

APRIL 2002

WWW.OVLR.ORG

VOLUME XIX, NUMBER VI



Keith Elliot goes swimming in the Yellow Peril (??)



**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.

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OVLR NEWSLETTER

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

Submissions: Articles may be submitted to the Editor, 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

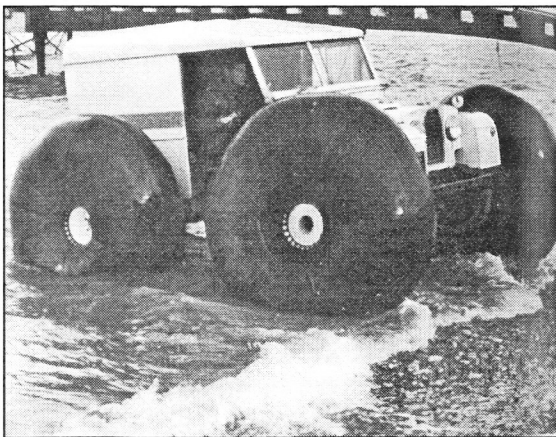
<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

SUBMISSIONS DEADLINE

The 15th 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.



On the OVL R Anti-FAQ, circa 1995, someone asked the incisive question, Do Land Rovers float?

And the answer: You have to get a Sea Rover if you want to do any serious off-land traveling. The Sea Rover is a variant of the familiar Land Rover. It is water-tight, has a rear brass drive screw, and a rudder that conveniently attaches via the pintel hitch. All series Land Rovers came conversion-ready with a pintel hitch attached and the hole through the rear frame member for the propeller drive shaft. [S]

And for everyone's eternal edification, we have discovered a rare photo of the prototypical Sea Rover. Surprise, balloon tyres!

UNDER THE HOOD

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HEY MAN, WHAT'S GOING ON?

OVL R 2002 CALENDAR OF EVENTS

April:

OVL R Social April 15
Speedorama Apr. 12-14
Learn to off-road, Stittsville TBA

May:

OVL R Tune-Up, Do It Yourself, May 4
9:00 - 1:00, at Land Rover dealership off St. Laurent
Moose Rally, Kingston NS May 7-20
OVL R Social May 20
Oxford Mills May 26
British Car Show, Hudson QC May 26
Dawn Croydon (450) 458-7113
aprilcroydon@videotron.ca

June:

Byward Auto Classic June 2
OVL R Social June 17
OVL R heavy off-road, Calabogie June 20-21
OVL R Birthday Party June 21-23
Sporting Classics British Car Show
Richmond ON, June 23
Rendez-Vous British at Beauport, QC
André L'Abbé 1-418-660-7452

July:

Evolution of Wheels July 7
OVL R Social July 15
Marlborough Forest cleanup TBA
RTV trials, Roverfest, Killington VA

August:

OVL R Social Aug. 19
OVL R Larose forest romp TBA

September:

Solihull Society National LR Rally, Moab UT Sept 12-14
British Invasion, Stowe VT Sept 14
OVL R Social Sept. 16
Haliburton Forest Jamboree, Sept 21
Aluminium Man Triathlon, Mid-Atlantic Rally, VA Sept 28-29
OVL R Frame Oiler TBA

October:

OVL R Social Oct. 21

November

OVL R Social Nov. 18

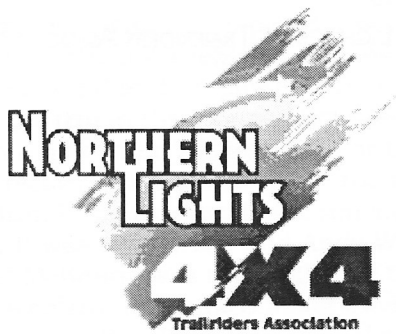
December

OVL R Social Dec 16
Christmas Party 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

THE OVLR JOINS NORTHERN LIGHTS 4x4 TRAILRIDERS ASSOCIATION



I would like to take this opportunity to welcome the members of the Ottawa Valley Land Rover Club to The Northern Lights 4x4 Trailriders Association.

The Association was founded in the spring of 1998 when a number of people became quite concerned over a land planning and management program launched by the Ontario Government called "Lands for Life." The primary concern was the impact that any resulting policy may have on our access to Crown Land. The other concern, but perhaps just as important, was that the process appeared half over by the time we found out about it. A small number of dedicated four-wheelers, who met primarily over the Internet, decided that the time was right to raise the level of organized four wheeling in Ontario. To that end this group of people began to meet regularly to explore the possibility of establishing an Ontario Association. These people came from the membership lists of three different Ontario Clubs.

The objective from the outset was to build a solid foundation on which to grow an association. Our Mission statement was and remains today: *"To promote the organization and continuation of recreational four wheel drive activities for the owners of sport utility and pick-up style vehicles."*

The objectives of the Association as documented in the Letters Patent of incorporation are:
To promote the growth of organized four wheeling.
To ensure that each member club will maintain it's own autonomy, integrity and individuality.
To pool the resources of member clubs.
To promote attendance at inter-association invitational events where provided by individual member clubs.
To focus activities on recreational four wheeling and local, regional and national issues affecting trail riding and the pursuit and continuation thereof.
To provide a means for member clubs to share recreational, social, educational and land use management/conservation activities on a level that encourages and provides for direct and significant input from each club.

To participate in and support civic activities which will benefit our communities and enhance the public image of recreational four wheeling and its enthusiasts. To promote responsible driving both on and off pavement through observance of Provincial and Federal vehicle laws, and by education of its membership concerning appropriate off-pavement vehicle equipment, driving techniques and Tread Lightly! principles.

Prior to the establishing of Northern Lights, the 4wd community was poorly recognized and generally "painted with the same brush" and was, for the most part, considered to be irresponsible and unorganized. It is only through linking the 4wd clubs across the province and coordinating our efforts that we can even hope to achieve our mandate and maintain access to the trails that we all currently enjoy. This is why your participation in the Northern Lights 4x4 Trailriders Association is so important and appreciated.

As the government of Ontario continues to push down the control of public lands to regional authorities, Northern Lights acts as a coordinator and has already introduced Clubs to councils and committees in their region who are assuming a role in allocating trail usage and access for public use. Furthermore, it is the goal of Northern Lights to forge relationships with other land use groups such as the Ontario Federation of ATV Clubs, the Ontario Federation of Snowmobile Clubs and the Ontario Federation of Anglers and Hunters.

Some of the ongoing activities of the Northern Lights 4x4 Trailriders Association are:

Education: The approach of Northern Lights has been to provide our member clubs with educational materials to support their efforts of providing educational programs to their membership. An educational video of safe winching has been produced with a plan to produce another of proper off-road driving. We are also currently evaluating the safety awareness program offered by the United Four Wheel Drive Association. The goal will be to come up with a plan which will define our educational mandate over the next several years.

Insurance: We have been investigating the possibility of offering an insurance package to our member clubs which could lower the costs of their current plans or make insurance affordable to those clubs who may not have insurance.

Support of New Clubs: In keeping with our mandate to support and encourage organized four wheeling in Ontario we are available to members of the community interested in the formation of new 4x4 clubs in their locales. We provide some educational materials and self-help materials expressly for this purpose.

