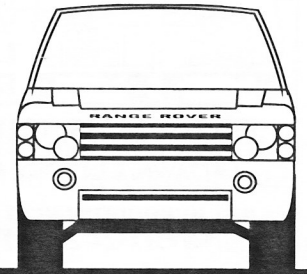


OTTAWA VALLEY LAND ROVERS



FEBRUARY 2002

WWW.OVLR.ORG

VOLUME XIX, NUMBER II



The old and the new. Photo by Keith Tanner



OTTAWA VALLEY LAND ROVERS

PO Box 36055, 1318 WELLINGTON STREET,
OTTAWA, ONTARIO, CANADA K1Y 4V3

General Information

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

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.

OVLR EXECUTIVE AND GENERAL HANGERS-ON

President:

Kevin Willey
Kevin.Willey@ccra-adrc.gc.ca

Secretary-Treasurer:

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

Events Coordinator:

Christine Rose
(613) 823-3150;
tcrose@sympatico.ca

Off-road Coordinator:

Kevin Newell
kevin.newell@city.ottawa.on.ca

Past-president and Archivist:

Andrew Finlayson
decaf@magma.ca

Archivist:

Andrew Finlayson
decaf@magma.ca

Auditor

Bruce Ricker
joey@igs.net

OVLR Marshall/ Returning Officer:

Robin Craig
therobincraig@hotmail.com

Exec. Member-at-Large:

Harald Friese
hfriese@fox.nstn.ca

Mechandising Coordinators:

Christine Rose
tcrose@sympatico.ca
Andrew Finlayson
decaf@magma.ca

OVLR NEWSLETTER:

Newsletter Content Editors:

Shannon Lee Mannion
ottawavalleylandrovers@sympatico.ca
Alastair Sinclair
alastair_sinclair@hotmail.com

Newsletter Production Editor:

Keith Tanner
keith@miata.net

Production Help

Rob Ferguson
rktks@magma.ca

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is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

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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RADIO FREQUENCIES

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVLR/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

ONLINE

<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner

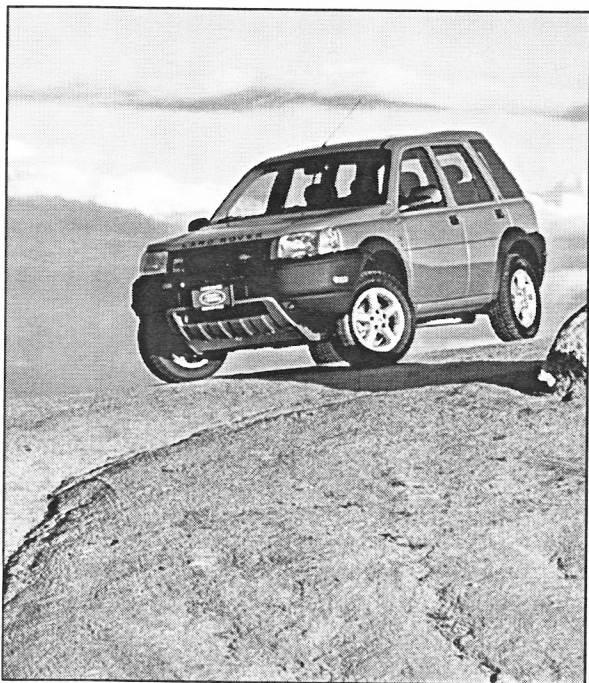
SUBMISSIONS DEADLINE

The end of the month for inclusion in next month's issue.

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

UNDER THE HOOD



The Freelander, looking scenic (Land Rover press photo)

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HEY MAN, WHAT'S GOING ON?

OVL R 2002 CALENDAR OF EVENTS

February:

OVL R Social Feb. 18

March:

OVL R Social Mar. 18

April:

Maple Syrup Run April 7

OVL R Social April 15

Tune-up TBA

Speedorama Apr. 12-14

May:

OVL R Social May 20

Oxford Mills May 26

June:

Byward Auto Classic June 2

OVL R Social June 17

June

Richmond British Car Show June 23

OVL R Birthday Party June 21-23

July:

Evolution of Wheels July 7

OVL R Social July 15

Aug:

OVL R Social Aug. 19

September:

OVL R Social Sept. 16

Frame Oiler TBA

October:

OVL R Social Oct. 21

November

OVL R Social Nov. 18

December

OVL R Social Dec 16

Christmas Party TBA

January:

AGM TBA

Note: Socials are held at the Prescott Hotel on Preston St. the third Monday of every month at 7:00 p.m.

TAKIN' CARE OF BUSINESS

AUDIT LETTER

995 Riddell Dr.
Kanata, On.
K2K 1X7
January 4, 2002

O.V.L.R
P.O. Box 36055
1318 Wellington St.
Ottawa, ON
K1Y 4V3

To Whom It May Concern:

I have reviewed the bank statements, cancelled cheques and monthly financial reports for year 2000 as provided to me by club Secretary-Treasurer, David Meadows. In my opinion, these records reflect a complete and honest accounting of the financial position of O.V.L.R. Minor month to month anomalies were noted, however, these may be attributed to variation in U.S. dollar exchange rates and can be reconciled in the amalgamated twelve month statement.

Submitted with respect:
Bruce P. Ricker

MINUTES OF THE EXECUTIVE MEETING, JANUARY 7, 2002

Minutes provided by David Meadows-Secretary-treasurer

Present

Christine Rose - Events Coordinator, David Meadows - Secretary-treasurer, Andrew Finlayson - Past-president, Shannon Lee Mannion - Co-Newsletter Content Editor, Keith Elliott - Exec. Member-at Large, Robin Craig and Ted Rose

Absent

Jason Dowell - Off-road Coordinator, Alastair Stewart - Co-Newsletter Content Editor, President (not filled at this time)

Events

Annual General Meeting Ottawa January 23, 2002
Birthday Party, Silver Lake Ontario, TBA

Financial Statements

David Meadows presented the year-end December financial statements and balance sheets.

