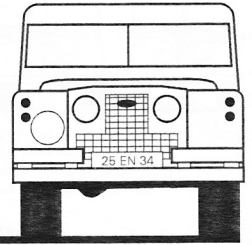


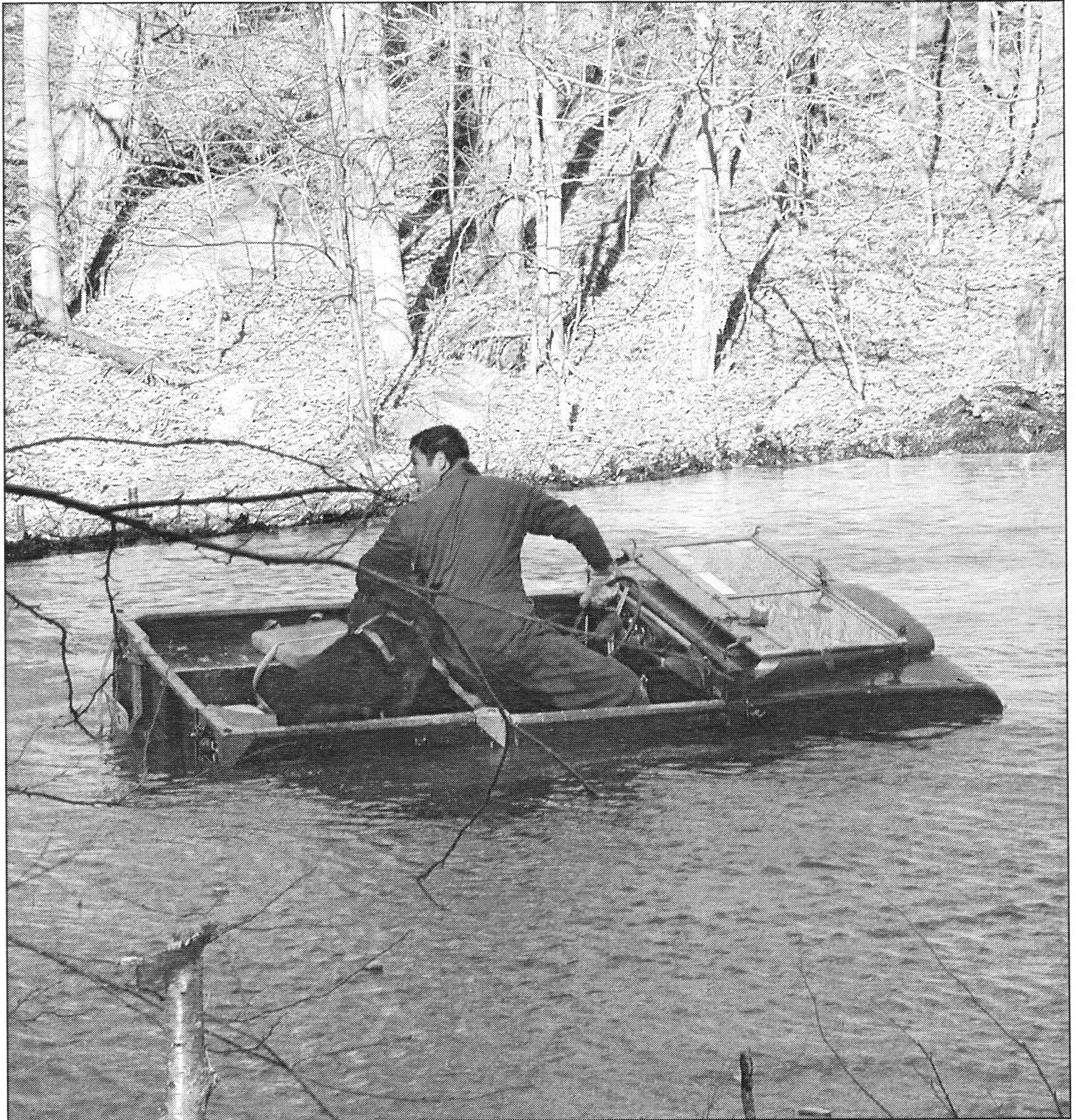
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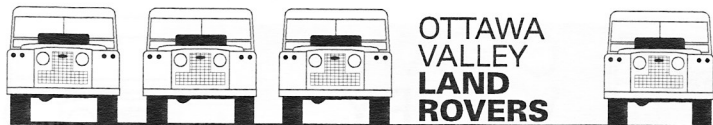


15 February 2001

www.ovlr.org

Volume XVIII, Number 2





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

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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

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

The OVL

R Newsletter

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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 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/

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

“This place is a free-market freak show.”

– Bill Rice on the quantity of 1990's grey market I10s at the Mid-Atlantic Rally

Greetings:

The eighteenth Annual General Meeting wasn't on the longest and coldest night for once. In fact, the weather was pleasant enough that Bruce Ricker's and Dixon Kenner's 109's actually started and made it to the meeting. We note that there were no other series vehicles there, though about twenty four people made it to the AGM.

PRESIDENT'S REPORT:

Andrew reported that it was another good year and that it went by quickly. The Maple Syrup Rally and the Birthday Party were both huge successes, though they are becoming so successful that changes are going to have to be made. There were some good off-road journeys during the year, notably those organised by Martin Rothman to Calabogie and by Sean McGuire up into Quebec. (Dale has been tasked with discussing water crossings!) The British Invasion at Stowe saw a very good turn out of members. And finally we had about sixty people come to the Christmas Party, yet another record.