(continued on next page)

...TRAILRIDERS CONT.

Trail Signage Project: This is a new project that enables member clubs to purchase good quality steel signs at cost. These signs are used as trail markers, denoting unsafe bridges, marking off Private Land, etc. They feature the NL4x4 logo and there is room for member clubs to apply their own decals. We have received much support and some corporate sponsorship for this program through Nissan Canada, a Jeep Dealership in Ajax and some member clubs and individuals.

Events: Even though Northern Lights doesn't run events, we do sponsor them and help with all aspects of trail rides and Events. Last year we helped Host the 1st Annual Superlift in the Minden area, and "Under the Northern Lights" 4x4 Challenge in Coburg. Both of these events will be going on again this year, along with other local club sponsored events. Feel free to add an event to your calendar.

Again, I would like to thank you for your support in joining The Northern Lights 4x4 Trailriders Association. Together, all our voices may make a difference. We look forward to your participation and working with you as we move forward to our common goals.

Yours in four wheeling
John Farley
VP Northern Lights 4x4 Trailriders Association
<http://www.nl4x4.com>

So this horse walks into a bar, and the bartender says; "Hey pal - why the long face?"

HELP WANTED

We are looking for a new Secretary-Treasurer. Our current Sec-Treasurer, David Meadows, is helping Christine Rose so she can act as a stand-in until we can find a replacement. This position is available immediately.

The main duties are:


Running the finances of OVLRL, preparing financial statements, banking, collecting and paying bills. The financial system is mechanized using Quicken

Maintaining a database of members. We are using MS Excel.

Taking of Minutes at meeting and corresponding on behalf of OVLRL.

Retrieving the Mail from the Post Office.

The individual needs to be familiar with Word processor and Spreadsheet operations. I am willing to spend the time necessary to get a new Sec-Treasurer on board. The job requires on average 3-4 hours a week.

David Meadows 

CLASSIFIEDS

FOR SALE: 101 PROJECT TRUCK

Ray Wood from Rocky Mountain writes:

"We have an uncompleted project 101 here which we would be prepared to sell to an interested Rover addict.

The unit is a 1976 101 Forward Control I imported about ten years ago with the intention of building a vehicle to do some extensive foreign travel. It came without a motor and the original running gear was sold off. A start has been made on extending the frame two feet and widening it by three inches. It has a 1992 Cummins turbo diesel installed with a Dodge five speed and Dodge one ton axles. The Cummins has only 40,000 original Km and is complete with turbo, instrumentation, intercooler and exhaust system. We have a new 4 core rad for it and new extended prop shafts. The steering(Power also Dodge) has not been installed.

The bodywork has not been mounted and consists of the 101 cab with windshield and doors (pretty much complete but not yet altered in any way). The idea was to complete the vehicle with the widened 101 cab and add a camper body. There are five new Dunlop Radial Rover tires.

We are halting this project as my company has grown in the intervening years and our travel vehicle will now be our Hi Capacity pickup with a camper back. This vehicle will have Rocky Mountain Springs and an overdrive and enables us to write off the cost of a South American expedition we plan early next year. Using the 101 offers no tax advantages. Also, we have a high capacity 1983 109 pickup.

Interested people in North America can call me at 888-880-2600. Ray Wood.

FOR SALE, '69 IIA PARTS

My name is Clive Shepherd and I am new to Land Rover ownership and restoration. I purchased a 63 Iia last summer and have been busy since. (a diesel with only 30k miles) I have recently acquired a 69 Iia for parts. It has a gas engine and is a complete truck. I live in Stoney Creek, south of Hamilton, ON and plan to part the '69 to complete my '63 and hope to find someone interested in the other bits at very reasonable prices. (So many suppliers want an arm and a leg.) Please respond <clivshep@enoreo.on.ca>

WELCOME NEW MEMBERS

Sean Murray of Ottawa, ON

Rich Williams of Redmond, WA with a 1960 SIIA 109

Peter Dema of Newburg, NY

William Grigs of West Hartford, CT with a 1970 SIIA

109

Arnold Villeneuve of Cumberland, ON

THE BIRTHDAY PARTY!

WHAT THE HECK IS IT?

Background

For fifty-four years, since the Amsterdam Motor Show in 1948, Land Rover's products have served the world and are hailed as masters of rough terrain travel. Ottawa Valley Land Rovers (OVLRL) celebrates its nineteenth Birthday since the fateful Summer Solstice when local members of the Association of Land Rovers Canada established a local chapter. The Birthday Party is a unique event, different from most other rallies.

The Event

The nineteenth Birthday Party is organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. The event is held near Silver Lake, Ontario because of the geographical location central to the bulk of OVLRL regional members as well as having some diverse terrain upon which to host the event. (bed-rock, cedar swamp, and mud) Silver Lake is located about 60 miles west of Ottawa on highway 7. People will be coming from Quebec and Ontario and the north-eastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover products - Land Rover, Range Rover, Discoverys and Freelanders. Owners of Rover cars and other vehicle marques are most welcome to attend and participate in the spirit of the event. You do not have to be a member 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 portions.

When

The Birthday Party is traditionally held on the third weekend of June, closest to the Summer Solstice. This year it will be held from Friday, June 21st to Sunday, June 24th. It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event will be organized by members lasting several days. In the past, members have taken a week off to enjoy the countryside.

More Information

More information is available on the club website at <http://www.ovlr.org>. If you desire more information, contact the event co-ordinator Christine Rose at tcrose@sympatico.ca.

WHAT IS IT GONNA COST ME?

Registration Fee

Registration fee of \$35 per adult entitles OVLRL members to enter their vehicle in all of the activities such as the off-road events, vehicle display, and certain other activities. Other fees are \$12 per child 6-12 years of age. Children under six 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 will pay \$60 (\$35 entrance fee plus \$30 membership fee). Our insurance requires this.

Included in your registration will be the following;

- 1) Dinner Saturday night
- 2) Continental breakfast at the club trailer Sunday morning
- 3) Event T-shirt

Payment

Your registration must be received by the 8th of June in order to guarantee entrance to the Birthday Party. Please note, if payment is received after the cut-off or made only at the event, the cost will be \$45 and will not include a free event t-shirt. **Please note that registering in advance is of great assistance to the organizing team so that food and supplies can be accurately ordered. Keeping accurate count of people attending the event keeps the cost down which I am sure all will agree is a good thing.**

Rocky Mountain

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WHAT'S ACTUALLY GOING ON?

4WD and 2WD Trips, light and heavy off-road

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your heart's content. As some portions of the light off-road may be public roads, all vehicles must be plated and carry valid insurance. Additionally, all drivers on any off-road course must be a dues paying member of OVLRL. This is a requirement of our insurance policy. Please note vehicles going off-road will be subject to scrutineering prior to leaving.

RTV Trials

There will be a proper, UK style trials course set up. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering. There will be a number of stages where you must manoeuvre your vehicle through a series of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided into class and age. Prizes will be awarded to the top participants.

Auction

The auction will be held on Sunday morning shortly after breakfast. Many Land Rover items supplied by our many local and North American suppliers will be auctioned. The generosity of these companies allows us to make the event affordable to all. All of our sponsors will be acknowledged in newsletter to follow the event.