Newsletter

Shannon Lee Mannion expects to have the January Newsletter out at the AGM. Shannon and Keith Tanner have been provided with Internet High speed service.

Membership

New membership cards will be issued to all members in good standing as of May 01. All members on our database will receive a newsletter with a renewal if expired. Cuts will occur before the next newsletter of expired members. Expect to loose about 20-25 members.

Election of Officers

Nomination forms with a Notice of the Annual General Meeting were sent to Members (Voting). Closing date for

nominations was 18 January 02. Elections were at the Annual General Meeting, e-mail reminder was sent out.

Annual General Meeting

The meeting was scheduled for 23 January 2002, 7:30PM, Royal Canadian Legion (Kanata). An e-mail reminder was sent out. (March's newsletter will have full coverage of the AGM and election of executive members).

Motions from the Executive

1. That the remaining funds held in trust for ANARC be disbursed equally between, Ottawa Valley Land Rovers, Bay State Rover Association, The Rover Owners of Virginia and the accounts be closed. Moved by Andrew Finlayson, seconded by Christine Rose
2. That the Secretary Treasurer under take a final revision of the OVLR by-laws for ratification by the Annual General Meeting to be filed with Industry Canada. Moved by Andrew Finlayson seconded by Christine Rose.

John Cranfield Trust

Christine Rose to look at what OVLR might do to assist John.

Club Trailer

Future Considerations:
Barbeque grill in place of one grill plate.
LPG pole, light and small burner.

OVLR Flag

Dixon Kenner is trying to put it together. Put on hold.

New Business

Robin Craig suggested North American Land Rover clubs including OVLR should consider financial help to an organization providing Land Rovers for use in Kosovo.

SEND A ROVER TO BOSNIA

OVLRL Challenges North American Land Rover Clubs to help buy a 110

By Robin Craig


In the December issue of Land Rover Monthly (LRM), Ian Robinson covered a civilian mine clearance team working in the Canton 10 region of Bosnia. The group, all trained locals, are performing the dangerous and arduous task of mine clearance that must be done before the local population can be allowed to return to their homes, towns and countryside.

Currently, the teams use three Land Rover 110s, two of which have been provided by the German humanitarian agency HLRP. Currently, the team leader, educator and co-ordinator, Martin, is using his own 20-year-old car. This is far from satisfactory when he has to go out to the teams working in the field across dirt track roads.

In the LRM article, Ian Robinson highlighted this issue and on behalf Martin asked the readers if they could come up with a vehicle. This struck a cord with me. Knowing that OVLRL was to benefit from some funds coming its way after the settlement of the ANARC funds, I asked at the AGM that OVLRL consider putting some money aside to help buy such a vehicle.

After a vote was taken we decided to put aside \$500 CDN in trust for this project, and challenge all other Land Rover owners groups in North America to match or better our donation. Thus, we hope to raise enough money to buy a used 110 LHD 2.5 na diesel hard top for the team leader use in Bosnia. I felt this was something we, as North American Land Rover owners, could do to help other people far from our shores. It's a way for us to make a direct difference.

So far the project is in the planning stages, with the monies set aside by OVLRL. The gauntlet has been dropped and we challenge all other North American clubs to chip in. If your club is able to make a donation, be it more or less than what OVLRL has put aside, please send the monies care of our treasurer at the OVLRL address. We will accept funds in US dollars as well as Canadian dollars.

I feel that as a united group of owners on one continent, we can jointly make a difference. For any more information, please contact Robin Craig, Bosnia 110 Project Co-ordinator at therobincraig@hotmail.com or watch the OVLRL website for more information. 



NEWS FLASH! ELECTION RESULTS

OVLRL news service

The new executive have been chosen. Of course, careful readers with too much spare time will have seen the changes on the masthead. But for those with more to do, here are the results of the election. In the words of our new president, "It's going to be a fun year."

President:

Kevin Willey

Secretary-Treasurer:

David Meadows

Events Coordinator:

Christine Rose

Off-road Coordinator:

Kevin Newell

Past-president and Archivist:

Andrew Finlayson

Auditor

Bruce Ricker

OVLRL Marshall/

Returning Officer:

Robin Craig

Exec. Member-at-Large:

Harald Freise

Mechandising Coordinators:

Christine Rose

Andrew Finlayson

GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

DISMEMBERING A STEERING RELAY

Recently I had the pleasure of helping a fellow member dismantle a Series 3 Steering Relay (these are almost identical right back to Series Ones).

So after you have the steering relay out of the vehicle and believe me that can be a job in itself (just ask Bob Wood!) the first thing to do is clean up the exterior a bit and remove the four small bolts retaining the bottom plate that holds the lower seal and then tap off this plate. Next, you will need to clamp the relay in a good sturdy vise. Clamp it so the relay is horizontal and the bottom end is pointing down a bit. Now this part may take two people. First you have to find an empty large plastic garbage pail. Then and this is crucial both people have to wear some safety glasses.

OK? Now one person takes a large hammer and preferably a brass drift and starts tapping the shaft out the bottom of the relay. This can take a fair bit of a whack to get it moving depending on the relay's condition. Now your "assistant" can hold the garbage pail at the end of the relay approx 12" away and wait for the "catch" and what you should be left with in the pail is all the inner bits of the relay in one place! because believe me, if you don't capture all the bits as they come out you risk either personal injury or property damage or at the very least one heck of a hunt for all the bits!


REMEMBER SAFETY FIRST! 

OVLR TOOLS TO LEND

1/2" Drive 1 3/8" Socket
1/2" Drive 1 5/8" Socket
Hub Nut Socket (a little mangled but it's better than a chisel)
Track Rod End Splitter (aka Pickle fork)
Series 3 Workshop Manual
Tow Bar Assembly (Very Heavy Duty, Will fit Series 1, 2 and 3 with original front bumper. You need a 2" ball and a couple of 3/4" wrenches to fit the bar. "It works great."

*Note: The club used to have a set of 3/8" drive Witworth sockets that someone borrowed a few years back and we have not been able to locate these. Please if you know their whereabouts drop a line to the e-mail address below and we can once again add them to the list.