Andrew noted that he didn't start the year, and only came onboard as President after Christian got very busy in high-tech land.

Andrew went on to say that with a very competent Executive, it looks really easy to run a club like OVL, but that isn't really the case. For example, OVL has about three hundred members, of which sixty are voting members (i.e. they live within the confines of the Ottawa Valley and can not only make it to Executive meetings and the like, but can at least nominate some one to be on the Executive). Of these sixty, only one does not have email. This year nominations forms were sent out with the newsletter to local members. Several email messages were sent out reminding people about nominations. What was received? Five by email and one by telephone. Six people bothered to express an interest in how the club is run.

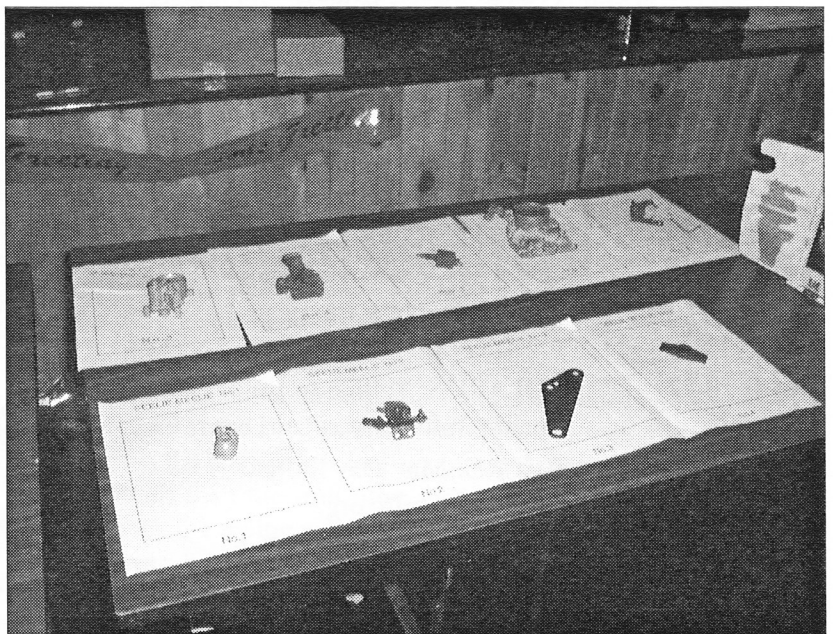
If you want this all to continue, you need to get involved. You can't take it for granted that the same people will always be involved. Everyone should take their turn on the Executive. Christine Rose has been, or effectively been Events co-ordinator for five years now. Dave Meadows has been running the books and secretary's posi-

tion for many years. It is becoming necessary that people start to help out to relieve some of the issues on some of these peoples plates. What is needed is not a twenty year commitment. One year would suffice for many things. It is getting to the point where some of the Executive would appreciate a break to sit back and enjoy participating in the club.

Finally, Andrew thanked a number of people for there participation this past year. Of note was Martin Rothman who did an excellent job as the Executive Member at Large, organising “begging”, the Birthday Party t-shirt contest, and several off-road events.

Reports, Events Co-ordinator: Christine reported on the three main events of the past year. The first being the Sugar Bush. This year attendance reached sixty people. The event will continue to be held at the Fairhead's property for as long as the club is welcome. Vern is always open for people to go up before and help with the sap run, and every years a few regulars do.

The Christmas Party had sixty three people in attendance. The cost was very reasonable. The OVL mug was well received, and there are additional mugs available for purchase. Activities such as the Feelie Meelie, Ladies Crossword continue to be very popular. The Hungarian Community Centre has been rebooked for 2001. A request for a DJ at the Party was brought forward from some members.



This Month's Cover:

*Just sit right back and you'll hear a tale, a tale of a fateful trip
that started from this tropic isle aboard this tiny ship...*

Photo: Bill Caloccia

Upcoming Events

in the next month or so...

- | | |
|-----------------|---|
| February 19 | Social at the Prescott,
Preston Street, Ottawa |
| February 16-19: | The Winter Romp, Unity Maine |
| March 5 | Executive Meeting |
| March 19 | Social at the Prescott,
Preston Street, Ottawa |
| February 24 | SOLAROS: Amicalola area trail
ride. Info: www.solaros.com |
| February 24-25 | ROVERS: George Washington
National Forest event. Info:
www.roversclub.com |
| March 10 | ROVERS Club Work Day,
RTV course preparation. Info:
www.roversclub.com |
| March 24 | SOLAROS Blood Mountain
trail ride. Info: www.solaros.com |

future events:

(Dates & times subject to change)

- | | |
|-------------|---|
| April 9 | Executive Meeting |
| April 23 | Social at the Prescott,
Preston Street, Ottawa |
| April | The Maple Syrup Rally |
| April 6-8 | Camp Rover-Monteagle. Info:
www.camproverusa.com |
| April 7-8 | SOLAROS: Pigeon Mountain
Wildlife Safari. Info:
www.solaros.com |
| April 20-22 | ONSLRS: Uwharrie Safari
2001. Info: www.american-rovers.com |
| April 20-22 | SOLAROS: Tellico in the
Spring, Info: www.solaros.com |
| May 4-6 | BRLRC: May Day Rally.
Info: www.brllrc.org |
| May 19-20 | ROVERS: Assateague Trek,
Assateague, Maryland. Info:
www.roversclub.com |

The major discussion centered around the Birthday Party. This is the clubs premier event. Attendance has exceeded 180 people with a vehicle count over eighty. The cost has been \$35 per person, which included an event t-shirt generously sponsored by Atlantic British. One also received a breakfast chit for either Saturday or Sunday breakfast, as well as the club providing lunch and dinner Saturday and Sunday lunch. However, this cannot continue. By the time lunch is done and cleaned up, preparations for dinner are already a couple hours behind. If people want dinner at a reasonable hour, preparations for dinner will have to start earlier, which means that lunch will have to go.

