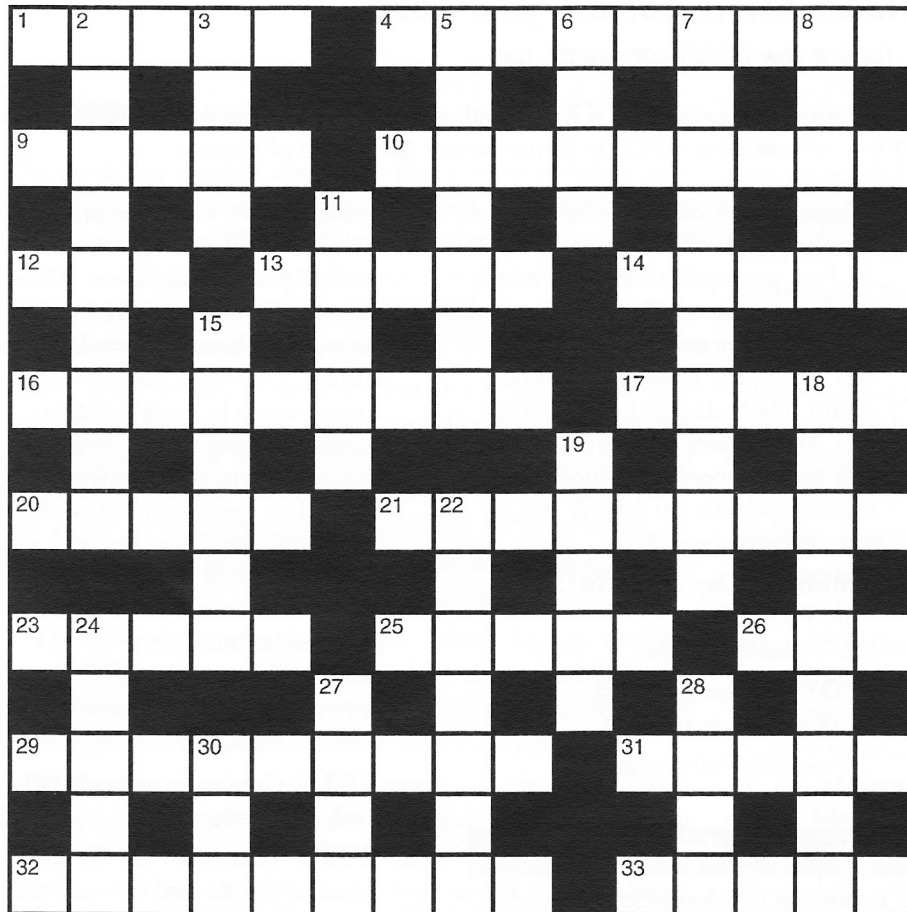
Registration for sites 1-42 is now open, so please call or email soon to ensure getting your first choice camp site. You will also be saving the \$6.00 pre-registration fee normally paid to advance book a site at the park.



O.V.L.R. Crossword

No. 2000 - 2

Compiled by The Marshal
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ROVERS NORTH
THE SPECIALISTS IN LAND ROVERS • USA
1319 VT Rt. 128 • Westford, VT 05494
Phone (802) 879-0032 • Fax (802) 879-9152



**GENUINE
PARTS**

Across

1. Cute "Dukes of Hazzard" Jeep driver (5)
4. PCV valve ventilates this (5,4)
9. Common Series I-III fastener (5)
10. Adjective for a propshaft joint (9)
12. Rear axle type on some Series II-IIA trucks (1,1,1)
13. Adjustment made in 2 Down procedure (3,2)
14. Eric Zipkin; a.k.a. "Mr. ____ Tow" (5)
16. Spark plug selection criteria (4,5)
17. It's found in "SWB" (5)
20. Synonym for "unmodified" (5)
21. Significant "Series" structural sections (4,5)
23. Dave Lowe's attire in "Daphne" mode (5)
25. Roadside info sources (5)
26. Early Series diesels' injection system brand (1,1,1)
29. Nifty leaf spring type from Wise Owl (9)
31. "Big Green Beastie" pilot (5)
32. Alcohol type in some gas line antifreeze (9)
33. Slang for automatic transmission, ____ box (5)

Down

2. Front end service procedure (9)
3. Intake or exhaust valve section (4)
5. Eagles song "____ on Empty" (7)
6. Lada 4x4 sold in Canada but not in USA (4)
7. Company that converted Land Rovers to fire tenders (10)
8. No-traction off-road terrain (5)
11. Many "____ moments" at the Birthday Party (5)
15. Hood ____ support your soft top (6)
18. Critical cooling system components (9)
19. Remarkably redolent roadkill (5)
22. The "U" in SUV (7)
24. Enjoys the monthly newsletter (5)
27. This kid's toy has its ups and downs (2,2)
28. Discovery's "____ Descent Control" (4)
30. Briefly, unit of alternator output (3)



ROVERS NORTH
THE SPECIALISTS IN LAND ROVERS • USA

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

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: **OVL:R; 17th Birthday Party**, Silver Lake, Ontario. Info within this newsletter.
- 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: **OVL:R, 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: **OVL:R, 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.solihullssociety.org/rally.htm

5-7: **OVL:R, 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: **OVL:R; Calabogie-Flower Station Run**, Calabogie, Ontario. Info forthcoming.

