

OTTAWA VALLEY LAND ROVERS



JUNE 2002

WWW.OVLR.ORG

VOLUME XIX, NUMBER VI



Having a little fun at the Tune Up (Christine Rose top, Shannon Lee Mannion lower)



**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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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 OVL R Newsletter must be received by the 15th of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/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

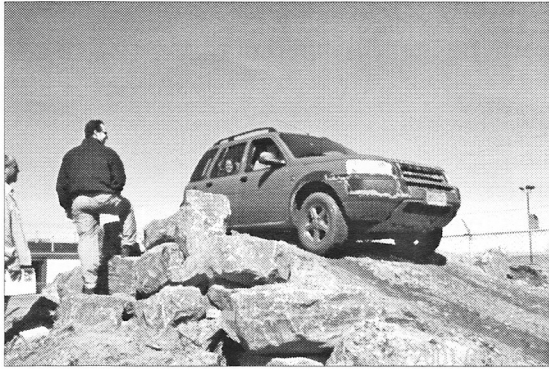
SUBMISSIONS DEADLINE

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.

UNDER THE HOOD



*Up and over! The Freelander at the Tune Up.
(Christine Rose)*

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HEY MAN, WHAT'S GOING ON?

OVLR 2002 CALENDAR OF EVENTS

June:

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

July:

Evolution of Wheels July 7
OVLR Social July 15
Marlbough Forest cleanup TBA
RTV trials, Roverfest, Killington VA

August:

OVLR Social Aug. 19
OVLR Larose forest romp TBA

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

September:

Solihull Society National LR Rally, Moab UT
Sept 12-14
British Invasion, Stowe VT Sept 14
registration before Sept 1 essential! (802) 426-3265
OVLR Social Sept. 16
Haliburton Forest Jamboree, Sept 21
Aluminium Man Triathlon, Mid-Atlantic Rally, VA Sept 28-29

October:

OVLR Social Oct. 21
OVLR Frame Oiler TBA

November

OVLR Social Nov. 18

December

OVLR Social Dec 16
Christmas Party TBA

January 2003

OVLR AGM on the coldest night of the year

TAKIN' CARE OF BUSINESS

REPORT FROM THE BOB WOOD SIGHTING SOCIETY


by Shannon Lee Mannion

No, say it ain't so. Say it warn't Bob Wood, yes, the Bob Wood seen disembarking from a scarlet Freelander at the annual OVL R Tune-up held on May 4th? And who was his mysterious raven-haired chauffress? Oh that Bob, always a cipher.

It's hard to be sure if it was he, so rarely sighted, but there was a white-bearded person (now that could be any of 150 club members, I know) in LR green coveralls with white racing stripes wearing a cunning disguise, to wit, a deer-stalker hat à la Sherlock Holmes. Was it Bob? Only his couturier and haberdasher know for sure.

Another thing. Could that possibly have been Bob...naw, I mean, Breadbox Bob, scion of Series LRs, rock 'em, sock 'em Bob, in that shiny red Freelander caroming around the dealership's compact course? This same person was subsequently quoted as saying, "I got an appreciation for what the trucks will do on the course built by dealership. There is a very steep hill, some sharp turns, mud and water, deep potholes, boulders to miss/avoid, all in all, a challenging course that includes everything you want to learn how to do but with safe angles and limits." He added that he was impressed. Bob...impressed? It takes a lot to impress Land-Rover-Bob. That must be some truck!

Meanwhile, it may have been the early hour and the overdose of caffeine, exacerbated by sugary doughnuts, that crossed my eyes and seemed to make the Land Rover flag appear as if it were flying upside down. What could that have meant, flying as it were, representing the international signal for distress. There was no angst at the Tune-Up. Everyone who came had a memorable time and some kept the memories going into the next day with the "spare food" so graciously offered. I know, I was one and enjoyed the sausage-in-a-bun for brunch the next day.

A round of applause goes to Louis-Philippe and the dealership for hosting a fun and instructive time. And thank-you to Andrew and Ted who gladly provided their expert technical advice and to Andrew and Christian Szpilfogel for providing their Series 1 and III, respectively, as counterpoint to the Freelander. 

GET A JOB! DRIVE A TRUCK!

from the Net

Looking for way to make a difference? Here's a unique opportunity for dedicated drivers!

From Floor de Jong
floor@raleigh.org.uk
www.raleighinternational.org
(Please see website for details)

Raleigh International is a youth development charity which aims to develop young people through challenging community and environmental work on three-month expeditions around the world. Currently, we are going to Chile, Ghana, Costa Rica and Nicaragua, Namibia, Borneo and Belize.

The young people, ages between 17-25, are managed by professionals over 25-years-of-age. These professionals have various skills: Drivers, Medics, Project Managers, Builders, Interpreters, Accountants, Mechanics, Outdoor Instructors, Dive Instructors, Canoe Instructors, Communication Officers and many others.

Unfortunately, we always experience difficulties recruiting individuals with the specific skills described above. Obviously we advertise as much as our budget allows us however because we are a charity the budget is very limited.

We need a dedicated drivers for our expeditions and therefore I am contacting you. I had a look at your website (the OVL R one) and I was wondering if you would mind making your members aware of this opportunity. It is a fantastic opportunity for someone who loves driving Land Rovers and who is looking for an adventure.