Swap Meet

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 of the property with them at the close of the event. The swap meet portion of the event is strictly non-commercial in nature.

SCHEDULE

Thursday

First groups of people start to arrive. You are on your own.

Friday

Pre-register for a day-long heavy off-road Calabogie trip departing early in the morning returning hopefully before sundown. This trip is for experienced drivers so be prepared for possible bumps and bruises to your Land Rover. You will be responsible for all your own meals. Contact Kevin Newell at kevin.newell@city.ottawa.on.ca to confirm your attendance. Spaces are limited.

Participants arrive. There is no organised off-road on Friday. Registration will be open for a few hours after 4:00 p.m. at the club Expedition/Kitchen trailer. Please be sure to sign in and pick up the event package.

Saturday

8:00 a.m. The first trailblazers who are keen to go off-roading should gather at the site. When the first seven vehicles have assembled, they will depart.

9:00 a.m. Registration opens at the club trailer at the Birthday Party site.

9:00 a.m. Light off-road groups start to assemble. Each group will be set-up with a leader. First Aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children under six. Children are not permitted on the heavy off-road courses. During the balance of the morning small groups will depart for the trails.
1:00 - 2:00 p.m. Lunch (You are on your own so pack a bag lunch in the morning so you don't miss anything.)

2:00 p.m. Meeting at club trailer for RTV

2:00-4:00 p.m. RTV - The RTV is close by so those wishing to watch can drive their vehicle to the site.

2:00 p.m. - Heavy off-road for the experienced drivers who don't mind getting a little banged up. It is strongly recommended that vehicles have a winch.

2:00 p.m. - For those not participating in the RTV or heavy off-road additional groups will spend the afternoon light off-roading.

7:00 p.m. - Dinner, brought to you by OVLRL, will be served at the club kitchen trailer.

Sunday

8:00 a.m. - Breakfast will be provided by OVLRL at the club trailer. In the spirit of keeping it simple breakfast will be of the Continental variety: muffins, donuts, fruit salad, juice, coffee, etc.

10:00 a.m. sharp - Auction of Land Rover accessories donated by our many generous sponsors.

VOLUNTEERING

Due to the continuing growth of the event, all individuals will be required to volunteer for one task over the weekend. Please indicate your preference upon your arrival at registration. Please don't let us down - commit a few hours of your time and a good time will be had by all!

MORE BIRTHDAY PARTY...

GETTING THERE

Most people make their own way to and from the event. However, some members will convoy to and from the event (we know how reliable some of the older vehicles are). Check with members in your vicinity to see what might be happening.

Locally (Ottawa Area): From Ottawa and area follow Highway 7 through Carleton Place, past Perth to Silver Lake.

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.

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 Highway 15 north to Crosby. Follow #42 west towards Newboro/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. If you are down in the New York City area, it is best to skip along up the Hudson and go over through Utica etc. to 81 and take 81 up. (Yes, to places like Boston 81 and the way can be faster depending on the bridge construction in Montreal.

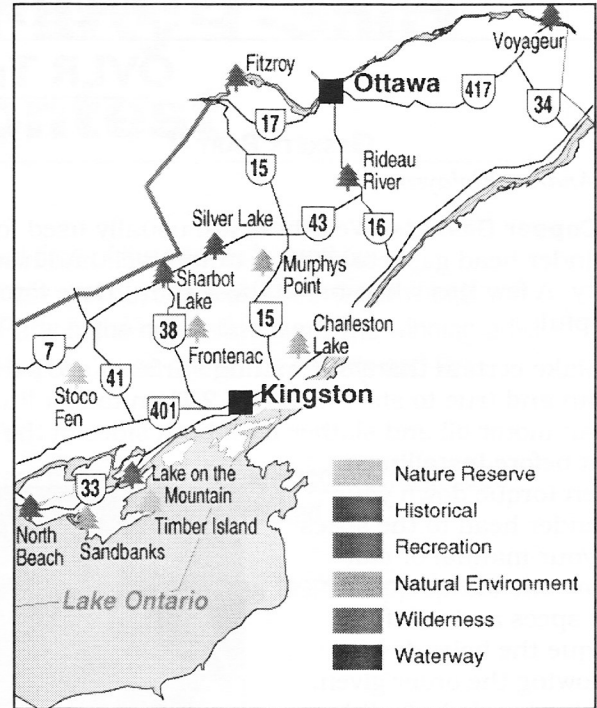
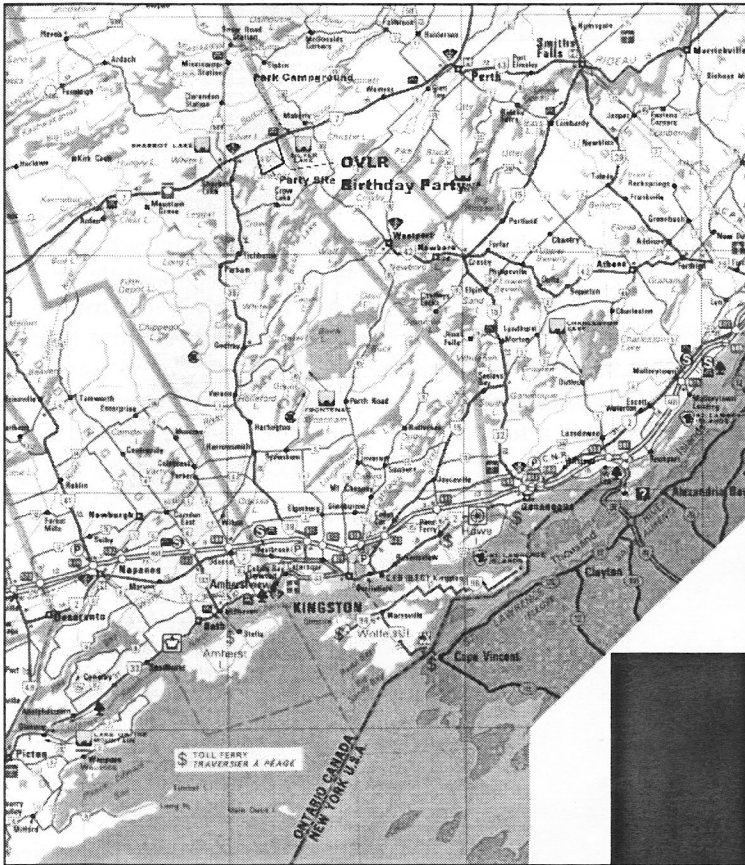
You know you're at the Birthday Party Site when: You reach the property entrance at the Lanark/Frontenac county boundary that says Frontenac. Turn left and follow the small road. If you are coming from the west, you will see a large sign that says Lanark. Turn right and follow the small road. In case you missed all that, on Highway 7 at the turn off watch for the Ottawa Valley Land Rover sign. The Birthday Party site is about a mile west of Silver Lake Provincial Park. The motel is in between the Birthday Party site and the Provincial Park on the south side of the highway.

Maps: There are images of maps available at www.ovlr.org under the Birthday Party.