To borrow one of the club tools above please have your credit card number and expiry date handy.....just kidding just drop me a line at the address below and I'll make sure you get the tool.

Andrew Finlayson dcaf@magma.ca 

NEED TO GET OUT OF THE COUNTRY, FAST?

From John McCartney of the Heritage Motor Centre in Gaydon, UK, the following message: (Please email John for more information: jonmac@heritagemotorcentre.org.uk)

This post is specifically for British car enthusiasts resident outside the UK who will not be receiving our Events Calendar for this year or who may only occasionally visit our website.

May we just say that if any overseas enthusiast is planning to visit the UK during 2002 and is looking for a Classic Car weekend during their stay, hopefully there will be something in our program that may be of interest.

31 March - "The Tiddliwinks Run." Road Run for any British car up to 1000cc and first licensed before 31 Dec 1980

21 April - "The Primrose Run." Road Run for any British car first licensed before 31 Dec 1980

5 May - Land Rover Day

12 May - Henry Ford Day

26 May - Standard Triumph Day. 55 Years of Vanguard, 40 years of Spitfire, 35 years of TR5/TR250

9 June - MG Owners Club - National Day

16 June - Classic Commercial Vehicle Motor Show

23 June - "The Elgar Run." Road Run for any British car first licensed before 31 Dec 1980

30 June - Wellington to Land Rover Day. This marks the 60th Anniversary of the site becoming an operational station for the Royal Air Force flying Wellington bombers - and closing the circle with that same site now being used as a Land Rover Product Research and Development Centre.

14 July - SUPERCAR SUNDAY

28 July - Jaguar Driver's club - National Day

4 August - MG Marque Day. We'll be celebrating 40th Anniversary of MGB 25 August - "The Three Counties Trundle." Road Run for any British car first licensed before 31 Dec 1980

1 September - Volvo Marque Day


8 September - Vintage Tractor and Stationary Engine Day

22 September - "The Pike and Musket Run." Road Run for any British car first licensed before 31 Dec 1980

6 October - Mini Marque Day

20 October - "Autumn Leaf Run." Road Run for any British car first licensed before 31 Dec 1980

26 October - Grand Fireworks Extravaganza

Vehicle displays and participation in the Road Runs program are subject to pre-booking. Please feel free to forward this post to any friends who you think may find it of use or interest. Regards to all. Enjoy the summer, the wind in your hair and all the *pleasures* that LBC ownership brings in its wake. 

DISCO ISN'T DEAD! Is it?

KEVIN WILLEY DISCOVERS SOME BAD NEWS ON THE LR/

FORD FRONT

LONDON, Jan 14 (Reuters) -

Production of Ford Motor Co. (NYSE:F) subsidiary Land Rover's Discovery model could be suspended next month and hundreds of workers laid off in a legal dispute with the receivers of one of its main suppliers, Land Rover said on Monday.

The row follows a demand for 45 million pounds (\$65.20 million) from receivers KPMG (NasdaqNM:KCMN - news) to Land Rover to secure the future of engineering company UPF-Thompson, sole supplier of chassis for the Discovery, which recently went into liquidation.


Land Rover Chief Executive and Chairman Bob Dover said there was a good chance that production of the Discovery would be suspended "unless we can find a sensible way out of this dilemma."

Hundreds of workers face being made laid off until the company can resource and retool the chassis in question "which is a huge component and can take several months to do," Dover told BBC Radio.

There could also be far-reaching repercussions for suppliers in the West Midlands industrial heartlands dependent on the Discovery for business, he added.

Land Rover had offered to absorb the increased cost of the chassis and pay a four million pound goodwill charge, but this was rejected by KPMG, the spokesman said. "As a result we have 1,400 workers who will potentially be laid off although some will be absorbed elsewhere," he added.

"If we were to pay the whole sum, we would have to put up some form of security that could endanger the rest of the company." A court injunction at the end of last week meant that supply of the chassis was guaranteed until January 25, the spokesman said.

In the meantime, Land Rover would support any attempt by UPF-Thompson to find a buyer or seek a management buy-out. KPMG could not immediately be reached for comment. 



The 2002 Discovery. (Land Rover press photo)

BOB WOOD SIGHTED AT AGM!



Rumour has it Bob Wood was sighted at the AGM. Skeptics claim this photo is a fake. We present it so that you may judge for yourself...

FROM THE RED CROSS

Ottawa Valley Land Rovers

Dear friend,

I am writing to thank you for supporting the American Red Cross in Greater New York with a generous gift in this time of extraordinary need.

Your contribution of \$100 enables us to continue our vital mission of being there for all New Yorkers - from those who felt the shattering impact of terrorism on September 11, to those who just became homeless today due to a neighbourhood disaster such as fire or flood.

We cannot predict when one of us will be touched by cruel fate, but we can make sure the vital institutions we depend on for help in trying times like these will remain strong, vigilant and able to help at a moments notice.

This past year, our programs and services touched more than 818,000 Greater New York residents. Volunteers and staff members worked hand in hand to take care of victims of fires and other disasters; to teach first aid, CPR, water safety and AIDS prevention, to provide reassurance to the elderly, and provide emergency communications to the military and their families; and to help homeless families to move into permanent housing.

We do this work to improve the quality of life for everyone in our Greater New York community. The delivery of our unique sense of caring, compassion and expertise is made possible by the dedication of our volunteers, and the generosity of people like you. We are, literally, there every minute of the day.

And every year we touch the lives of larger and larger numbers of New Yorkers, which makes your continued support important to us now more than ever. Thanks so much for your unwavering loyalty to the Red Cross.

Sincerely,
Robert M Bender Jr.
Chief Executive Officer
American Red Cross in Greater New York

THIN ICE SINKS LAND ROVER FIFTY YEARS AGO



as presented by Roy Parsons

In 1952, the following story appeared in the evening edition of the Ottawa Citizen. Although the photographs relate to the event, they did not appear in the paper. Unfortunately, the high contrast of the originals results in a lack of detail. The following text came under the headline...