Kind regards
Floor de Jong
Marketing & Recruitment Co-ordinator
Raleigh International
27 Parsons Green Lane
London SW6 4HZ
Tel: 020 7371 8585 

Need a Land Rover fix and it's still two weeks until the next newsletter? Don't forget [Difflock.com!](http://Difflock.com)



CLASSIFIEDS

WHEELS

Four alloy wheels and one steel spare, Five-spoke as on the 96 Disco I, Michelin tires mounted.

\$1000.00 Kevin @ 613 825-0606, <mailto:willeys@cyberus.ca>willeys@cyberus.ca

PARTS AND TRUCK

The shed is not in good shape, therefore, Land Rover parts must go to new good homes.

Series III front axle assembly complete including 11" brakes, diff, ex-military, excellent condition.

Series IIA firewall some cracks at top of bulkhead, no rot, good paint still.

Series IIA Light Weight top piece of firewall. Fair condition.

Series IIA Light Weight seat box. Fair condition.

Military gas tank, excellent condition.

90/110 fibreglass conversion kit.

Series IIA 1967 109 ex-military pickup truck, "The Breadwagon." Tons of new parts but still needs some work.

Negotiable.

Bob in Ottawa (613) 225-2100

DON'T FORGET SALLY!

Al Pilgrim is still looking for a worthy owner for Sally, his 107 pickup. Sally's got a Series III engine, PTO winch, a front flip bonnet and wings, locking hubs and a host of other bits. See the March 2002 OVLN newsletter for the full story. Al (613) 731-6616.

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GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

TWO TINY TECH TIPS


by Andrew Finlayson

OR, WHEN YOU JUST GOTTA GET SCREWED

If you have a stubborn Phillips screw that just won't come out and your screwdriver keeps skipping out of the screw heads slots (we will assume your screw driver tip is in good shape) try dabbing a little valve grinding paste on to the tip of your screwdriver and then try again. Note: watch for screws that look like Phillips but have four little scores between the slots, these are Pozi drive screws and require a Pozi drive screwdriver.

WHEN YOUR NUTS ARE MANGLED (HEAVEN FORBID!)

If you own a Series One Discovery and your wheel nuts look a little mangled take your wheel wrench out of the kit and test to see if it in fact will fit your wheel nuts (before you get a flat tire!). If it won't go on you can try this. Buy yourself a 1/2" drive power bar, the longer the better and pick up a 1/2" drive 28mm socket to go with it. Now this may be hard to find but it will be worth the hunt! (a six-point socket is best)

Hope this helps! Til next time 

DIESEL SOFT-TOP BASIC FREELANDER IN CANADA

by Robin Craig


If you don't know me by now, I have a cruel sense of humour, others call it warped.

So I will come out and admit it, the whole thing was an irresistible April Fools caper. I could not pass by. The chatter locally has been for a while that a basic Freelander is what people would want, so I just played on that and stretched the truth using my credibility.

If you had not noticed, there were a few clues which might have tipped you off. Moe Wilks, one of the spokesmen, was the head honcho of Land Rover in the early years. Sadly his name got typo'd by our production department into Moe Walks. The Ontario licence plate was listed as RPA 100, if you reverse that it becomes 001 APR. Finally, the other quoted Land Rover person was Tom Barton. He was the head engineer at the time of the conception of the Land Rover. If you were a true Roverphile you might have caught that.

So were you fooled? Our editorial team were had, as they asked me if there was any way we could get the slides developed in time for the newsletter. It was then that I had to remind them that this was our planned April Fool's gag; a couple of red faces there! I know one Member at Large who visited the dealership and spoke with Louis-Philippe about what a fantastic thing this was and how Land Rover should bring in a diesel Range Rover too. No names but the teasing will be fun!

Talking of the Freelander, I think we have an early entry for the Lug Nut of the year competition. At the Spring Tune Up a certain Land Rover-trained mechanic gave demo drives before we were graciously allowed to try our own hands behind the wheel of the new baby Rover. I was told, "Now watch as I select Hill Descent Control. We will be going down this hill in a very controlled manner." To my surprise the truck rolled down the hill with increasing rapidity to end up with a thump at the bottom! Quite impressive! "That was not supposed to happen," I was told. A few days later the same sheepish mechanic revealed that he had not selected the correct gear in the box and that it was his error and not wet brakes defeating the system! So much for being shipped off to a special training session off-road, eh Mr Mechanic?!!

I hope you all see the funny side of the gag, and if you did not, shame on you. 

WELCOME NEW MEMBERS

Here we grow again!

Martin Cunningham of Ottawa, ON - 1974 SIII 88

Terry King of Ottawa, ON - 1999 Disco

Rory McDonnell of Stratford, ON

Eli Tannis of Ottawa, ON - 1995 Disco and a 2000 Disco

Ian Thomas of Hull, QC

Mike Lorandos, East Amherst, NY - 1961 SII 109

Sandra Wilcox of Penetang, ON - 1997 Disco

Patrick Findlay of Montreal, QC - 1990 Range Rover

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SPEED DEMONIZING YOUR LAND ROVER

by Alastair Sinclair

In this first installation of a series on model specific speed modifications for Land Rovers, Alastair uses his personal experience to help you get the most out of your Series Rover on a tight budget.