Some suggested changes were made. A volunteer group will need to be established at registration on site so as to secure numbers of people required to run the event effectively. Timing at meals and off-road events is critical. Camping arrangements will be made individually and group arrangements will no longer be made by OVLRC. Ontario Parks is now allowing reservations months in advance, and not six weeks before the Birthday Party, so it is possible for people to get their act together rather early on. There may be the possibility of extending the event to include a Calabogie tour on the Thursday-Friday prior to the Birthday Party with pre-registration being a must. Guide lines for dogs are going to be revised in light of the membership roles and that there are some well behaved pooches out there.

There was some discussion around the idea of moving the event up to Calabogie. This was looked at by the outgoing executive. The problem with Calabogie is the complete lack of facilities. This would be a major problem for an event the size of the Birthday Party. Right now, with the Provincial Park, and the local businesses, preplanning is easy. As a result, this year's Birthday Party will be close to the Summer Solstice birthday of the club, or this year on June 22-24th. The following weekend was considered as many schools are still open, but the following Canada Day weekend is terrible for camping, crowded roads et cetera.

Off-road report (Ted Rose): Christine covered most of the volunteering aspect, though there were some notable occurrences this past year with some people. For example, at the Birthday Party. There were a number of people who would come up and complain that some scheduled off-road drive was a few minutes late, or that they have been waiting for something to start. Yet, these same people when asked if they could help out with something to make things move faster would not help at all.

There is a solution for some of this. In light of some of the problems surrounding the RTV, the RTV at the Birthday Party is going to be run like many other events in other clubs. Simply put, if you are going to compete, you will be also helping run the event. In fact, you will have a gate that you are responsible for. This way, everyone helping can get the chance to run the course, and there will be few delays from a lack of volunteers as in past years.

As for the off-road events throughout the year. There were a number this past year, but some people complained. Off-road events do not necessarily have to be run via the co-ordinator. As Martin and Sean amply demonstrated this year, just go do it!

For the future, we are looking at having the Series One as the featured vehicle at the Birthday party, and we have been discussing some sort of concours, though how you compare Dixon's 109 to Dale's Gin Palace is a bit of a challenge that we are addressing.

Reports, Executive member at large. Martin Rothman has developed some solid sponsors with Rovers North and Atlantic British leading the way. Land Rover Monthly, Warn, and Miniman also contributed towards our events in some form or another. There is a need to develop new ideas that will allow sponsors to help us out with new ideas. Rovers North sponsorship of the crossword puzzle and Atlantic British's sponsorship of the Birthday Party t-shirt contest are two that immediately come to mind. We must bear in mind that the membership fees pay for the newsletter and expenses related to keeping the corporation going. It is money raised at the events, and sponsorships that keep us going! The t-shirt contest was well received and we had

a good number of participants, and while there were a few teething problems, it did come off really well and will be done again this year.

Further on the subject of finances, our Auditor, Fred Joyce said that after exhaustive work, the 1999 books were in excellent shape and everything was able to be reconciled.

Dixon gave a brief account of the newsletter this past year. The club set a new record with three hundred and nine pages of newsletter published over the course of the year. While it did get a bit late at the end, it is getting caught back up, though the trend of twenty four pages, or better, issues every month will probably cease as we have been burning out both our photographic and writing contributors *insert big hint here folks...* However, on the collation, stuffing, and mailing side of things, the smoothly running (on beer) machine at the Prescott is getting better and better. The stuffing crew is in the process of breaking in new people, even tossing Sean McGuire at them for that extra bit of confusion.

And finally, the Murray dealt with this years Executive. Three of the four positions were acclaimed, only the Executive at large position being contested by both Keith Elliot and Fred Barrett. In a close election, Keith won the position.

For the balance of the business on hand, Bruce Ricker was appointed the new Auditor, replacing Fred who has held the post for quite a few years. However, As Fred is the new President, one of his first acts was to repay his trusted lieutenant for convincing him to become President with a re-appointment as Returning Officer. Thus the Marshal's hopes for a fast retirement were dashed!

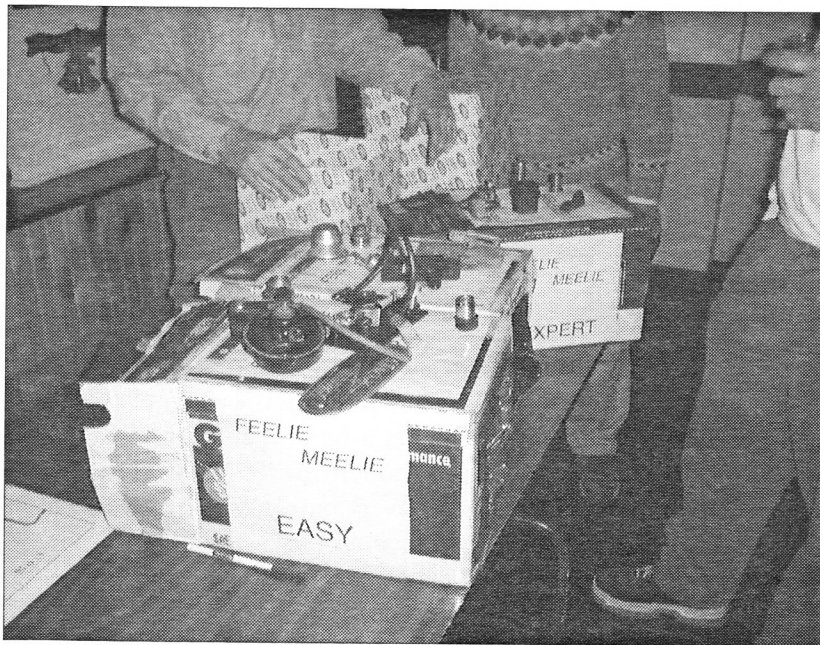
Other News, Rebuilds/Projects, Lies, Rumours, Trivia