Contact Numbers: Event Co-ordinator : Christine Rose tcrose@sympatico.ca . Also, check the website for more information at [Http://www.ovlr.org](http://www.ovlr.org) or email events@ovlr.org

Postal Address: PO Box 36055, 1318 Wellington Street, Ottawa, Ontario, Canada K1Y 4V3





LOGISTICS

Arrival

On your arrival at Silver Lake, you will need to register yourself and your vehicle at the OVLR trailer on the Event site (look for the club sign on the highway). You will be issued a registration package complete with all information pertaining to the weekend's activities. Event clothing, t-shirts, grille badges, etc. will be on sale throughout the weekend by the OVLR trailer.

Food in General

OVLR will serve dinner on Saturday evening at the club trailer. Don't forget to bring along your lawn chair. A continental breakfast will be held on Sunday at the club trailer. 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 two restaurants within half a mile of the event site for additional dining needs.

Dogs

Although dogs are permitted it must be clearly understood that they must be on a leash at all times and a minimum of twenty (20) feet away from the club trailer. If you are off-roading remember it is not courteous to tie your beloved pet to a tree and leave him to bark all afternoon. 🚙

Rocky Mountain

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GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

GASKETS PART II

by Andrew Finlayson

Copper Gaskets: Well these are usually used for cylinder head gaskets and are quite thick and heavy duty. A few tips when using these that I have found helpful:

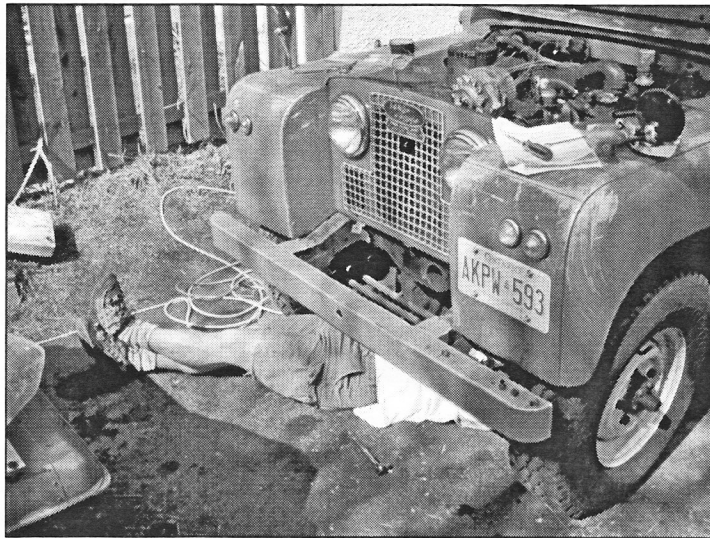
Make certain that your mating surfaces are perfectly clean and true to start with O.K.? Then take a little clean motor oil and slather it on both sides of the gasket just before installing it. Then torque down your cylinder head to the specs in your manual or call some one in the club for the specs and carefully torque the bolts down following the order given. Just an aside here: it is a good practice to be certain that your bolts are nice and clean and lightly oiled too. And it is very important to make certain the threads are in top condition and make sure you blow out the oil and crud from inside the block where your studs or bolts thread into. I would even run a tap down inside these to clean them up.

O.K. So now your head is nicely torqued down. You will want to re-check the torque after a few hundred kilometers or miles again as the gasket will have "settled in" Please note that on newer vehicles like Discoverys and Range Rovers the head bolts MUST be replaced as they are stretch bolts and can only be used once.

Paper Gaskets: A few things to consider when using these. If you have had these gaskets for a while or they are from old stock chances are they have shrunk or distorted but don't worry you can usually bring them back to life! Just take the gasket you want to use and pop it into a sink in some warm water then put your feet up for a few minutes then presto! the gasket is back

to its original size but it must be handled carefully and allowed to dry a bit before using it. If the surface that you are using it on is a little less than perfect it is o.k. to use a little gasket glue or even a small amount of silicone sealant (automotive type not bath tub) to help it seal.


No Gaskets: There are more and more instances in modern vehicles where no gasket or a "chemical gasket" is used and some times these chemicals can work wonders in some places on the older ve-



Working hard - or hardly working? (Trevor Holt)

hicles too. And with great results! One place I can recommend a chemical gasket is on the oil pan. Here you will want to have a perfect seal but aren't too worried about removal too often (well hopefully anyway). There is a product on the market called "Right Stuff" it comes in a short caulking tube that can be used in a caulking gun and it works a treat! Just follow the manufacturers instructions and of course be certain that your mating surfaces are nice and clean and straight to start with. I would not recommend using this on valve covers as they need to come off once in a while and this stuff sticks like you know what. Also if possible you should allow the sealant to cure a while before running the engine. Note: that this is used in place of the gasket and NOT with the gasket

I hope these tips are of some help to all in making your Land Rover a little more "Drip Free"

Till next Issue..... 

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OVL R Birthday Party T-Shirt Design Contest

The OVL R Birthday Party is only a few months away. It is that time of the year to kick off our **Birthday Party T-Shirt Design Contest**. Sharpen your pencils, get out those brushes, tweak those pictures and create the T-shirt design for our third Birthday Party of the new millennium. The winning artist will receive a \$100.00 US gift certificate from **Atlantic British Ltd.**, 2 free additional T-shirts and the pleasure of seeing over 150 people wearing their design.

Designs should be for the T-shirt back. Funny photographs are encouraged. Some suggestions include themes on the Birthday Party, great Land Rover photos or anything Land Rover related.

Please remember people of all ages will be wearing the T-shirts, so keep your themes appropriate.

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

- Photoshop, Paintshop Pro, Corel Draw, or other compatible high resolution computer format (minimum 300 dpi)
- Black and white or colour line drawing
- Photographs with captions
- Other camera ready artwork

All non-computer format submissions must be submitted on white 11" x 11" to 11" x 17" matt finish drawing paper in a rigid (non-folding) package. Please do not submit negatives with any photographs. If the selected submission is a photograph, we will notify the winner and request the negatives. All designs must be received by May 22nd, 2002. The winner will be selected by your OVL R Executive by the end of May. The winner will be awarded their prize at the Birthday Party. In addition, each person attending the Birthday Party and paying their registration fees is entitled to one T-shirt of the winning design. Additional T-shirts will be sold on-site while quantities last.

Submit your designs by Mail to:
Ottawa Valley Land Rover
PO Box 36055 1318 Wellington Street
Ottawa, Ontario
Canada K1Y 4V3

OR

Email to Christine Rose at
tcrose@sympatico.ca



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A ROVER FIDEL WOULD BE PROUD OF

By Alastair Sinclair

The other night the truck and I treated ourselves to some live Cuban music at Luna, on Elgin right downtown in the big city. We were both a little out of place, me too sober, and the truck battered, bleeding and covered by a winter's worth of dirt roads amidst the order and polish of Ottawa's office district.


The restaurant is lower than curb level and as I sat watching my buddy groove with his wife on the dance floor, I could see the stage lights reflecting off the dull, bent fender of my truck. It was then that it hit me how much my Land Rover was like Havana: once proud icon of colonial strength and dignity. Much like Cuba, my once proud relic has been reduced to a gently decayed masterpiece, faded by nature and laughed at by those with greater riches and their sights set on the future.