It is not true to say that Land Rovers cannot be used for speed work. Those who tell you otherwise simply don't know what they're talking about and have likely never realized the full potential of their vehicles. It is true that the short wheelbase models don't drift very nicely but that's what all that extra metal is for. Those of you with long wheelbase models are spoiled and have no excuse for not driving sideways. Think Dukes of Hazzard but without the unsightly orange paint and confederate flags.

Before you go leaving a large hole in the scenery, there are three areas you need to focus on if you want to go fast: horsepower and torque output, suspension and braking. If you believe that what's good for General Motors is good for America then you will probably be thinking "Ah yes. Cubic Inches." Well I love the quarter mile as much as the next guy but shoe-horning a 454, or worse, a tired Japanese diesel, into your Series will ruin it. Some people will tell you how wonderful this is. Do not talk to these people. Sooner or later you will be forced to listen to the merits of the mid-1980's Isuzu diesel engine. If you want an Isuzu, get an Isuzu.

Meanwhile, take your sturdy old engine, drop the oil, through in some new plugs, wires, and points and make sure the oil bath air filter isn't full of sludge. Flush your rad and you're done. The series Rover is a balance between the three major performance areas. If you go too far with one area, you will have to make expensive modifications in the other two areas. For our purposes, a healthy stock motor is plenty of power to get you into more than enough trouble.

The next step is to ensure that your braking capabilities are up to snuff. For a while now I've had only three brakes. This is bad. You want all four brakes working. Check the pads, wheel cylinders and lines. Adjust where necessary. Some people have switched to the larger military drums. You can also put the larger front brakes from a 109" onto your 88". These parts are cheap, plentiful and fit in nicely with our Rover-parts-only speed plan. Why only Rover parts? Because it's a Land Rover and because they are already in the basement or your buddy's backyard and most acquisitions can be made for beer, which is hard, but it is for your Land Rover....

Now that we have a functional braking system, let's look at that suspension. How are those old leafs? Does your truck look like the leaning tower of Pizza? Are your shocks full of oil or manure? A smooth riding Rover will give you the articulation and comfortable ride that makes these vehicles such a pleasure to drive over long distances. For sporty driving you want something a little firmer. Check with your buddies and see if they have any old Series II diesel leaf springs sitting around. I use them at my house to hold up part of the front porch. Make sure everything is healthy and if not fix it. This will make your life much better. For example, you will not need early kidney replacement, which saves on money, and the dog will not be airborne as often while riding in the back, which is nice because you can't fix the dog with duct tape (can someone confirm this?)

(continued on next page)



Before and after.

FANTASTIC NEWS FOR OVLRL

In May, Wes Kibble of Off Road Action wrote to say that OVLRL's Web Site, masterfully arranged by Dixon Kenner, was selected as the Canadian 4x4 Site of the Week at Off Road Action, Canada's Largest Off Road Racing Site. You may view their site at <http://www.offroadaction.8k.com> 

*So this skeleton walks into a bar and says
"Bartender, get me a beer!" He pauses, looks down
and adds; "...and a mop."*

SPEED DEMONIZING CONTINUED...

Now that you've got the basic systems healthy, take her out for a ride. Press your foot all the way down. If you shift under 4000 rpm you aren't trying hard enough. The preferred thing we're going for here is wheel spin. You won't get anywhere if you don't get off the line smartly. Do not short shift. Those sounds are normal. Ignore them. Now find a twisty road and press on a little. See how she brakes, steers and corners. You know your baby. See what needs attention and roll back to the garage to get it right.


You may think, so far, that all of this sounds like basic maintenance. Where's the performance? Series Rovers are so strong that you can drive them into the ground and they will just keep going, but for speed work you need it to be up to snuff. So where does our added acceleration, braking and improved cornering come from? Through weight reduction.

Colin Chapman knew this. Have a look at a Maserati Bird Cage or a Grand Prix Bugatti. Ferdinand Porsche's 550A was the crowning achievement in the minimalist school. By removing weight you increase your horsepower to weight ratio. You reduce the amount of mass you need to slow down and the amount of mass that sways from side to side around those sweepers. Remember the Jaguar C type? Actually an XK-C or a heavily lightened XK 120. That's what we're going for, without the hard to clean wire wheels.

Work your way around the vehicle and keep an eye out for waste. That entire MAG tool set in the back? Ditch it. Keep a pair of pliers, a screwdriver and some duct tape. Does your truck have a roof rack? Ditch it. Get rid of the whole roof. The goal here is speed. Back door, tailgate? Gone. Doors? A pedestrian concession to safety. Roll cage, brush guards, CB radios, tuffy boxes? Get rid of it all. Take out the back seats. The dog won't mind. Mud flaps? Driving lights? Take off everything that isn't necessary. Spare tires are over eighty pounds altogether. Put'em out back.

Your vehicle should be naked. Think of a supermodel in a bikini. O.K. Back to Land Rovers. Now get out the hose and get underneath and get the two to three hundred kilograms of earth off the chassis. DO NOT wash the body work. The goal here is to have everything nice and clean underneath. Grease all your joints, top up all the boxes and have a look at your steering system.