Two Men Escape Death As Jeep Crashes River Ice:

Two young Ottawa men missed death by seconds yesterday afternoon shortly after 3:30 o'clock when their plow equipped jeep crashed suddenly through the ice on the Ottawa River near Woodroffe and sank in eight feet of water.

Maurice Doré, son of Albert Doré of the Doré Ice Co., accompanied by Albert Artelle, 206 Gainsborough Ave., was operating a plow equipped jeep plowing a roadway to the scene of ice cutting operations on the river.

The Story

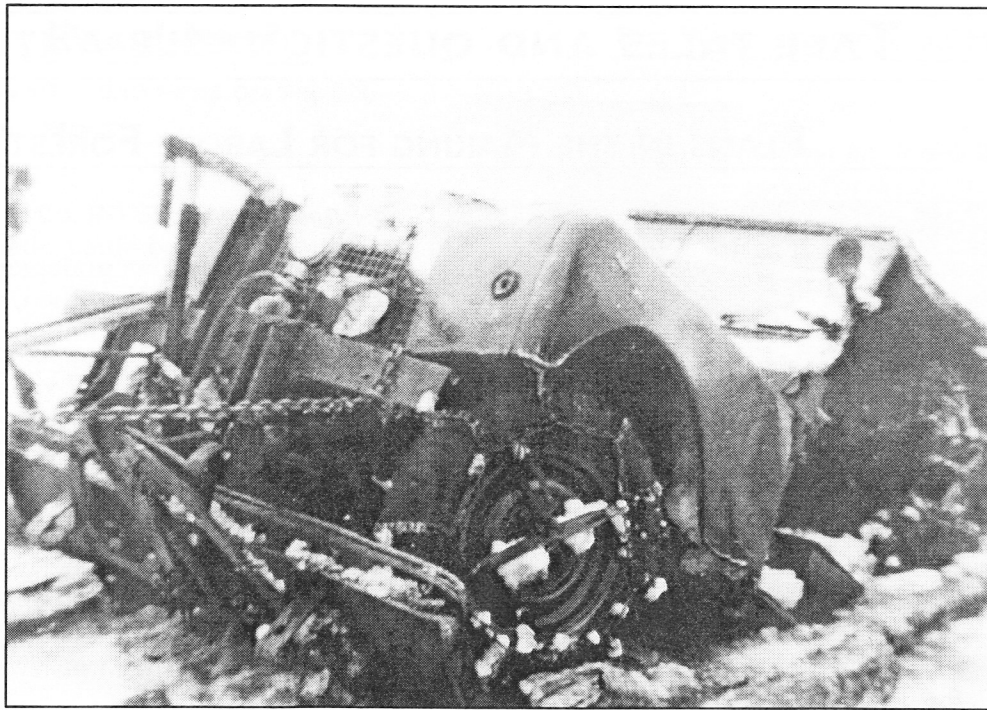
"We made a circle of the usual trail to line out a new road to the spot where the gasoline ice cutter is operating," Mr. Dore said.

"Suddenly the ice started buckling under us. I called to Albert to jump and he did. I did not dare to back up

though I thought it was only surface ice sinking and letting the jeep down to stronger ice underneath. So I headed back toward the road we had already plowed out."

"Another few feet and it got worse. The jeep settled under me and down she went. I leaped out and threw myself on the ice as she went out of sight and managed to crawl out to firm ice wet to the waist."





“Down underneath some eight feet of water the jeep was still running and you could see the bubbles coming up from her exhaust and the lights still burning. It was close enough, all right. I just got off in time and I was lucky none of my clothes caught on the jeep or I would have been dragged down with her.”

The lights of the jeep continued to burn under water hours after the jeep had sunk. Scene of the near tragedy was just off Springfield Lodge located on the riverfront at Woodroffe.

Albert Dore said the jeep would be salvaged at once. Workmen are busy cutting a channel at the scene of the sinking as soon as sufficient space is cleared planks will be sunk down and the jeep grappled. A chain will then be attached to a truck ashore in an attempt to haul out the jeep.

The vehicle is resting on its four wheels though somewhat canted to one side. The burning lights make it easy to locate the position of the vehicle and it is believed there will be no great difficulty in attaching a grapnel (*sic*).

If it proves impossible to bring the jeep out on a plank ramp a channel will be cut to the shore, some hundred yards distant and the jeep will be hauled to the beach along the river bottom.

Not Unusual

Mr. Doré said it was not unusual for vehicles to crash through the ice during harvesting operations and the drivers of the trucks kept their doors unlatched at all times so they would be able to leap clear in case of any sinking. Normally, however, the ice is strong enough to bear the weight of the vehicles without difficulty. It is

believed the jeep struck a spot of weak ice where the flowing water had not allowed the water to freeze to the thickness normal elsewhere on the river at this time. (*Source: Ottawa Citizen 1952*)

Roy continues. It seems that the suggestion in the article that the “Jeep” might have to be hauled to shore underwater before being brought to the surface did take place, as vegetation, etc. can be seen just in front of the LR in some of the photographs.

The photographs are part of the Maurice Doré Collection held by the National Museum of Science and Technology in Ottawa.

Thanks to Franz Klingender, Curator, Agriculture Collection and Research Branch for his help accessing the collection. 



PLANS IN THE MAKING FOR LAROSE FOREST



Keith Elliot in the pines. (Trevor Holt)

There may very well be an annual user fee in the works. However, it appears that there will be an approximately 10 km long off-road trail constructed, with cut-outs at the nasty bits. In the future, those of us who wish to use the forest for off-roading will most likely be restricted to this trail.

It is clear, that in the meantime, club members would do well not to use roads or trails in the forest that are not meant for vehicular traffic and to avoid the forest all-together during the spring thaw. We may be asked to help with the construction of the off-road trail. If so, please consider volunteering. As a resident of Russell Township, I will keep myself informed and pass on news to the club as it becomes available. 🚗

By Tony Fowler

Larose Forest has undergone a great deal of stress in the past few years and the United Counties of Prescott Russell have recently initiated a plan to try and rectify things. They had a public information session last fall which I attended.