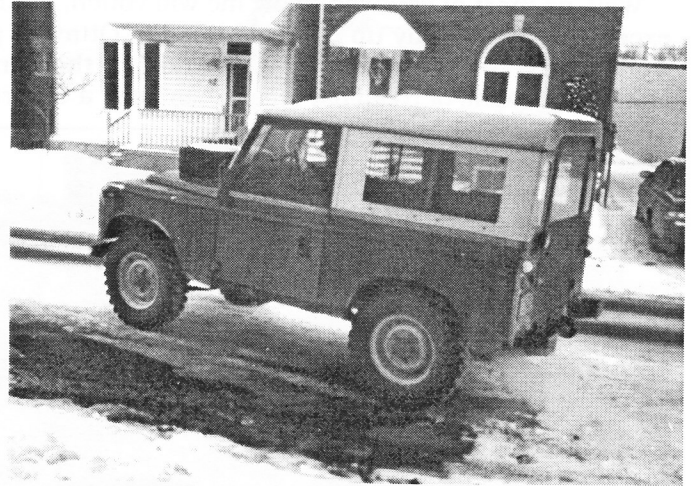
I like to look backwards, like back when the transfer case transferred, my windows were all intact and I had an exhaust system that exhausted the fumes elsewhere than right under my seat. Where my Land Rover used to be the vehicle of choice when I hit the pub with the boys; hard times mean it has become a (barely) running joke, mostly of the "you can't get there from here" variety. Much like the citizens of Cuba have become a quaint story of "people making due," my Land Rover has become a part of my life that earns me the type of treatment received by those who can no longer get up from their seats without assistance.

Like Cuba, though, the sun still rises in the morning and the Land Rover soldiers on, worn-out tires, shot steering, leaking fuel lines and three functioning brakes aside. Sometimes for the people of Cuba, the bottom falls out and there isn't much to do but carry on. I've had a few things fall out this winter, like two diffs, a wheel that decided to shatter, a u-joint, brakes that froze solid, an exhaust system that has spread itself like ashes and rear tail lights that have decided they are superfluous. The head gasket ate itself while I was hauling a load of firewood. The parking brake hasn't worked in years, the gas gauge is dead, the engine temp as well, I haven't turned a mile on the odometer in three years and even though I'm not selling, I tell people that the reading of 14, 732 miles is correct.

Only in Cuba will your taxi be a '49 Chev Styleline. Likewise, only the Land Rover would suffer so much abuse and continue to be used every day. I put over a hundred clicks on it between sun up and sun down. I use it to go and get our water, take our garbage to the dump, bring home the groceries, the bush truck on firewood runs and I've driven it to the ocean and back. It's also my rally car and I've put it on its side twice now through a combination of stupidity and blind faith. At least once a week somebody in my neck of the woods puts a car in the ditch and the Land Rover serves as a tow truck. The other week my buddy's car died on the side of the highway. I towed him for forty kilometres with a piece of rope, some duck tape and the dog at my side.

Cuba isn't perfect and neither is my truck but I like the personality and I can't help but feeling it would be a little less special if it was all new, polished up and whitewashed. In Cuba, people help each other out when things are short. They improvise. My truck wouldn't be on the road if it weren't for the help of the good people in the OVLRL. From brake drums, random air intake pieces, vice grip shifters and countless desperate phone calls from the middle-of-the-middle-of- nowhere, my truck, not the Beetle, is really the people's car.

As the band shut down and people drifted out I looked up at my truck and the large puddle of hypoid underneath it. Much like night time in Havana, it all makes a little more sense after a few drinks. 



Castro was unavailable for comment. (SLM)



Alastair trying to make sense of it all. (SLM)

By Robin Craig

Well, as most of you who know me will vouch, I'm normally a well-prepared guy. Tonight leaving work was no exception. On my way up Sheffield Road in Ottawa I passed the Transport Canada test laboratory where weird and wonderful vehicles are sent for evaluation for the Canadian market compliance. There are often oddities in the compound. One of the most recent has been a Smart Car from the UK.



Robin with the softtop Freelander. Well, not really. It's a 109 APGP and the photo was taken at Beltring. But close!

the driver returned. "So you like it then," he asked. I thought to myself, Pope still Catholic? Asking what the SUV was, the driver was quite forthcoming. I was informed that it is one of three Freelanders in Canada on test for an upcoming launch later this summer. After the rave reviews the Freelander has been getting, LRNA and LRUk are testing the basic diesel version at a cheaper price tag. The inside was very basic, cloth seats but with a rubberized floor area with carpeting on the centre parts. It was then that I noticed the stick shift. Wow, a manual transmission! How much better could it get?


I questioned the soft top and the TD5 label on the rear door. Apparently the five cylinder diesel is an experimental fit and he would not open the hood. Drat! I did notice that there were more than 95,000 kms on the clock. During our conversation it came out that the Freelander had been spending much of the winter up near Kapuskasing in Northern Ontario on cold winter trials, essential on a diesel in this climate. This was what was done with Project Jay Discos in the 80s.

The soft top was a bit thicker than what one would have expected. This is because they have included a layer of insulation to make it warm, something most manufacturers don't get right. This looked like it could do the job. Finally, it looks like Land Rover are paying attention to what we want, basic simple economical and reliable vehicles. The driver then started up, what a sound! A gentle but crisp diesel engine note. There was no blue smoke on starting and as he pulled away it seem to have quite some take off speed as he emerged into heavy traffic with ease.

Diving into my agenda, I dug out the number for LANA in Maryland. I got talking to Moe Walks, an engineer on the Freelander team. He was surprised that I was calling and that I had so much detail on the vehicle. He would neither confirm or deny any potential entry into the marketplace with such a vehicle, just saying that it must have been a test vehicle from the UK and that he could not comment further. A call to the local dealership service manager drew a complete blank. Louis Philippe had no clue about the vehicle, even though the test lab is only three kms away from their shop as the crow flies.

A quick stop at the licensing office came up trumps. I paid the prescribed \$12 and did an Access to Information search on the licence plate. RPA 100 is registered to Land Rover Canada on a six month temporary importation testing permit. Thank god for the freedom of information laws in this province!

As time was running short, I shot home and had some supper before setting off to college for my night course. I called our trusty editor Shannon on the way. Yes, I knew the deadline was the morning for anything to appear in the newsletter. Yes I promised, I would come home after college and type it up to make it under the wire for this month's deadline in the morning. Keith would just have to bump something out of the copy to make way for it. "What about pictures, Robin?" I explained that they were slides and would have to wait for next month, but at least the text gets in and the news gets out.

As I write, it is just after 3 a.m. I have just had a chat with the PR people at the factory in the UK. They passed me through to Thomas Barton, who spoke with me briefly, but he was no more forthcoming than the fellow at LRNA. Oh well, at least I have the pictures to prove it! Don't forget where you read it first folks! 

LAND ROVER BIKINI ACTION!



By Keith Tanner, photos by Keith Tanner

Life's more fun topless. But sometimes, it's good to have a bit of protection. I'm talking about your Land Rover, of course. The problem is that a set of proper Rover sticks and top is financially frightening, especially for Series owners such as myself who are charitably described as "frugal".