The final touch is discretionary. If you are going to have passengers or if you live around difficult people you may want to avoid this step. Crawl underneath and find the joint on the exhaust system that separates the section that runs into the headers and the section that runs towards the rear silencer. This should be somewhere under your parking brake. Anything from that point on, towards the rear of the vehicle, is a government conspiracy to prevent you from enjoying your life. I am a federal employee. I know these things. Take it all off. Your motor will now sing, a crescendo of revs rising and falling. Finally, fold down the windshield, load up the dog and go.

What you are going to experience is among the finest pleasures in life. The vehicle is transformed into an all terrain giant killer. I imagine myself as Juan Manuel Fangio or Tazio Nuvolari or Erik Carlsson, drifting through the bends, gravel flying off the rear, all the while accompanied by the rasp of an open exhaust. Slow in, fast out, a little opposite lock, feet dancing on the pedals and not a care in the world. In this trim, your Series, as it should be, is best enjoyed on the back roads and off the beaten path. You will be transported back in time to the way it should be. 

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AN OVL R MYSTERY PUZZLE!

From the archives of Bob Wood come these two photographs. Seizing the opportunity, we are running a contest. There is no way to actually submit your entries nor is there a prize of any sort. However, we feel the excitement of simulated competition and the thrill of imagined victory will suffice.



Name the trucks, location and people.

Answer:



Who is this and where are they going?

Answer:



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Overheard at a recent event, "When you sleep with a master, it's easy." attributed to Christine Rose at the Tune-Up after she piloted her Disco up and over the steep hill at the course set up by the dealership.

This dialogue also overheard, "I need to get a life." "Oh ya? Is there a sale on? I need to get one too." attributed to a couple wise-guys in the club.

UPCOMING IN NEXT ISSUE

aka Blatherings Next to be Blithered

Parabolic Springs Eternal by Mike McDermott

Oh Effin Ada by Mike Rooth

Technical Lizardry, uh, Wizardry by Andrew Finlayson

That Tarantula is Alive and Well and Living in my Shorts by Gordon Bernius.

(honest folks, it's what Shannon says is coming up! - Keith)

TREAD SOFTLY

by Louis-Philippe Gelin

Being an off-road enthusiast since I could drive, an OVL R member, and also an employee of the authorized Land Rover dealership, I would like to share the Land Rover philosophy with all of you.

This philosophy, for any Land Rover enthusiast, becomes a way of life.

For myself, being a service manager, it is important to always be prepared for any circumstances, and when I found myself on the sugar bush trail and unable to remove a wheel nut to replace a wheel, I wondered if it was because I did not have the technology or was I lacking knowledge. With this question in mind, I decided to prevent this from happening again.

I pulled out the books, and decided to make this a newsletter article project.

From information gathered from "The Land Rover Way on Adventures."

As a Land Rover Adventurer you will drive what is acknowledged to be the world's foremost four-wheel drive vehicle. Indeed, wherever initiative and resourcefulness are called for, Land Rover has always led the way. We are the only dedicated 4 X 4 manufacturer in the world and we currently produce over 100,000 vehicles each year in the United Kingdom. Besides being the market leader at home, we export vehicles to the four corners of the globe. It is precisely because our customers represent a substantial proportion of the world's off-road drivers that we actively promote environmental awareness and we urge customers to embrace responsible driving.

Being Environmentally Responsible

Since its creation more than 50 years ago, Land Rover has created a unique company that we think stands for important values such as individualism, authenticity, freedom and adventure. But we also want to be known for another important value: stewardship of the land.

In fact, that's why Land Rover is a founding member of the U.S. Forest Service's Tread Lightly! ® Program, which is dedicated to protecting public and private lands for future generations. Principles of Tread Lightly! ® Include:
Travel only where permitted
Respect the rights of others
Educate yourself
Avoid streams, meadows and wildlife
Drive and travel responsibly

THE OFF-ROAD CODE

Driving a Land Rover off-road should be an exhilarating experience - and one that you can enjoy responsibly if you follow this off-road code:

The Challenge of 4 x 4 Vehicles

Just think how different the world might have been without Land Rover. From the first days of the company our vehicles have been used to ferry medical aid into some of the remotest regions, to bring emergency relief in times of war, and to collect scientific data where it otherwise would not have been feasible. Land Rover

vehicles have helped to protect the world against the ravages of mankind. In a world where technological advances have sometimes led to unforeseen consequences, Land Rover vehicles are helping to restore the balance. For example, they play a fundamental role in the fighting against poaching on game reserves, in famine relief, and in huge reforestation projects. For those involved in such crucial work, part of the challenge is to reach some of the world's most inaccessible places without damaging the environment en route. Similarly, those who leave the beaten track for leisure pursuits must strive, above all, to protect the same landscape, which gives them so much pleasure.



Ted Rose guides Louis-Philippe. (Roy Parsons)

Animals

Wildlife and domestic animals come first. All animals can be alarmed by a 4 x 4 vehicle, so be prepared either to proceed very slowly or to switch off your engine and wait. Never follow or pursue animals and be aware that some tend to run on in front of a vehicle rather than moving off to the side. Watch out for creatures basking in the sun on the open road. In poor light be careful not to dazzle animals with your headlights. Remember a Land Rover is a powerful vehicle. You can avoid excessive noise by using high revs only where absolutely necessary.

Litter

Always bring back what you take with you.