The forest owes its existence to a reforestation program initiated early in the last century. Its soils are dominated by sands deposited during the retreat of marine waters after the last continental glaciation of the area, about 10,000 years ago. The soils do not support crops, hence it was decided to re-forest and keep the area of 10,540 hectares (26,044 acres) under the management of the Ministry of Natural Resources.

During 2000 the Ministry judged that the local authorities could maintain the stewardship of the property (nothing to do with cutbacks & downloading I am sure). Hence, the new plan. I have toured the area a few times over the past 15 years and there is no doubt that many of the trails are in an advanced state of dilapidation. In many cases one can see that four-wheelers have torn up the terrain to a great extent.

The meetings last fall were well attended by a diverse group of people, environmentalists, politicians, developers, residents of the counties, and members of many Ottawa-area motorcycle, four-wheeler and FWD clubs. The upshot of the meeting appeared to be that there will be an effort to try and "partition" the forest so as to serve the various interest groups i.e. keep the motor vehicles off the horse trails, etc.



Jean-Leon Morin drops in. (Keith Tanner)

KEVIN AND KEVIN'S MOST EXCELLENT ADVENTURE

by Kevin Willey

The plan: attend the Moose Trophy event in Kingston, Nova Scotia with two series trucks, leaving from Ottawa. Kevin Newell in his Series III, 88" and me in my lightweight.

The lightweight has just had new disc brakes installed and a pertronics ignition, finished only the day before departure.

Departure was 7:00 a.m. on Thursday, May 10 and I actually made it away on time. A good start. After a quick stop at Timmie's, I head to Kevin's to meet him. Seems there was a fatal accident on Riverside and all the traffic load is slowly filing past Kevin's condo making getting back out on the street interesting. Kevin is raring to go so off to 'The Moose' we go.

Kevin stops just before the street. He forgot his hand held C.B., so back he goes. Five minutes later, we are waiting to get onto the street, another five minutes and my clutch leg is getting tired and we plug two series trucks into a hole big enough for a small car.

A couple of hundred yards up the street, the passenger side door swings open. Oops, out of gear, parking brake on and run around and shut the door.

Thirty minutes and we are off the 416 to pick-up Kevin's brother in Limoges. When we get there he hands me a private band radio, this will make communications a whole bunch easier. Twenty minutes later and we are on the road again, off towards Montreal to meet Rino Grinito.

I had put header wrap on my exhaust pipe in an attempt to keep my feet from cooking, but the foot well is just as hot as before. Must wrap the header when we get back; maybe that will cool things down.

All is running well and it's a nice sunny day, great weather for a drive, lots of wild life along the highway. I saw a red fox was trotting along the edge of the road and a white tail deer having a bite of fresh grass further on. There was what was left of a transport that had caught on fire on the shoulder of the west bound lanes, box was totally burned and the cab was well toasted, British wiring? The asphalt is just a bit rough glad we are driving off road cars.

Just to the west of Montreal, we stop for gas, 10 cents a liter more here than at home. Ouch! As I stop, smoke is coming from under the hood, not a good thing usually. Oil is dripping from the frame rails as well. This is not normal. Seems that the oil is blowing out the dipstick pipe as well as around the oil pan.

First, I top up the gas tanks and then tend the oil problems. Kevin tightens the oil pan bolts as I get new oil out of storage in the back. I grab the lug nut wrench at well. After adding a liter, I realize that the oil is spewing because I didn't add a pipe to the new snorkel for the oil vent line. Nice to find these small problems on a short shake-down trip like this. I loosened the filler cap to act as a vent.

The lug nuts, well, some were loose, but that was expected as the studs were just recently pressed into the hubs. Part of the disc brake conversion.

Back on the road and my feet are still hot, the electric fan isn't doing much to cool this beastie; if this keeps up, I will need to put the cooling fan back onto the motor. The fan is in the spares bin in the back.


Just outside of Montreal on the bridge that crosses the Ottawa River, traffic is backed up due to extensive construction on the bridge. Stopping? The transport behind me seems to not realize this. I'm going to make a mess of the front of that new truck when he hits, all that fiberglass and all.

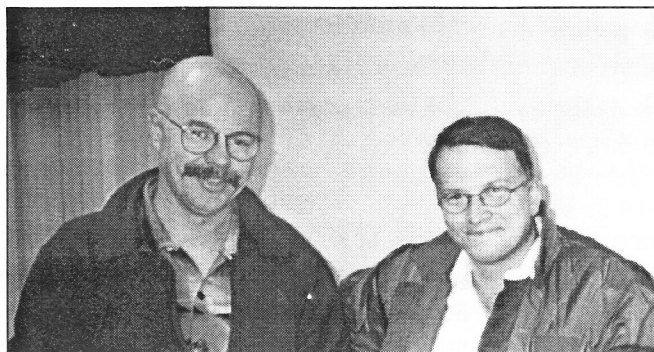
Somehow, he squeezed between the Jersey barrier and me stopping even with the passenger door. Kevin and Brent in front are both staring out the back as I point to the right and shake my head. From this point to Rino's is uneventful, thankfully.

Rino is just at the end of the street, at the entrance to his neighborhood, going to get gas. At his suggestion, we follow him back to his place for breakfast. Great breakie it was, too. After some discussion about route, we decided to head southeast towards Sherbrooke and then to the border at Cannan, Vermont.

Rino still needs gas so we follow his Range Rover to the local for a fill up. The traffic here is heavier that I am used to even for a four-lane highway, they really should fill in some of these craters in the road though. A bit bouncy in a leaf spring truck at best. Funny that the truck isn't pulling as well on the up ramps as well as I remember, but it has been a few months since I have driven it for any length of time.

We stopped for some lunch at Ronnie's in Magog, here is where I put the fan back on, my feet are way to hot. The cap for the oil filler pipe seems to have decided not to join us on this trip. . I get out the duct tape and make a cover out of the soft drink lid. Tools away and all buttoned up and here we go again...