One solution is to adapt a bikini top from a Jeep. These tops are minimal, to be sure, but can be installed and removed in under a minute. The top and the sticks can easily be stored in the truck so the transformation from totally topless to somewhat protected is a quick one. This can be done for a total investment of around \$100.

You will need a Bestop Original Bikini Top for a 1955-75 Jeep CJ-5. This year of Jeep had a windshield that's almost the same width as a Rover and the top is available from many vendors. Shop around - prices vary. You'll also need the matching windshield channel from Bestop and a length of 3/4" electrical conduit. Optionally, you can also grab a compression fitting for the conduit.

First, install the windshield channel on the Rover. You'll need to flatten out the ends where it is curved for the CJ-5 shape. Then drill it to match the holes in a Rover windshield. Bolt it up with the open section facing forward, add the provided snap at the end and you're done.

Now the hard part. Bend the electrical conduit to make a hoop for the top. The ends of the hoop go in the holes for the factory sticks at the rear bulkhead. A bit taller than the windshield is good for headroom and for aerodynamics. After some trial and error, I achieved a shape I liked. I then cut it down the middle and put a compression fitting in between the two halves. This allows me to easily stash the hoop in the bed of the truck, out of the way.

Now you can install the top. A bead goes into the windshield channel, the snaps are hooked up and the top is thrown over the hoop. Now you just need to attach the back straps. Two little loops are provided for this purpose, but the straps need to be extended to reach to the back of an 88 tub. That's easy enough to do with some straps from an outdoor store.

That's it! This top has helped shield me from the Utah sun, snow up in the Colorado mountains and can be easily taken down and stashed out of sight. Be the envy of other Roverists! 



The windshield header

TALL TALES AND QUESTIONABLE ANTICS

KEVIN AND KEVIN'S MOST EXCELLENT ADVENTURE, PART III

by Kevin Willey

The next morning we all gathered back at the dinner for breakfast, and then to John's to pressure-wash the trucks for the return trip home. Before the wash, everyone chipped in to move the tables, chairs and BBQs from the field to the barn. We have been told that really dirty trucks will be sent back at the border or worse, cleaned on the spot at great cost. Being the frugal bunch we are we spent the next three hours removing the mud from our trucks. Wow there is a lot of mud stuck to the underside of these things.



After we get all three cleaned, we bid farewell to all our new friends and head for the Digby ferry. About twenty minutes out a loud flapping noise starts in the back of my truck. A quick glance over my shoulder reveals far too much light coming in from above. We pull over and I get out to duct tape things back together; tape on both sides should hold things together. . . but only for about five minutes, it would seem, since the flapping is back. This time we put a couple of ratchet straps across the top to hold things down, new tape is applied to the small rip over the passenger seat. Everything holds together well, if just a little bit drafty.

At Digby we make a quick stop at Timmie's for a coffee and a pit stop, then onto the gas station before we get to the port. The weather has turned very foggy and damp now that we are at the coast; hope it isn't going to rain. Rain it does, too, but just as we are driving onto the ferry, thankfully. A couple of the other trucks from the rally joined us on the crossing to St. John. As luck would have it, the fog gets thicker and the rain heavier as we get closer to the New Brunswick coast.

On the docks in St. John, we stop for pictures and another round of safe trip before we hit the road for home



again. The rain seems to have abated for now as we head for the border with Maine and then on to Bangor, our destination for this leg of the journey.


The rain returns to ensure that our trucks are clean at the border, just as we leave the city. The wipers in this truck sound like a cross between an angry chipmunk and a bag of marbles. This can't be normal.

Just as we get to St. George Kevin comes onto the radio to warn me that Rino has pulled to the side of the road. An injector warning light came on and it just stopped, he says, as we peer under the hood at the dead motor. I asked Rino to turn the key to turn the power on and I listen for the fuel pump to power up, nothing. Is it raining harder? The Rangy couldn't have picked a better spot to die, since I have several relatives in this small town, and there is a new hotel as well. After we check in, Rino calls the CAA to get a tow to the local garage, hopefully for a fix in the morning.



In the morning after we confirm that the local UAP store has no listings for a Range Rover, is that made by Ford? No Land Rover, oh Toyota, no Land Rover - you get the idea. Rino called his wife to look up the alternate part on Rangy dot net, seems that a Cadillac Eldorado pump is a direct replacement. They had one of those. While the local mechanic worked on the truck, I had a visit with a couple of cousins I hadn't seen in years, funny it didn't seem to phase them that we showed up here in thirty-year-old British trucks on the way home after a weekend playing in the mud.

Kevin arrives and announces Rino has told us to head on without him, so he is checking out. A quick trip to the local garage before we leave to see if there is anything, we can do to speed the repairs. Seems that the pump works fine on the bench, Lucas strikes again, holding the power up somewhere in the miles of wire in the Rangy. The somewhat confused mechanic is busy trying to trace the pump circuit; we try to keep out of his way as we wish Rino good luck. If worse comes to worse, CAA can tow it back to Montreal, he figures.

(Ed: now that sounds like the long-distance towing option if ever there were one. Stay tuned for the final installment of K. & K.'s Amazing Adventure as the boys use up all their electrical, duct and Scotch tape and finally find their way home.) 



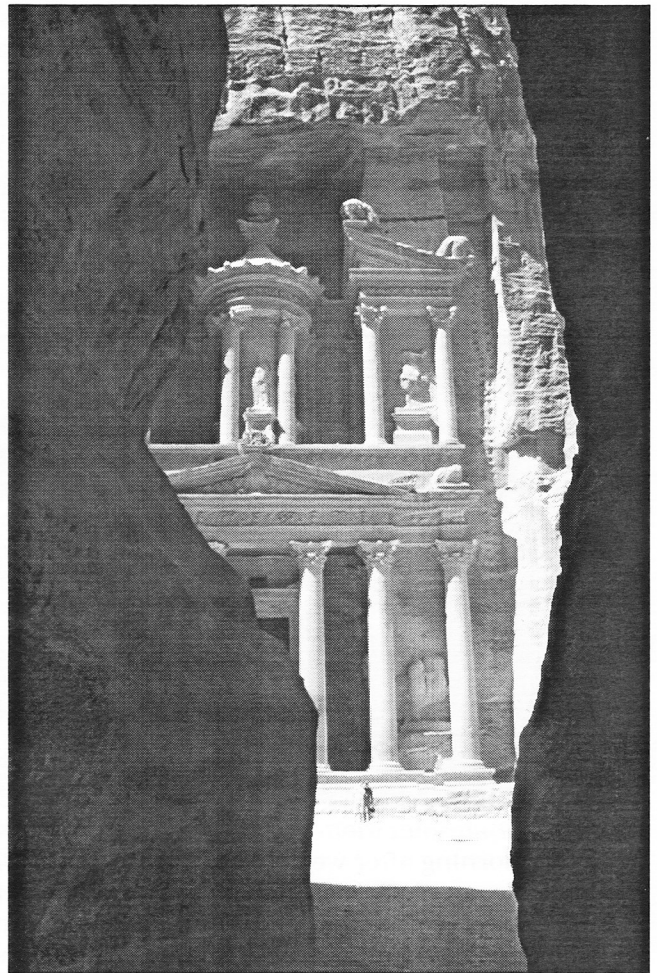
JUNGLERUNNER: MIDDLE EAST AND EUROPE

Jeff Willner - www.junglerunner.com

The Iridium satellite phone rang as we were crossing the Sinai toward Jordan, "You won't believe this but the World Trade Center has been attacked, one of the towers just collapsed!" Stunned disbelief in the Land Rover. We thought Sally's boyfriend was playing a prank on us. At a tiny Egyptian store in the middle of the desert we huddled around a TV set, the live CNN feed was voiced-over in Arabic but the pictures were shocking. September 11 had exploded across the world.