Shannon Lee Mannion, who regaled us with the story about how she joined the club. It seems that she was sent by a newspaper to write about the annual frame oiler. While there she managed to convince Dale to oil her cars, and as she says, she not only joined OVL, but has been keeping care of Dale ever since! Sean McGuire made a surprise appearance, bringing Malcom Elliot with him, no doubt to be his scapegoat for any errors arising from his presence. Well, Malcolm and Sean were responsible for labels and renewal notices. We must report that Sean was fired from his assigned duties by Malcolm, who promptly replaced Sean with Shannon. This caused a noticeable increase in the noise level at the far end of the table as

the resulting organisational chaos down there started to reach the flinging pizza stage as they really started to bicker! At the closer end, Murray Jackson, Fred Joyce, Bruce Ricker and I all negotiated which campsites we were going to have at the Birthday Party when the phone lines opened for reservations later in the week.

News from Alan Richer: Been trying to get things done.....and succeeding in the main.

First thing was cleaning up the lathe - when you make chips the stuff goes everywhere. SWMBO has had at me twice so far for tracking chips into the civilized parts of the house - can't say as I blame her really, but it's hard to keep track of where it all goes.




Mr. Churchill's chassis, other than pockets I can't reach with the grinder, is done and clean on the bottom. Needs a bit of welding on the bellhousing crossmember (bottom's all dinged up) and a tidy-up of the spots I couldn't reach, then it gets flipped over and the top gets scraped and wirebrushed. That should go pretty quickly - it's essentially flat.

Straighten the horn, paint, and then it's wrench party time for Mr. C. With the chassis in the garage I figure a month start to finish it if I hit it hard enough. Replacing all the hydraulic lines and internal-chassis wiring will be a help - Mr. C has been overdue for that for years.

Likely won't bother bugging with the axles or doing anything fancy - he was running and driving well when I parked him up with the dodgy chassis. If I have time, though, a new wiring harness (IIa NON-Diesel) might go in. The one that is in there is more than a bit of a bodge...and not all mine, thanks.

Over and above that I still need to swap out Jess' clutch master. it's not pissing fluid any more (temps have come up) but it really needs to be replaced ASAP. I must confess that the CB master I put in is doing a stellar job - nice firm pedal, no air, stops well and generally does what a good master cylinder should. Works for me...

On the Jess front, she still needs to have her front cylinders replaced, and the hoses all need to go also. I won't feel completely comfortable till all of that is done, but she's fine for now.

 News from Andy Grafton: And I went out last night to "fix up the car".

Found that the diesel return rail pipe had been boded on and was leaking, so I got hot water and made it fit right.

I bled the water out of the water trap (it has one...).

I tightened the fan belt. Not sure if it really needed it but what the hell...

I felt for crankcase pressure and there is some but it isn't bad.

I tried to fill up the clutch slave but it has not leaked.

I removed and cleaned the front axle breather. The reason it was not working was waxoyl.

I tightened the sump which was lose and leaking.

I retarded the injector pump a gnat's bollock. Now it is perfectly timed.


Tightened the radiator top and bottom hoses and the thermostatpump hose with a spanner as per Hoolic advice and the leaks have stopped now.

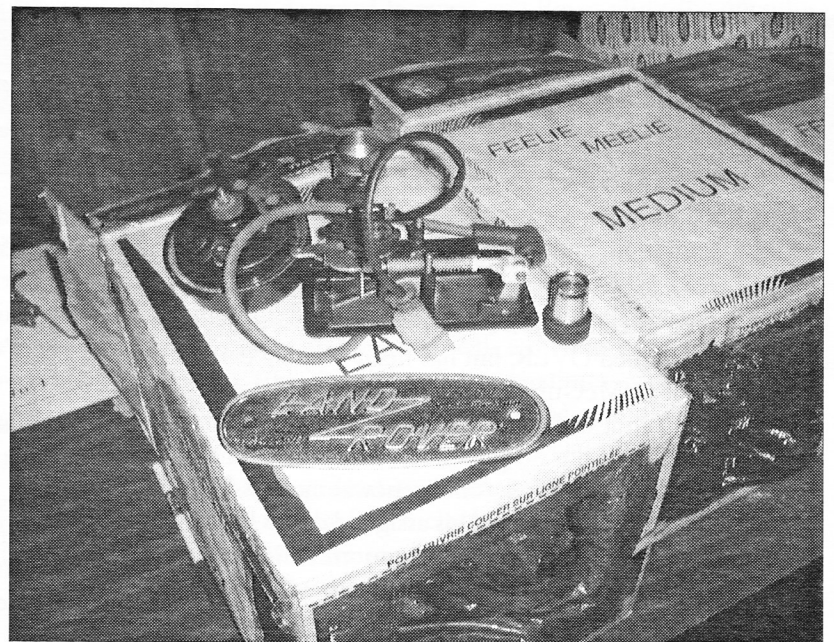
I swapped driver and passenger seats around for no good reason.