AT THE WHEEL

How little damage you do to the environment depends to a remarkable extent on how you drive. Here are some techniques to make the whole experience both safer and more environmentally acceptable.

Thinking Ahead

To save time and avoid damage to your vehicle, it's best to check the lay of the land before driving over it. Rocks, sand, deep waters and unexpectedly steep slopes can all be taken in your stride as long as you are fully aware of them. For instance, if you know there is weak ground up ahead, you can adjust your tire pressures accordingly and decide which gears to use long before you get into trouble.

Braking

Off-road conditions require a totally different approach to braking. As a rule of thumb, use the foot brake sparingly off-road. You will get far more control from using the gears to slow down. Braking safely needs practice and a good understanding of your vehicle. Before contemplating an off-road trip we suggest you look into such techniques as cadence braking, the use of ABS brakes if you have them (they are now fitted as standard on most Land Rover vehicles), and how to avoid wheel lock or spin. Of course, sensible braking also leaves far fewer scars on the countryside.

Gear Basics

As with braking, using the gears safely is a specialized area, which really needs to be learned before you take your vehicle off-road. Here are a few tips to give you a taste. Most hazards can be overcome by a slow approach and careful use of low range second or third gear. However, it's easy to fall into a trap of using too low a gear in the range, and it's especially important to be aware of this on steeper inclines. When crossing over rocks, tree stumps and other such obstacles, creep over in low range first gear. This gives you the all-important element of control. There's an art to going up a steep incline without damaging the ground. Basically try to get up a good but not excessive momentum; then as you reach the top, be sure to have a

WHERE'S THE JUNGLERUNNER?

China. And out of touch for the time being. Stay tuned...

light touch on the accelerator.

DRIVING TECHNIQUES:

The most experienced 4 x 4 drivers are extremely smooth. They are as interested in leaving minimum impact on the terrain as they are in getting through it. Off-road driving is a game of finesse.

An experienced driver treats loose or wet surfaces as if they were ice. Everything is done gently. The throttle is applied gently and released slowly. This keeps the tires from spinning on acceleration and from locking on deceleration. Steering is very precise, and the brakes are used as little as possible. The driver always controls the vehicle, the vehicle should never control the driver.

Several techniques will help you stay in control and conquer terrain with finesse and safety. Each obstacle along the route should be attempted as slowly as possible but as fast as necessary.

Here are driving tips and techniques to help make your off-road adventure fun, safe and rewarding.

Avoiding Erosion

Used incorrectly, a 4 x 4 vehicle can easily leave deep ruts across a landscape. Fortunately there are a few common-sense measures you can take to avoid this. The softer the ground, the deeper the ruts you are likely to make so, if at all possible, avoid soft ground altogether. Wherever there is an existing track, stay on it. If you are moving across open ground with more than one vehicle, fan out to reduce the risk of leaving deep ruts. Tires with aggressive tread patterns may cause real damage.


Climbing, Wading and Crossing Ditches

You'll be putting yourself and your vehicle in danger by attempting to go across a slope. Always tackle hills straight on. (Follow the fall line wherever possible). In crossing a ditch, the opposite applies. Approach ditches diagonally, so that you never have more than two wheels of the ground at once. If water looks deep, ford it slowly and steadily. To avoid stalling you should try to obtain a 'bow wave' effect in front of the vehicle, and of course always try your brakes afterwards to make sure they haven't become damp.

Marshaling

Even though you may have made a preparatory reconnaissance, it's still important to ask your passenger to get out and marshal you on. There are various reasons for this; the most important being that you must always be aware of which direction your wheels are facing in. (If the wheels slip into deep ruts they might deviate dangerously without you realizing it. A marshal can spot this for you and help avoid a potential problem.)

Back on the Road

Before resuming normal driving, check for debris, which might be clinging to the underside of your vehicle. Check for tire damage before returning to normal road driving and highway conditions. 

MAKING A 197" LAND ROVER

by Robin Craig

photos by Allan Matthews

Now that I have your attention, as making a Land Rover this long would be just plain silly, I will explain. After meeting Allan Matthews at the AGM this year, I offered my welding skills to putting his sad 109" on the right track to being roadworthy. His major concerns were that the chassis needed a new front end as the old one had suffered damage in an accident and was also well-rotted. The rear cross-member was shot, the foot wells were shot and there were a few minor other frame defects that needed to be addressed.

After making an initial appraisal, I agreed that the rest of the frame was viable and that we should be able to do a good job as Allan was prepared to allow me to repair the frame the way I felt was best. This is the sort of conversation with potential clients that can sink a job before it gets going. I have turned down jobs where people just want a lash-up done. As a welder I am legally liable down the road for the work I do. If I am not allowed to take the time and go to the lengths to make a sound repair, I will not do the work. And believe me some people want to do some horrific bodge jobs and then drive behind you and me on the highway.

I am most often asked "How long will it take?" That question gets the standard answer, "When it's done, it's done." When customers pay by the hour that is not what they want to hear. One has to explain that there are a number of variables when doing this kind of work that can affect the time taken, the major factor being the soundness of the remaining material. I will not weld rust, and it is pretty difficult to do anyway.