Jody's parents rang up an hour later begging her to get out of the Middle East and come home. We found a hotel in the port town of Nuwieba and considered our options. Our plan had been to drive east from Turkey into Iran and Pakistan toward Asia. Clearly that was impossible. And what about the trip, was it over now, how sane was it to continue up into Jordan and Syria?

After several tense hours of discussion we voted to keep going, figuring it was safer to be on the ground than in an airplane. But the route would be changed, going west around the world from Turkey instead of east. I'm glad we stayed with the trip because despite its challenges, the Middle East proved to be one of the highlights of the trip.



Petra

There is no question that navigating through northern Africa was the most challenging part of the expedition, but the Middle East had its own set of challenges. Arabic signs for a start. Did you know that Arabic is read from right to left? And stopping for directions usually degenerated into extended charades that left us more confused than before. Difficult yes, but unexpectedly friendly.

As with Sudan, the people in Jordan, Turkey, and especially Syria were hospitable, generous, and went out of their way to ensure that we felt welcomed. What a contrast to the State Department travel warnings. Spectacular sights spread out in front of us almost every day. There are too many to detail, but here are the highlights:

Jordan

- Wadi Rum, spectacular red cliffs hem this desert oasis that once served as Lawrence of Arabia's home
 - Petra, the ancient city carved into the rock walls of a mountain fastness that once served as the nexus of all the spice caravans
 - Jerash, one of the largest and best preserved Roman cities whose chariot worn streets and huge temples echo inhabitants from centuries ago
- (continued on next page)



St. Petersburg

Syria

- Damascus, the giant souk (market) spread around the magnificent Umayyad mosque preserves its centuries old ambiance
- Krak de Chevaliers, the giant Crusader castle never conquered and almost perfectly preserved down to King Arthur's coat of arms in the meeting hall

Turkey

- Goreme, fairy chimney houses carved in giant volcanic cones and underground cities stretching for miles
- Bodrum, sailboat cruises on the Aegean
- Istanbul, mosques and alleys steeped in the exotic Byzantine and Ottoman centuries past.

By the time we reached Istanbul, Gulin's home, things were a bit strained on the team. She decided to leave us for awhile and I wondered if she would be back. During planning, Jody had seemed reluctant to do any hard traveling but she was still going strong. Gulin had seemed completely determined, but was now wavering, unused to having to co-exist so closely with a range of strong personalities. I hoped she would return.


From Istanbul the new itinerary led north and west. As we ventured into Eastern Europe we got more and more ambitious till finally we decided to tackle the continent, a mad dash north to Russia, Scandinavia, and back down to Spain. The trip kicked into a kind of turbo charged touring. Up early, quickly visit the local sights, on the road by noon, stop in one or two towns recommended in our guidebook, reach evening destination in the dark and search for an inexpensive motel. Wake up next morning and repeat. We started referring to ourselves as the Attention Deficit Disorder tour.

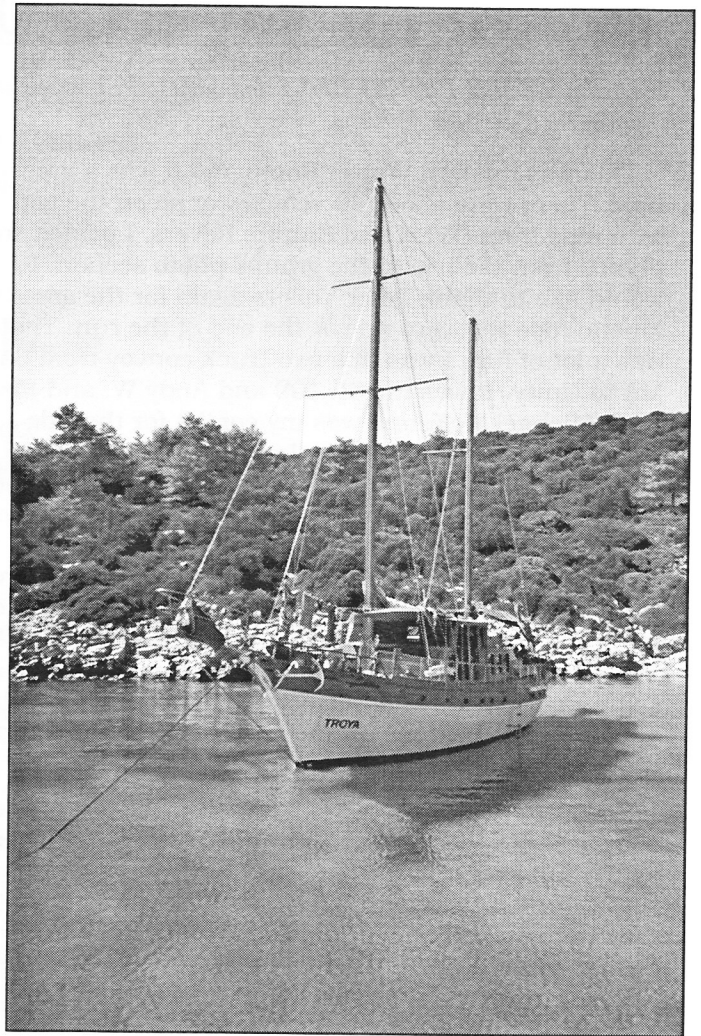
In four and a half weeks we visited nineteen countries: Bulgaria, Romania, Hungary, Slovakia, Austria, Poland, Lithuania, Latvia, Estonia, Russia, Finland, Sweden, Norway, Denmark, Germany, Holland, Belgium, France, Spain. I don't recommend it for the faint of heart, but my gosh we did see some sights! From the castles of Transylvania, an opera in Vienna, the showcase capitol cities of the Baltics, the Hermitage in St. Petersburg, fjords in Bergen, the Reichstaag in Berlin, lunch in Café de la Paix in Paris, and the Guggenheim in Bilbao. Those were a few of my favorite things.

Gulin did decide to rejoin us, flying into Helsinki three weeks after she left. "Oh you should never have doubted me," she laughed when I picked her up at the airport. We were a happy crew but exhausted by the time we reached Europe. One by one, everyone scattered. We would all take two weeks off while the truck was being shipped from Spain to Brazil. A vacation from the vacation.