I checked the oil and it hadn't used much (any?).

I couldn't find anything else to fix that wouldn't be "fixing it for fixing its sake".

I went inside and prepared an order to the UK of the bits I might need one day plus 4x235 BFG MT tyres to replace the FMBs on there. Paddock have the tyres on special at £84 ea. which is not bad and less than half of the Danish Price.

 Seems a news letter landed at the shrine of the galvanized rover today...with an undeniable 'smear' on the flap of the envelope. A trip to his basement forensics lab has proven only that it's lipstick. Seems the exact shade and brand have been masked by the underlying manilla paper and the sealing glue. Spectroscopy may be employed to narrow down the make,model and date code of the lipstick used. It seems this member is working on a method to 'Lip print' any and all suspects. You should be warned that he has narrowed the list of possible lip smacking perps to 1,342. He is also checking out the "IT Store" as they have been known to be perveyors of novelty Lip rubber stamps....(valentines day and all, t'is the season).



He has been comparing the mark to logos on old Mic Jagger LPs and I believe I could here Rocky Horror Picture show playing on the stereo in the background while I was speaking to him on the phone.

This member has advised me that he has raised the matter with club pres Fred but got no hint as to who may have defaced

the afore mentioned envelope. Knowing this particular member as we do we think it's safe to say he'll stop at nothing until he has solved this little mistery...I think he needs the exercise.

If other similarly marked envelopes appear, we would be interested in hearing about this. One never knows what happens at some LR gatherings, or even in the Post Office itself!

Some Non-OVLR News & Rumours

For this months, we have received the following newsletters from other clubs: The Fairlead (Jan/Feb 2001, Vol. 6, #1) from ROVERS; The Greenlaner (January 2001, Vol. 5, #4) from the Southern Land Rover Society (SOLAROS); an events calendar from the Northern California Rover Club; The Obsession (December 2000) from the Victoria LRC

UK's MG Rover maps road to recovery with new models. Birmingham, England, Jan 30 (Reuters) - British carmaker MG Rover, sold to management for 10 pounds (\$14.59) by Germany's BMW last spring, rolled out four new sporty models on Tuesday aimed at securing its future and polishing up its image.

The company, which has spent 100 million pounds developing the new line, reiterated that it would keep production at 200,000 cars per year at its Longbridge plant near Birmingham.

"In just a few months, we are now a far different company from the British subsidiary of a German company that you all knew very well over the last six years," Chief Executive Kevin Howe said at the launch of the MG's new range.

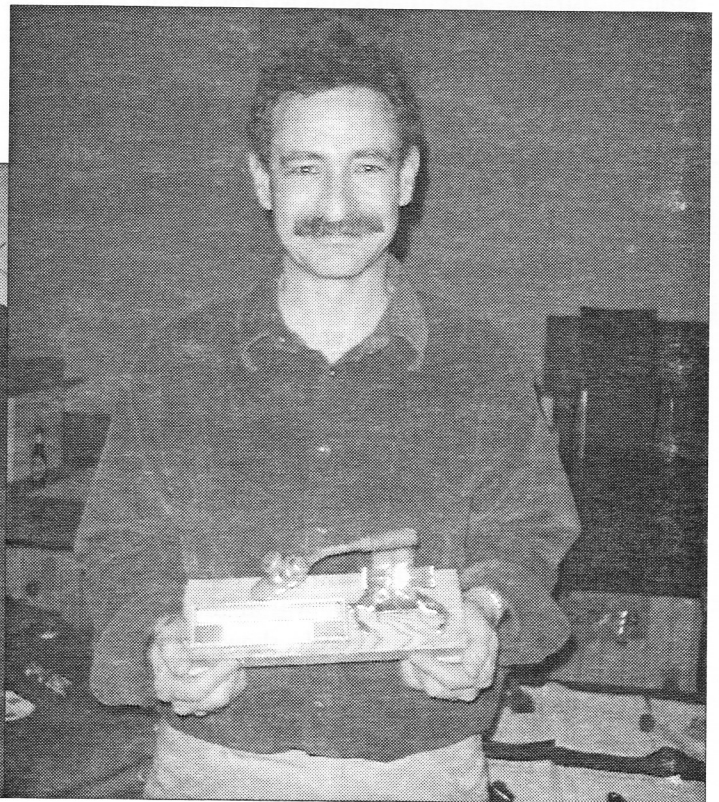
MG Rover's revamp into a sports-oriented carmaker is a break from the company's six years under BMW — a period

marked by unsuccessful attempts to turn round Rover's financial fortunes.

Since MG Rover's takeover by the Phoenix Consortium, executives have been fine tuning a plan to restore profitability at the firm, which lost 1.2 billion euros (\$1.10 billion) last year. They have almost halved the workforce to 5,500.

Earlier this month, MG Rover said it would return to Le Mans 24-hour racing in June for the first time in nearly 40 years. It will also enter tour racing and rallying with versions of the MG saloon car named X20 and X30.

On Tuesday, MG Rover paraded its new brand leader, the latest version of its MGF roadster, a soft-top sports car. It also unveiled three other models still known by their development codenames— the X10 executive car, the X20 four-door saloon and five-door hatchback and the X30, a small three to five-door hatchback.





The cars will be launched later this year, bringing the total number of models produced at Longbridge to eight by July, Howe said.