We set out to spread the work over a number of weeks, doing about four to five hour stretches at a time on week nights. This gave Allan time in between to do prep work that was within his skill set. A donor 88" frame was to give us the required sound front end from behind the first cross-member, as at this point, the 88" and 109" frames are only 1/8" apart in dimensions.

Using a Zipcut blade on a grinder, we removed the old front end. This was after making a number of reference measurements, and checking them against the frame plans in the manuals. As the engine was already out of the way, there was lots of room available to get in and work. The Zipcut blades remove about 1/16" of material, and this would be used to make a nice prep for welding once we put fish plates inside the open frame members. Doing this ensures a sound joint. I would heartily advise others to do the same. By making sure the joints were very clean, and using a staggered weld procedure, the new front end was welded into place with no distortion from the heat induced by welding. Our finished job was with 1/32" of what we should have been. I was happy with that kind of tolerance.


As part of the minor bits and pieces to be done, a donor engine mount from the 88" was tacked into place. Bob Wood supplied a couple of used but good rubber bushings for this job. Using an engine block hung from a hoist and bolted to the gearbox, we were able to level the new mount to the existing one on the other side. Worth the effort to do.

A couple of minor outrigger patches and straightenings were done, some using a jack to give enough force to move the bent items. The foot wells also needed to be replaced, new ones came from Brit Rest in Quebec. Mike supplied nice accurate pieces with a trim allowance in just the right places. Once again some deft cutting with the Zipcut blades surgically removed the old wells and left little clean up apart from paint removal prior to the new ones going into place. If you are doing one it is likely worth the effort to do both while you have the vehicle that far apart.

The rear cross-member was the most work time-wise as a jig was made to be welded onto the next cross-member and attached as bolting surface for the tabs on the end of the cross-member. A bit fiddley but once again if you want a job that is going to be really straight, it is essential. Doing it without one easily risks getting a misaligned job. I know, I have done one like that before!

After primer, a top coat of black paint was applied and the frame really came to life, I just hope now that after all of this work has been done, Allan can find the time over the next year to get the rest of the vehicle back together. This should be a challenge as Allan and his wife Mary seem to be very busy people!

My thanks go to Allan for the use of his pictures to accompany this article, and to Mary for the great suppers she made us before starting work and the trips down the snow-filled garden with coffee and biscuits to keep us going!

Robin Craig is a welder and fabricator by trade and is currently licenced under the ASME code. He can be reached at 1 613 862 3203 or at therobincraig@hotmail.com 

Rocky Mountain OVERDRIVES

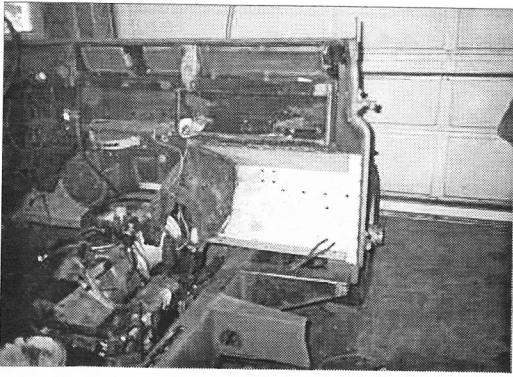
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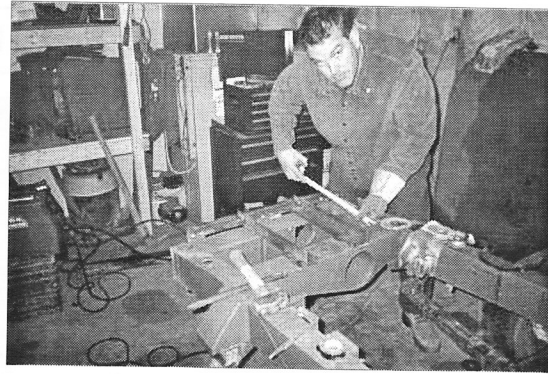


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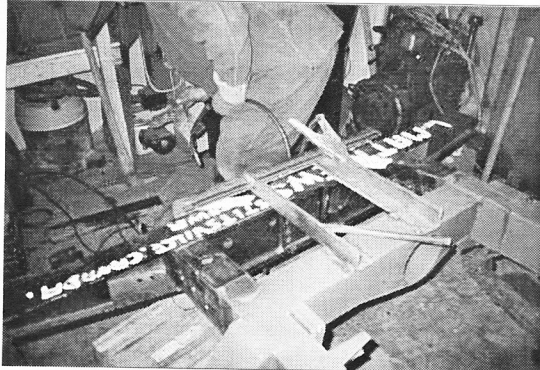
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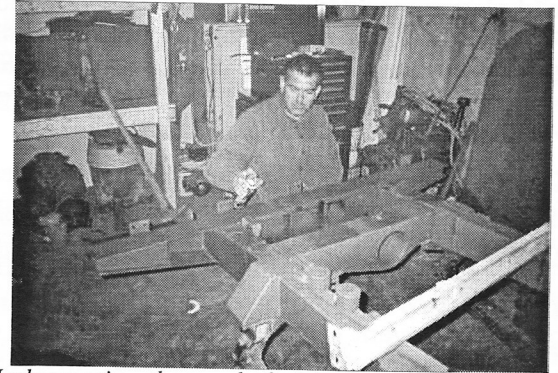
Passenger foot well replacement finished, next up, driver's side.