(To be continued next newsletter) 



The heroes of our story.

ON THE ROAD, OR MOAB FOR DUMMIES

Keith Tanner

It seemed innocent enough. On the web page that described the event was a simple plea for extra seats. There were a few people coming over from Ireland for the event. So I contacted Merv and told him I had space in my Ila. Little did I know....

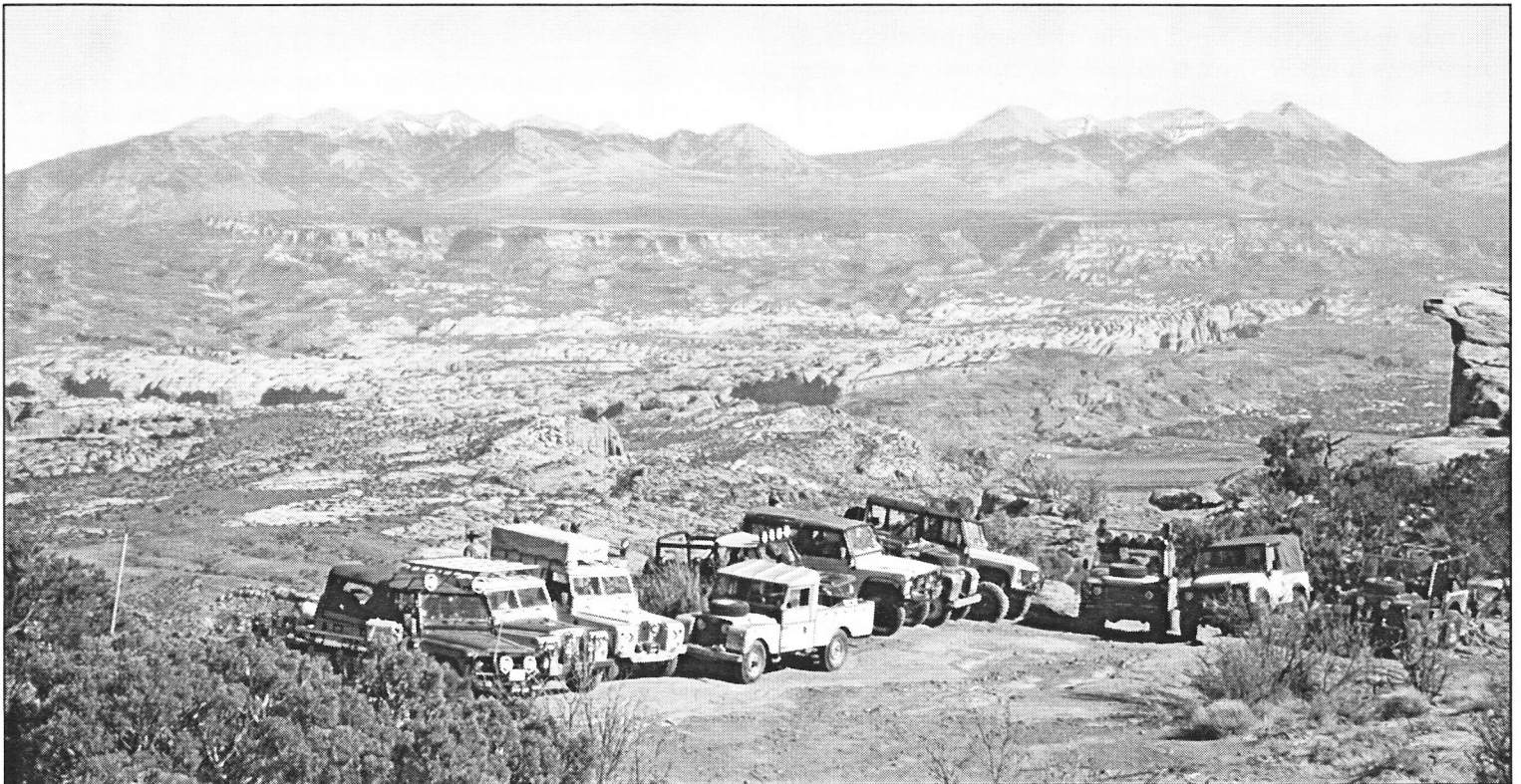
On a cool - some might say cold - morning in October, I pulled up in front of a hotel to pick up my Irish cargo. I had a bikini top on the truck with no doortops - we were going into the Utah desert after all. A hardtop D-90 also showed up. The eight Irish who were mad enough to travel to the US simply to bounce around in Land Rovers shortly came staggering out of the hotel. For some reason, my 88 was chosen as the cargo vehicle, with the majority of people going in the closed Defender and a rented Wrangler while only one was brave enough to join me for the 150km drive in near-freezing temperatures. It was soon obvious this was going to be an entertaining trip.

On The Road is, in the words of the organizers, "a Land Rover driver training adventure organized by Bill Burke". It's a four-day event held in Moab, Utah, for Land Rover drivers. The aforementioned Bill Burke is a Camel Trophy veteran who runs off-road training seminars. Two days of classroom sessions on everything from basic recovery to trail cooking, followed by two days of trail driving under the tutelage of an experienced guide. It's not the Birthday Party.

After being at the OVLRL Birthday Party, this was a very different group of trucks. Attendance is mostly Defenders, as that's the core of the Land Rover action out here. There are many Discos and Rangies on the roads but most of them stay there. Series trucks are rare beasts, with one 107, four SIIa 88s and a single SIII 109 diesel representing the breed. My old faded red Ila stood out like a sore thumb due to the, ahem, depth of patina - while it's a typical



Bill Ritchie about to stand his D-90 on end at the Dump Bump (Keith Tanner)



At the viewpoint on Metal Masher. That next step is over 1000' down....(Keith Tanner)



Keith tackles one of the obstacles in Basil. The passenger, who had never been in a Series before, said it was like being in the front row at church, "I could see everything and I was praying!"

ended up doing half the trail in the dark with low fuel while casting about for faint markers on the rocks with a flashlight- not a good start to the week. It was only a few days later that I learned that Damien was the Irish national trials champion - he was certainly polite enough about my driving!