MG Rover Chairman John Towers and other executives bought Rover from BMW last May for a nominal sum and were given 500 million pounds in repayable credits to help restore the carmaker to profitability.

They have since been working on a five-year business plan to ensure the company survives in an industry where price wars are hurting even the biggest and most established European players.

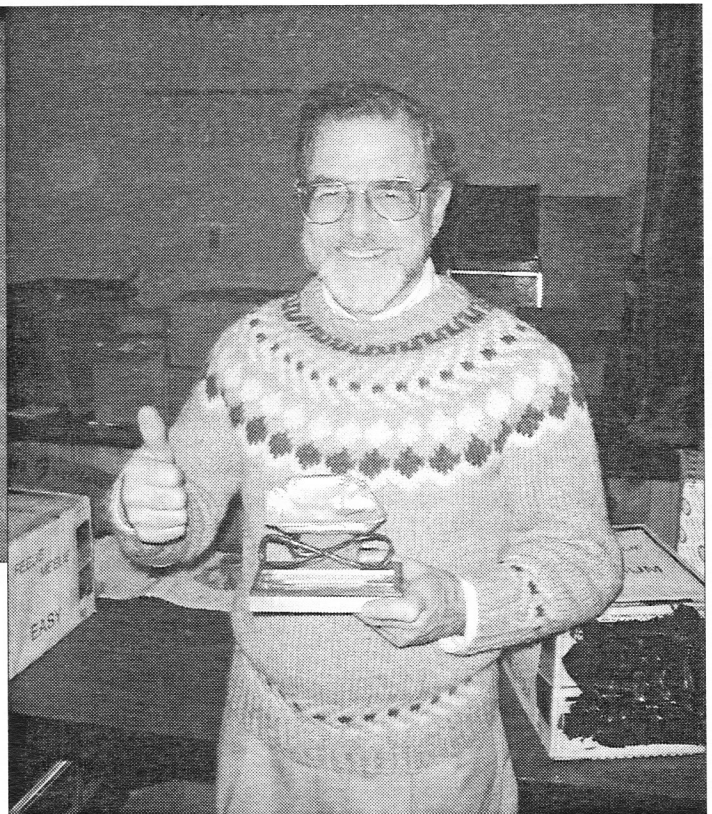
Howe said in December that the company had achieved a positive cash flow earlier than expected and would break even as planned by 2002.

Some Non-OVLR upcoming events

The All-clubs Dart Tournament. March 31, at Le Skatch in Merivale Mall, Merivale Avenue, Ottawa. Contact John Day at 723-9876 for all the details and registration info/costs (like \$5/team)

 From Prince Edward Island: "British Car Days across the Bridge" (July 13 - 15) combines one of the most spectacular vacation settings in North America with the fastest growing British car event on the north east coast. Organized by the British Motoring Association of Prince Edward Island with support from the Confederation Bridge, proceeds go to Cymbria Lions' charities. Over a thousand spectators and two hundred vehicles have gathered for this event during the past two years. Why not join the fun?

Set in and around South Rustico, Prince Edward Island, from July 13 through 15, activities will include: Friday - reception; Saturday - car & motorcycle show, valve cover races, miniatures display, concours judging and awards; Sunday - breakfast British style and tour of the north shore of Prince Edward Island.



For more information contact: Bob Bentley, (902) 964-3294 or email For a complete PEI tourism package with additional information about this event, please return email your name and mailing address. After March check the BMAPEI web page for more information and updates www.bmapei.net

The "North American Land Rover Club" Rally Championship

May 28 - June 1, 2001

The Adventure Team Challenge is a week-long competition rally which is designed to give Land Rover clubs the opportunity to have a representative team test their driving, navigation, and endurance skills against other Land Rover Clubs in the United States and Canada. The winning team earns the title as the North American Land Rover Club Rally Champions.

Teams are scored in Special Task Events such as; driving skills (gymkhana courses, trials courses, maneuverability exercises, etc.), navigation exercises (locating or following Way-point locations using GPS coordinates, or using tulip charts to reach the task finish line), winching tasks (these might be on their own or in conjunction with a driving task) and physical challenges (this is where fast, sometimes creative thinking comes in to use setting up and executing command task assignment using vehicle carried or provided equipment).

Each club's representative team must comprise of two Land Rover vehicles, each vehicle having a driver and navigator competing. Vehicles must carry their own insurance and be street legal. At least one of the vehicles must be equipped with a winch and the four person team must also have at least one

GPS unit between them to aid in some of the navigation tasks (driving as well as on foot). Team members should also be familiar with orienteering skills using map and compass. Each team will be responsible for their own camping equipment and provisions, however, opportunities will be given for the teams to replenish fuel and supplies as needed.

The 2001 event will take place the week of May 28 - June 1, 2001 and will start from the Tuttle Creek off road area, located north of Manhattan, Kansas, on the western side of Tuttle Creek Lake. From there we will travel to a new event location at the end of each day until reaching the final destination near Montauk State Park in the Mark Twain National Forest in central Missouri. The terrain the event will be covering is diverse; ranging from steep rocky trails through wooded areas, tight trials courses, classic prairie conditions (flat open expanses with deep mud sections), heavily overgrown section roads, water crossings, forests, etc.


There will be at least three special tasks per day and we will split the fifteen teams up into groups and rotate them throughout the day. At the end of the day when all the teams have completed the special tasks they will be given instructions (via GPS coordinate waypoints) as to the next event location. They must make their way to the new site that night set up camp and be ready to go first thing the next morning at the new location.