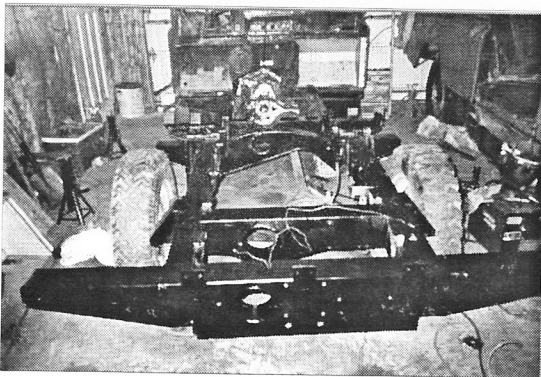
Partially removed old rear cross member bolted to jig that will give alignment to its replacement, Robin checks measurements for later reference.



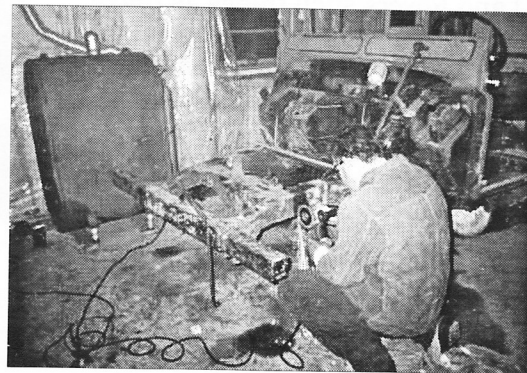
New rear cross-member held in place by jig ready to be welded.



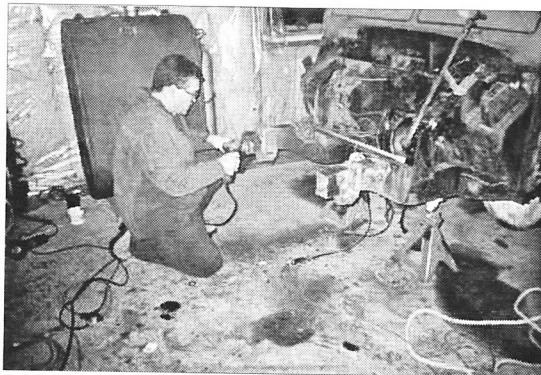
Undercoating the newly finished rear cross-member.



New rear cross-member painted black to match the rest of the frame.



Metal surgery, slicing off the rotten front of the 109 with a cutting blade on a grinder; much better than using the gas axe.



Gone with the bad, cleaning up the remaining frame prior to welding.



Eureka it fits! Front chassis horns from 88" tacked into place on the front of the 109".

TUNE ME UP AND TURN ME ON

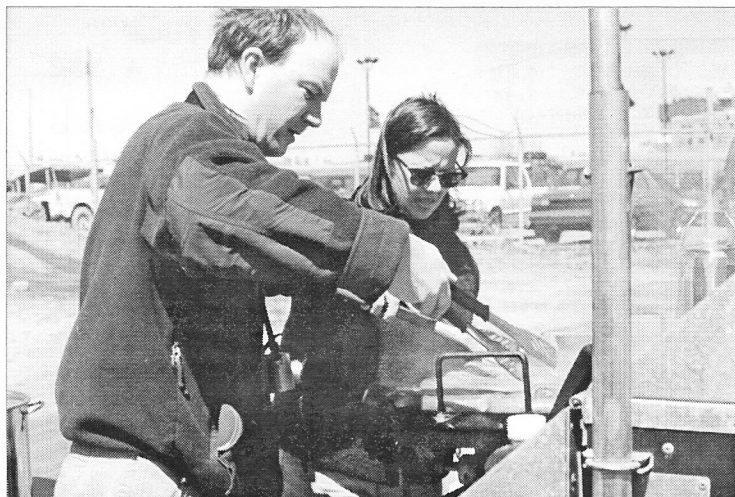
by Christine Rose

photos by Shannon Lee Mannion

Early May saw the next event in the OVLRLand Rover season, the traditional tune-up where members have the opportunity to bring forth their winter-stored steeds and give them a quick once over before the off-road, rally season begins. This year saw a change in venue for the first time in ten years. Our traditional host, MiniMan of Stittsville, closed their doors when the lead players decided to go in different directions. Land Rover Ottawa, the new factory appointed dealership, graciously decided to take the opportunity to throw some support to OVLRLand Rover and host the Tune-Up at their location in the east end of Ottawa.

Seven Series Land-Rovers attended this year, a drop from previous years. Obviously, the near-summer temperatures that Ottawa had experienced earlier in April had prompted a number of drivers of the earlier vehicles to blow the cobwebs out of their vehicles and bypass the event this year. But, a decline in older vehicles was made up by a noticeable increase in the newer.

Ted Rose and Andrew Finlayson showed the owners of the newer types of Land Rovers such things as brake maintenance, signs of shock decay and replacement, and how to deal with wheel bearings. The owners of the older vehicles demonstrated their self-reliance and tuned up their own vehicles.



Dixon Kenner and Christine Rose manage to cook without power tools.



Ted Rose sabotages Jean-Francois Bonin's Disco



A future Land Rover owner attempts to mark his territory.