Afterwards, we retired to the Moab brew pub to discuss the day's events. This became a regular event of course. This is where I got an idea of what was might be in store - apparently, I was a dead ringer for an Irish bloke that had stayed home because of his upcoming wedding. Threats were made to make yours truly the centre of a stag party, ending with talk of photographing me handcuffed naked to a street sign. From this point on, I made sure to keep my wits about me!

The classroom sessions were interesting and widely varied. For my time in the "field repair" session, we had three Series drivers who had rebuilt their trucks from the tires up as well as a 2001 Disco owner who had barely had time to get the truck dirty. This was a bit of a challenge for the leader of the session.

Of course, the big draw was the driving. The scenery in Moab is astounding with bright red rocks in alien formations. The slickrock affords high traction which allows the trucks to climb ledges and slopes that are quite forbidding and would not even be considered in mud.

The first day, I drove the pleasantly named Metal Masher along with a large variety of trucks. Almost all the Series trucks decided to go on the same trip for fun along with a variety of Solihull's newer efforts. The most impressive vehicle was the 107. With one small exception, it did everything that the other Rovers managed even though it

OVLTR truck, it was unlike any other there in that it had obviously led a hard life. The rarity of Series trucks in this part of the world also means that they get restored a little more carefully - there aren't as many brushed-on paint jobs.

The fun started early. A bunch of Rovers headed for the Dump Bump, a famous obstacle on the edge of town. It's a steep ledge of rock that is probably 12 feet high. The difficult line is truly difficult. After Bill Ritchie stood his heavily modified D-90 on its tail while attempting it (prompting some colourful commentary on the part of his Irish passenger), the rest of us decided to play on the smaller version. Locking differentials are highly recommended even for this. Eventually, all the trucks clambered up.

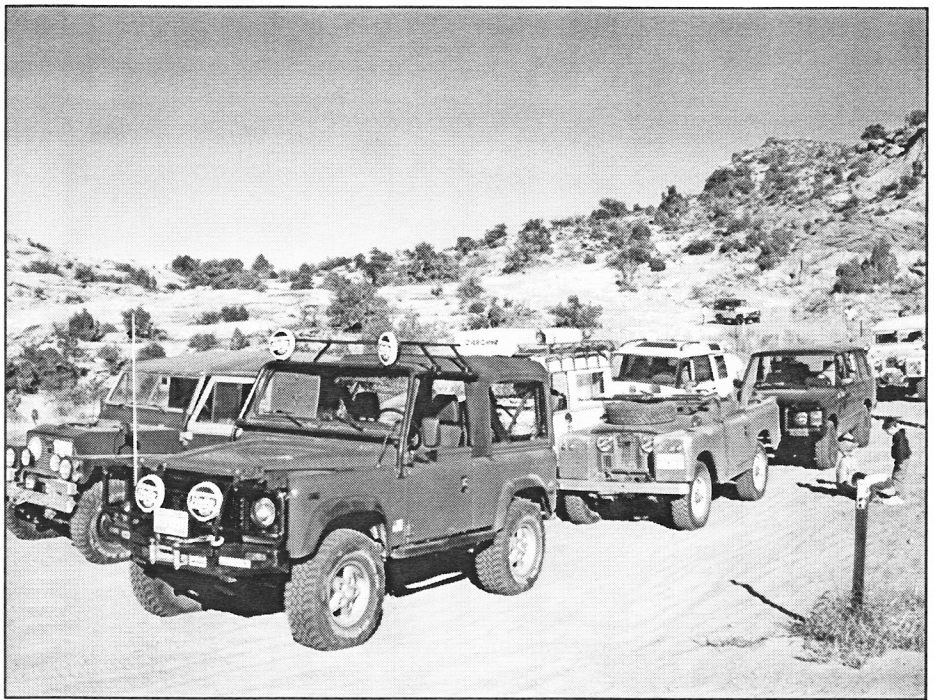
A few decided to continue on and go a short distance down the trail before turning around. The trail is named "Hell's Revenge" and is known for not only being very difficult (Level 4+) but also hard to follow. Myself and Damien, my passenger, didn't know that at the time. Nor did we know how long the trail was. Needless to say, we



Petroglyphs at the start of Steel Bender. (Keith Tanner)

was equipped with what looked like high mileage street tires! My co-pilot was Brendan as we had discovered we shared a sense of humour and I could trust him for some excellent spotting - crucial with a Series truck that has a bonnet mounted spare.

The views along this route were fantastic, culminating with a break at a 1,000 foot cliff overlooking Moab and a chance to park some of the trucks on a natural arch. We also proved that a Series with no roof, doortops or windshield makes an excellent camera platform when trying to get "high-speed" dirt road photographs. This was an excellent day with warm weather, fantastic trails, great guides and some stunning views. There were also some highly challenging obstacles for the modified trucks to attempt and display high levels of ability of both the vehicles and drivers! The day finished with a banquet, complete with raffle drawings and a surprise birthday party for two of the Irishmen. Much fun was had, then we retired to the brewpub across the street.



A most entertaining crew on Steel Bender (Keith Tanner)

Our second day was Steel Bender. Again, Brendan joined me in the Ila. We also had a number of passengers who liked the old Series and wanted to come along. I was running with no top or windscreen to add to the fun, which made it a very popular truck with the kids. This day had a wide range of vehicles - from a lightweight with lockers at both ends to a stock Disco on stock tires. The Disco did eventually climb most obstacles but it took some coaxing! There was also a Range Rover with two kids in the back in car seats. This rather took away from our macho posturing.

The smaller group and wider variety of vehicles meant that we spent more time at each obstacle, usually helping coax the Disco up. The primary obstacles were rock ledges, both up and down, but the day finished with a run out along a dry riverbed. An excellent end to the week!