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

SEPTEMBER

9-10: **Yorkshire Rover Owners Club (UK); Langley Farm 4x4 Show**. Yorkshires annual 4x4 meeting. Judged vehicle line-ups (with prizes) where all kinds of 4x4s can be looked at. Extended off-road course (with easy and difficult routes) Bar-B-Que and Dance, with a bar and a live Rock and

Roll band. As usual, there will be a wide variety of trade stands, 4x4 club displays, food and refreshments, and childrens entertainment. Info: Dave White, davew@landie.demon.co.uk
Web site: www.landie.demon.co.uk/

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

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: OVL, 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: RoverRoadKill™ Barbecue, Barbecue/Clambake/Gumbo-Fest It ain't just meat and potatoes! Honesdale, PA. Info: Joe Tolerico, additional info forthcoming.

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: OVL, The Frame Oiler, Stittsville, Ontario. Info forthcoming.

TBD: OVL, Southwest Ontario Off-road, Info forthcoming.

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

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

NOVEMBER

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

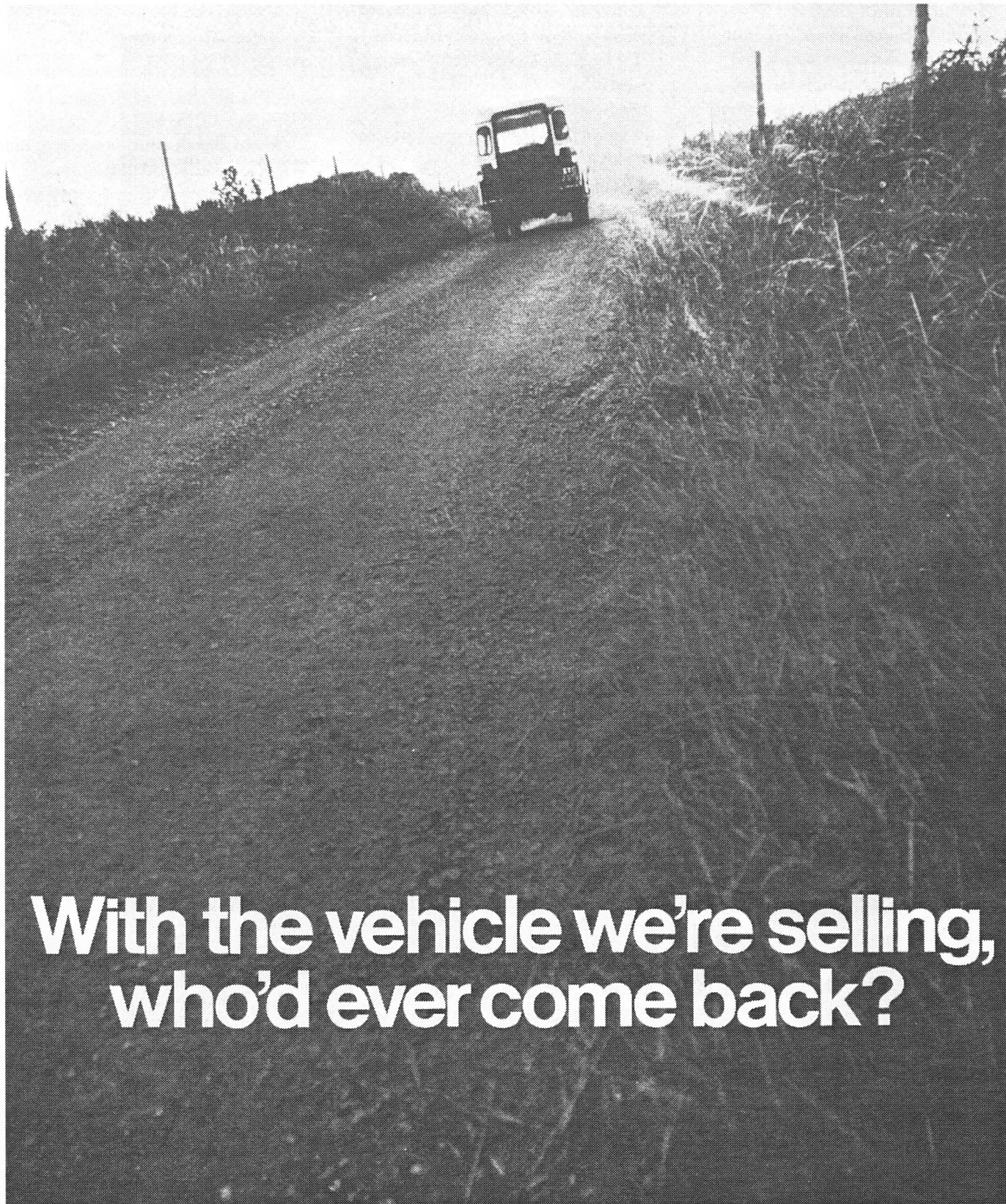
DECEMBER

16: OVL; The Christmas Party, Ottawa, Ontario. Hungarian Community Centre. More info forthcoming.

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



The Birthday Party site, Saturday afternoon. Team Daphne is camped on right. 15th Birthday Party
Photo by: Spencer Norcross



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