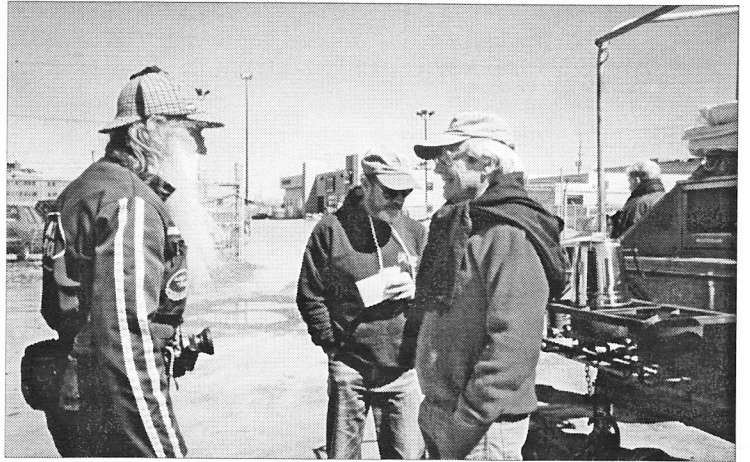
This year also saw a first, something that distracted many an owner from concentrating on the chore at hand, read tuning up their vehicle. Who wants to worry about a tune-up, something they can get to next month, or year, when Land Rover Ottawa had not only handed over the keys to a 2002 Freelander, but was in the process of constructing a Demonstration Course for the vehicles to play on. Not only was there the Freelander, but a Series II Discovery and the expert help of practiced individuals to play passenger and give guidance on the best approaches and ways to surmount the obstacles.

The Demonstration Course proved to be too distracting. Nearly everyone took the opportunity to try out the course. For the adventurous, you could start in the Freelander and see how well you could do, and then for a challenge, switch over to Andrew's 80" and see how your skill and finesse could make up for modern technology. When we left in the afternoon, Louis-Philippe could be seen with rake and shovel, working on the course, trying to fill in some of the many newly formed ruts from the day's playing.

Thanks to this year's event go to: Land Rover Ottawa, Dixon Kenner for helping me with the cooking and many others. Andrew Finlayson for keeping the coffee flowing. Bob Wood, Gordon Bernius, Francois Juneau, Andrew Finlayson, Terry King, and others for packing up the trailer. Andrew Finlayson, Ted Rose, Louis-Philippe Gelinis for offering their time and vehicles to practice on the Demonstration course. Finally, a big thank-you to Louis-Philippe Gelinis, the Land-Rover Service Manager and Land Rover Ottawa for hosting the event and, of course, others whom I know I am missing who helped in other areas. 🚗



Does anyone else hear the theme from Jaws?



Bob Wood and Mike McDermott discuss, well, something as Gordon Bernius spots a tarantula sneaking up from behind.



We have Landies, Rangies, Discos - is this a Freebie?

MAPLE SYRUP RALLY PHOTO SPECTACULAR! (PART 2)



The line for the outhouse was long. (Harald Freise)



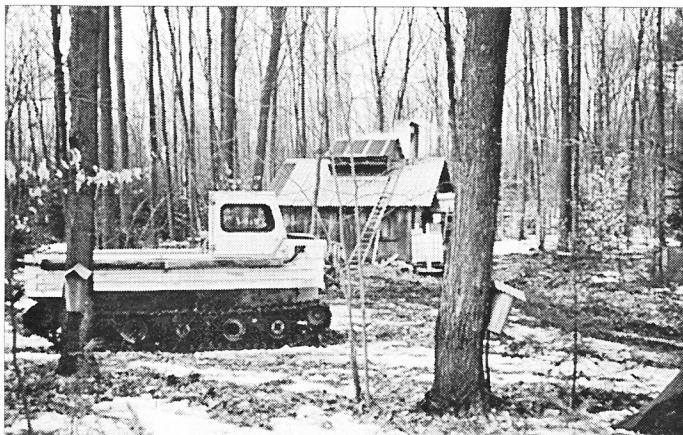
Young arsonists practice their craft (Harald Freise)



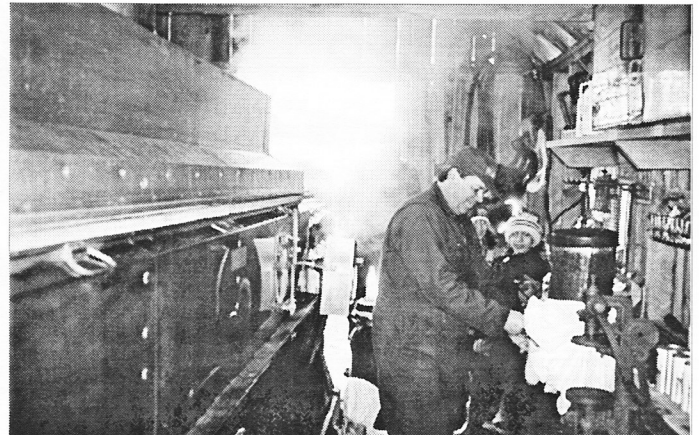
Hmm. He spelled "Rover" wrong. (Harald Freise)



A wide range of Rovers showed up. (Harald Freise)



Somehow, these two look related. (Peter McGough)



The mad scientist at work. (Peter McGough)