I had to head home at the end of the four days. My Irish friends were heading off into the desert to camp for a couple of days, some were travelling around for a while and one was even using the meet as a jumping-off point for a round-the-world trip! I understand they have all been trickling back home, but we'll be seeing them in Moab again next year... 🚗

LUCAS UNREALITY

by Paul Donohue, Denver

There was a firm in the People's Republic of Boulder (ten square miles, completely surrounded by reality) which built a device called the Lucas Box. This micro-processor controlled marvel could be wired into the electrical system of any new German or Japanese sports car causing random and intermittent electrical malfunctions just like a real English sports car. The difference was that it could be turned off if you really had to get to work on time.

There is no reason this product could not be adapted to M Type Benzes, X5s, Pathfinders, Cruisers, etc., to simulate the feel of a Fine British Off-road Car. Simulation is better than the real thing. Please refer to my previous treatise on genuine imitation wire wheel covers.

The price would need to be quadrupled, but the offer could be sweetened by the addition of several Territory Markers. Territory Markers are the roundish black vinyl pieces that can be left under your German or Japanese sports car or imitation Fine British Off-road Car to simulate the signature oil spots left by oil leaks. These are still very popular as they are easy to remove when the neighbours complain.

Please note that I do not have any affiliations with any of the above firms and that my description does not constitute an endorsement. 🚗

WHAT'S NEW

by Adrian Redmond (from international Land Rover Owners List <lro@land-rover.team.net>)

All this talk of modifying, calibrating, adjusting, and measuring our Land Rovers betrays the fact that our days as greasy trousered bodgers are probably numbered. We all fail to see the probable scenario - that if the Defender does survive in any shape or form, it will do so by its manufacturers embracing not only the technology of the digital world, but also the terminology, points of reference, and worst still - the morality - of the digital world. I may be seeing ghosts here, but this is my nightmare vision in the crystal ball...

New vehicles will be delivered mechanically complete, but operationally useless without the installation of some sort of "operative system" - imagine a MickySoft (sic) tool which - every time you put the key in - boots up the vehicle and undertakes a plug-and-play operation on your truck - finding new devices, discarding old and otherwise tried and tested devices, asking for drivers you didn't know you had, telling you that your system clock has been updated to account for the fact that you have just crossed the Bavarian border and its also British Summer Time...etc. Vehicles will be named after their version number - like Land Rover 5.2 (Build 2195 Beta Service pack 26) the days of series naming will be gone.

Your vehicle will be purchased with a complicated and ever changing set of user licenses, which (if paid for or cracked) allow you to seat a certain number of passengers, use the tow-hitch, drive on certain roads, or swear at your software interface in different languages. The market will be flooded with false vehicle BIOSs and other malignant vehicular software, so that one day you will be confronted with a Land Rover which thinks it's a Ford Fiesta, or which stops functioning at critical times. These viruses could remove your braking power, fuel lines, headlights without warning, and can easily be spread via your digital ignition key to other vehicles in your household, or even, via infra red service ports to vehicles next to which you park.

New releases of vehicles will almost certainly never work first time, despite having been crashed by beta-testers worldwide for months beforehand. The manufacturers will simply say "Sorry about the lack of a handbrake, there will be an update available (probably for an extra charge) in six months". In the meantime you have to live with the Blue Windscreen of Death or the Lucas Exception Error. The more technology that gets added to the vehicle, the more time you will spend making backups just in case what you didn't think you needed might have disappeared tomorrow.

No longer will the platform - the mechanicals - be the issue - future generations of motorists will wait eternally for the new release of their vehicle software, only

to be shocked to discover that the men who write the software will make a deal with the men who build the mechanical bits to ensure that new versions of the software will only run on new parts - so that when you finally get the software release which prevents your lights from going out every time you look in the rear view mirror, you find that your horsebox will not interface with the tow-hitch. Most vehicles will be clones - look under the bonnet (remove 6 screws to do this) and you will find lots of parts which don't have any name or indication of origin. The speedo will be digital and will boot up with the message "Where do you want to go today?".

But think of the benefits too - when the roof leaks (as it will continue to do so) your digital display will also inform you of Error code 427 (which if you refer to the manual you will see means "the roof is leaking, your nearside trouser leg is wet". So I'm forgetting pursuing progress with these vehicles, I'll be satisfied if I can just keep my 2.25l diesel on the road, and find out for myself that the roof is leaking, the cabin is noisy and the heater has generated a general exception error - after all - what's new? Or am I seeing ghosts?

Dateline 2008 Land Rover v.10 (build 23672, beta, service pack 23458921479, Danish version)
ERROR CODES - ADDENDUM

- 122 Your roof is leaking
- 123 Roof leak detection system error
- 124 Roof leak detection system error detection sub-system error
- 125 Error display panel error
- 126 Your exhaust has fallen off
- 127 Excess draught in cabin
- 128 Cabin noise level exceed
- 129 Passenger seat cover split
- 130 Rear door frame weld split - remove spare tyre
- 131 Exhaust black smoke is blue
- 132 Exhaust blue smoke is black
- 133 Your audio cassette has stopped playing - flip cassette
- 134 <reserved for previous owner>
- 135 Rear free wheel hubs engaged
- 136 Excess bacon fat on breakfast grille (SIIA emulation only)
- 137 You are driving too close to the vehicle in front of you
- 138 Didn't I say so! (see above)
- 139 Meat pie on manifold browned nicely on one side
- 140 Meat pie burnt to cinder
- 141 Rear view mirror excess wobble
- 142 Interior maximum waterline exceeded
- 143 Your briefcase is still sitting on the front wing





*The new Range Rover gets dirty
(Land Rover press photo)*

COMING NEXT ISSUE

Basil's Great Migration

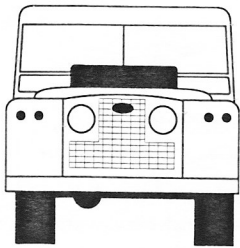
What Really Happened at the AGM

The Birthday Party preliminary information

The Tune-Up

Kevin and Kevin soldier on

Maple Syrup Run info!



**OTTAWA
VALLEY
LAND
ROVERS**

**PO Box 36055
1318 WELLINGTON STREET
OTTAWA, ONTARIO
CANADA
K1Y 4V3**