The event locations between the start at Tuttle Creek and the finish at Montauk State Park will be kept under wraps because navigating to those locations each night (via the GPS waypoints) will be part of the event (sealed Emergency Maps will be furnished to the teams if they become lost, but points will be subtracted if they are opened).

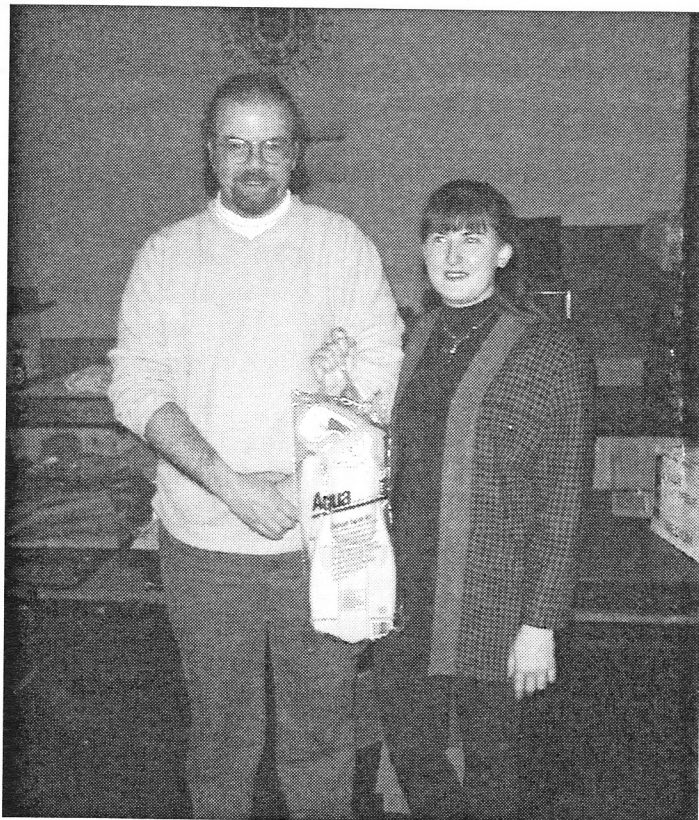
Teams entering the competition will be subjected to 5 days of grueling challenges as they strive for the honor of victor on the Adventure Team Challenge. The event is suited for all levels of skill but will challenge even the most experienced teams. We look forward to many clubs from all across North America competing this year. I am sure everyone attending will have a challenging and memorable experience.

Please return the information sheet provided quickly so we can reserve a spot for your attending team, registration for the 2001 event will be limited to 15 teams (30 vehicles) so if you want to attend this event, sign up early! The cost of the event is 200 dollars per team with a deposit of 50.00 for registration and the balance due before May 15, 2001. We all look forward to meeting your team and wish you all the best of luck on the Adventure Team Challenge.

If you have any more questions please contact the Rally Coordinator James Merriam 843 Greenway Ct. Derby, Kansas USA 67037 316-789-8155 or E-mail camelrover@aol.com

 Ford has better idea: So why not use it for hunting, fishing? By Eric Sharp

(Ed. Note: We get these news feeds at work as e-mail. Usually anything that comes up with Land Rover in the text. Sometimes



its pretty good. This one is mildly interesting to say the least. Just how long do you think it would take a company like Ford to put together a "concept" Explorer? Letsee. Last year, shortly after taking possession of Land Rover, a big group of Ford marketing execs came to LRNA for an introduction to things Land Rover. In that group was the guy who is supposedly responsible for a project in the works to revive the Ford Scout. He was extremely interested in both the 90 and 110, drove both at length and asked a number of questions. You be the judge...)

Detroit Free Press January 25, 2001, Thursday

DETROIT _ Man, we were absolutely drooling.

Ford was showing off a tricked-out Explorer at the North American International Auto Show that really was designed for outdoors people, and it's exactly what I've been whining about for years.

Face it. Most so-called SUVs are really UAVs, Urban Assault Vehicles aimed at suburbanites. They have leather seats, CD changers and built-in car phones, but as I always like to ask, where the heck do you put the dead deer in one of those things?

So it's not surprising that I and a half-dozen other outdoors types at the Ford exhibit were entranced with this Explorer. It has flat body panels far less vulnerable to the rigors of two-track trails than the stuff most manufacturers sell as bush cars. In fact, the styling wasn't unlike that of a Land Rover from a few years back, which the British company regrettably abandoned.

And how about the running boards on the Explorer? They open on top to double as storage compartments for long fishing

OVL R & ANARC BALANCE SHEETS FOR 2000

ANARC BALANCE SHEET (US FUNDS)
As of 31/12/2000
ANARC-US-Bank, Cash, CC Accounts

Assets	
Cash and Bank Accounts	
ANARC (US)	934.64
OVL R (ANARC)	1,797.68
Total Cash and Bank Accounts.	2,732.32
Other Assets. ANARC (GIC)	5,182.79
Total Assets	7,915.11
Liabilities & Equity	
Liabilities	0.00
Equity	7,915.11
Total Liabilities & Equity	7,915.11

OVL R BALANCE SHEET
As of 31/21/00
OVL R-All Accounts

Assets	
Cash and Bank Accounts	
Canada Trust	3,285.67
Cash Advance	0.00
Investment Acct.	2,822.90
Petty Cash	0.00
Total Cash and Bank Accounts	6,108.57
Other Assets	
Accts. Rec.	0.00
Merch. Inv.	1,449.00
Tools & Equip.	425.00
Trailer	6,568.63
Total Other Assets	8,442.63
Total Assets	14,551.63
Liabilities & Equity	
Liabilities	
Other Liabilities	
Anarc	2,723.48
Total Other Liabilities	2,723.48
Total Liabilities	2,723.48
Equity	11,827.72
Total Liabilities & Equity	14,551.20

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LAND-ROVER



106 Page Guide!

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rods, cased guns and other big gear.