I flew home to London, Ontario with two duffel bags full of Christmas gifts and was met by an excited and relieved family. My mother shook her head and asked ruefully, "I don't know why you get into these crazy adventures." So I told her about just one of our many stories, how a family in an Estonian seaside village saw us driving around and invited us back to their summer cottage for a night of food, drinking, games, saunas, and lots and lots of laughter. It's a big world out there. Someday you should go out and see it!

See the complete story and pictures at:
www.junglerunner.com

Next Month: South America 



Bodrum



Shops in Bergen

ROMPING THROUGH WINTER WITH JASON

by Jason Wachtel 1960 SII 109" Blindside
photos by Con Seilt

This was my first Winter Romp and it was a great time. There were about 40 vehicles or so on the trip with reps from OVLRL and Empire Rovers. I posted some photos from the trip in the groups photo section. I would like to thank Peter Vollers again for the great kinetic rope recovery ride at the end of the run. That was a lot of fun. I was in a two truck convoy from Salem MA to Unity. It was my SII 109 and Andy W. and his D90. Michael McKenna was my copilot for the ride up. Without overdrive I squeaked along Interstate 95 around 50 mph. I left well in advance of Andy and he said he would catch up after his Amy was ready to go. We were vigilant for other Rovers heading up. Along the ride there was a 97SE D90 trailored by a Range Rover. He would end up passing me twice on this trek. I tried to catch up to him figuring he couldn't be going too fast but it was useless. I was loaded with camping gear, spare, passengers and NO overdrive. A long bus with 1/4 load of kids beat me off the line when pulling out of the tolls. Ah Rovers....

Somewhere along the trek I had to move out to avoid merging onto the wrong highway. There were two semi's with a full load in the lane over. I had plenty of room to get in front of them and did so. As luck would have it they were on the same CB channel as I was. As they passed me by I heard their comments about how weird it was to be driving that old Rover on the right hand side. So I told them it wasn't that bad. They liked the truck but laughed at my top speed as they pressed down the road. One of them was an off-roader and he shared his fondness of older vehicles. One of them had a very old Willys Jeep that he enjoyed. They wished us well and were pleased that we were going to a rally.

Unity Friday night. We made it one piece. We saw some series rigs at the Waterville Holiday Inn where Andy was staying. This got my blood going after not seeing other series trucks in quite a while. We met Francois from Canada and another Canadian fellow in a modified Toyota who convoyed with us from Bruce's to the activity centre for dinner. The parking lot was littered with Rovers. Like a kid in a candy store, I gawked at all of them. Dinner was a semi-formal. The locals were in very nice suits, evening gowns . . . and then there were the Rover folks.

There was a tremendous irony in that so many of us from the Big City were dressed very grubbily and the local small town people were decked out in very nice attire. I had a table with the locals. I was sporting my ripped greasy jeans, greasy sweatshirt, and other grease-related articles for dinner. I apologized several times but they did not mind at all. Dinner was chicken

(continued on next page)



A Land Rover in the ford. But no Ford in this Land Rover. Jason Wachtel tests his door seals.



By the smile on the passenger's face, the heater works. Francois and Benoit Kirouac.



They might be cute, but they're still Land Rovers. Thomas Buiks plays polo in his Freeland.



Some people tow snowmobiles, other Range Rovers. The Crab going home.



Will dig for beer. Jeff Berg inspires the others.



Abandon ship! Ben Smith starts repair work as Jeff Aronson regrets not having a life vest.

and filet mignon. The guy that I bought the Rover from was there and I spent the rest of the time talking about the rig with him and some of the things that I had discovered.

We headed back to Bruce's to set up our tents, find my wife and have a few beers before settling in. My wife was graciously waiting at Bruce's for me. After pitching tents, building a fire and drinking some beer we called it a night. Some people hit the trails that night but we were not among them. Big G's breakfast is well worth the trip. We drove up there and the lot was once again jammed with Rovers. If you have never had breakfast I highly recommend it. We ate, ordered our lunch and headed out. Rovers assembled in the polo field at around 11 a.m. in two groups, advanced and basic. I stayed in the basic group. We hit the trail head around 11 a.m. and the advanced was going to split at some powerlines but the snow was too deep or at least that is what I heard. The groups combined and headed on the same trail.


The weather could not have been better. It had to be close to 60 F. on the trail which allowed us to get greatest traction on the wet snow. I removed my driver side doortop to keep cool and enjoy the view. I know now that this comes at the cost of constantly ducking branches but it was worth it. Everything progressed nicely for quite a while with no breakdowns. There were a couple of very small brook crossings that became ruddy quickly. There were delays created by sheer volumes of vehicles going through. My hat goes off to the folks at the rear who had the pleasure of the deepest ruts. There was a stream crossing a few hours into the trip that approached two feet deep. The first few trucks through had the roughest time as they had to push radiator-size blocks of ice to the side as they exited a steep ledge coming out. The first four or five trucks through were plowing the exit and making for an easier time for the rest of us. One of the first was a Range Rover whose steering stabilizer was crunched by one of the ice bricks. They managed to get up and yank it out, smile and keep on roving.

Andy and his D90 that faired poorly on the North Reading run had new BFG Muds and muscled up as one of the first vehicles. Ah sweet redemption. People gathered at both sides of the crossing to watch and cheer people going through. I was a little nervous as I had done a lot of electrical tidying up before going up here and did not know if I was going to stall in the water. I asked for advice and was told not to stall, great. I did overhear John Cranfield mention second-low as a gear of choice. Well second-low and some tempered gusto put me through the river and just as I

(continued on next page)

was about to clear the turn at the top I lost traction. I backed up a little and made it the rest of the way just fine. Behind me was a Red disco who stalled out as soon as the nose went in. The brave guy took his shirt off and proceeded to do engine work while standing on the bumper. They managed to get started and back out. It took many enthusiasts and some discussion to restore the vehicle, while others started to loosen some ice and allow the crossing to drain.

I could not hear the engine discussion as I was on the other side. Twelve vehicles turned away from the crossing and the rest of us turned around and went back through the river which after being plowed and drained was much easier. On the other side, the exit was gentle and causing a lot of water to get pushed onto the trail. This made for some deep ruts. A special Edition D90 put on a great mudslinging show for us as it tried to muscle out. Shovel crews were established to fill in the ruts between vehicles after a little stuggage. This effort earned me a free beer later :) The trail continued on....

(Ed: and so shall we, in May's OVLR newsletter.) 

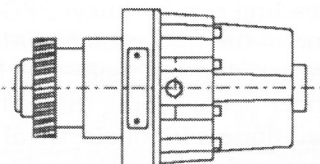


Rush, Niall, Eric and Dave Brobeck judge the concours.

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A HUMOUR PIECE

Submitted by Dave Meadows

Only a Queenslander could think of this. From the State where drink driving is considered a sport, comes a "true" story from the Sunshine Coast, Queensland.

Recently a routine police patrol parked outside a local neighbourhood Pub. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles, the man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night) flicked the indicators on, then off, tooted the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road. The police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a breathalyser test. To his amazement the breathalyser indicated no evidence of the man having consumed alcohol at all! Dumbfounded, the officer said, "I'll have to ask you to accompany me to the Police station. This breathalyser equipment must be broken." "I doubt it," said the man, "Tonight I'm the designated decoy." 