Even better, when you close the doors, the running boards rise a few inches so they don't compromise ground clearance off-road, where your wheels might be running in ditches while the underbody has to clear a foot-high hump. The guy who thought of that wrinkle has been down a two-track or three.

The roof racks slide out and down to the sides of the car for easy loading. There's one at each corner of the roof, and they work like a charm. If you're a woman under 5-foot-5, you would love these things. In about five minutes, you could hook all your camping gear with bungee cords and slide it up top for the ride to the next campsite.

And then there's the washable interior. Instead of cheap carpet, the floors on this vehicle are painted metal and covered with plastic mats designed to shed water like the duckboards in a boat. After a day of muddy boots and muddy dogs going in

and out, you just pull out the mats and hit the interior with a hose and a bucket of soapy water. Voila! Everything from muck to blood just sluices out the doors.

The fly-tying bench built into the back of the driver's seat seems neat, but let's face it, it's mostly for show. Dump it and give us another compartment for storing tackle, reels or ammunition.

But the live well/cooler built into the floor behind the rear seats is A-No.1. You could use it to haul fish, bait or to keep food iced down while camping.

This was a well thought-out vehicle for outdoors people, maybe the best I've seen. Nissan's X-Terra took a step down the right road, but it's really too small for my needs. Land Rover makes fabulous off-road cars that can be special-ordered with spartan interiors, but they start at about \$40,000. And then there's the problem of getting one fixed if it breaks down any distance from a Land Rover dealership, which are few and far between.

Nope, this Explorer really looked like the most practical SUV yet, which meant that people kept asking the Ford guy showing it off, "When can we buy one?" And as usual the answer was, "Maybe never."

Once again Ford was showing a concept car, which apparently doesn't mean the same thing to the auto industry that it does to the rest of us. To me, "concept" is synonymous with "idea," and if I were in a business and came up with an idea a lot of people seemed to want, I would want to supply the demand.

I don't have the ability to do the market research, but I suspect that Ford could sell a bunch of those Explorers. It might be a niche market, but it's probably a pretty good one.

Ford, GM and DaimlerChrysler still dominate the off-road market. For years, their trucks were so superior they didn't have much to worry about. But did any of you get a look at the new Toyota Tacoma at the auto show, the one with the bigger rear seat that still managed to offer a decent-sized truck bed? After the concept Explorer, that was the only thing that really caught my eye among the outdoors vehicles.

Ah, what the heck. So what if Ford doesn't produce that neat Explorer. All we outdoors types have to do is wait. You can bet that one of the Japanese companies will come up with one. Copyright 2001, Detroit Free Press.

General Servicing: Repairs, Humour, Tales & Trivia

Enter the Purple Pig, A Friday Story

Mike Rooth

Bloody Nora's right rear spring was, I noticed... er... well... bugged. As in, there were bits of the bottom two leaves hanging around looking distinctly tired. Now, as it happened I was the proud owner of a frozen left shoulder, courtesy of an angry pony mare, of the Exmoor persuasion, crossed with a so-called thoroughbred, the only evidence of which is her height, and her large ears. She was, at the time, objecting violently to having her teeth seen to. With a rasp. In a stable. Not good. Mind you, she could hardly be blamed. In her mouth she had a sort of equine Hi-Lift jack, called a gag, to keep her mouth open (think SS or Gestapo and you're fairly close), but all the same, half a ton (Imperial) of angry pony, in a fourteen foot square area, with two men in it, and rearing to bash her head on the stable roof (it leaks now). Well you try it. Next time, it's my daughter.

Where was I? Oh yes. Owing to the aforementioned shoulder, I got a traveling mechanic to replace Nora's spring. Nora gave him one hell of a time, but at the end of it, she actually stood up straight. First time ever in sixteen years. Note. Do *not* buy secondhand Santana springs. "Oh aye" says Mike "They shatter". *Sigh*.

So. On my way home just before Christmas, within a hun-

dred feet of home, there was a hiccup. A sort of "hoik" and she dropped out of third. No big deal she's done this for years. (Yes I know, I know, you people do go on). Right, push it back... push... push. No go. Oooh 'eck. (Well, this *is* a family publication). OK, try fourth. Er, no. Second? You are joking. First. Yes! Second? Oh gawd! What a row! Neutral? OOOH 'eck. Bottom was OK and she got home. So. I can get bottom and reverse.

"Right" says the DA "That's it. Scrap it". "Yes" I agreed, "I suppose so." Now, it's always better to discuss these things with a certain amount of that which maketh the heart glad. And I don't mean tea. So, Nora stays. Transport, meanwhile, was a problem. There was no way Nora was going to be repaired this winter. So. Off we go to the local well respected car dealer. Now, this is painful. No it's not, it's humiliating. He had in (please bear in mind I was desperate) a Vauxhall (GM) Corsa. Base model. **Effing purple!** It may be worthy, quiet, economical, warm, but it's three feet lower than I want to be, and it has no character at all.

When you're up agin it...

I started Nora up the other day. Arh the smell, the noise. Next door? Rough. She should be honoured.



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