

OTTAWA
VALLEY
**LAND
ROVERS**



JANUARY 2003

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**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.

OVL 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 sum-mer 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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RADIO FREQUENCIES

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

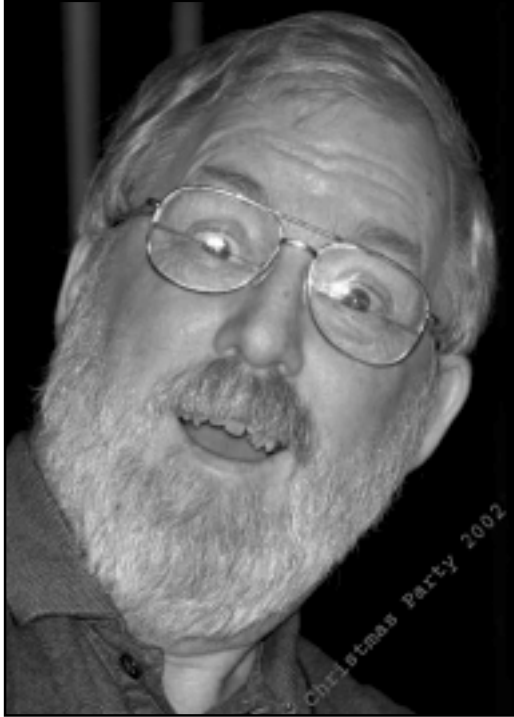
SUBMISSIONS DEADLINE

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.

BENEATH THE BONNET



Why is this man so happy? Because he didn't win any awards at the Christmas Party!

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HEY MAN, WHAT'S GOING ON?

OVLР 2003 CALENDAR OF EVENTS

January 2003

OVLР AGM, Legion hall, Jan. 14. Starts around 7:30.

Royal Canadian Legion, Kanata, 70 Hines Road.
From the Queensway north on March Road to Solandt (Esso Station,) Left at March (Traffic Signal) to Solandt then right on Hines. Chances are it's where you got this newsletter.

August 2003

August 1-3. Land Rover 55th Birthday Party. Hazelton, PA

Rumours continue to circulate that the OVLР is turning 20 in 2003 and that there will be a celebration. Details are closely guarded, but be prepared for a celebration in June sometime. Speculation is that Silver Lake is a front-runner for the location.

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

TAKIN' CARE OF BUSINESS

CLASSIFIEDS

WANTED:

Classified ads.

Recent studies have shown* that 97% of all Land Rovers sold in the OVLV are sold because somebody heard about them. The best two ways to do this are to advertise your wares in the newsletter or to offer them up at a social night. The advantage of the newsletter is that you never have to leave the comfort of your own home to mix with unsavoury characters. Of course, there are other people besides OVLV members in attendance at the Prescott. Also, with the newsletter, everyone will be able to remember who it is that's selling the Defender 90 for \$3,000.

So take advantage of our good nature, and peddle your wares where they are best peddled. Entire trucks, basket cases, differentials, small South American countries - they all fit in the classifieds.

*Actually, this is a completely fictitious statistic. But at least we're admitting it. 🚗

OOPS, EDITOR GETS TAKEN TO THE CLEANERS BY THE CLEANERS

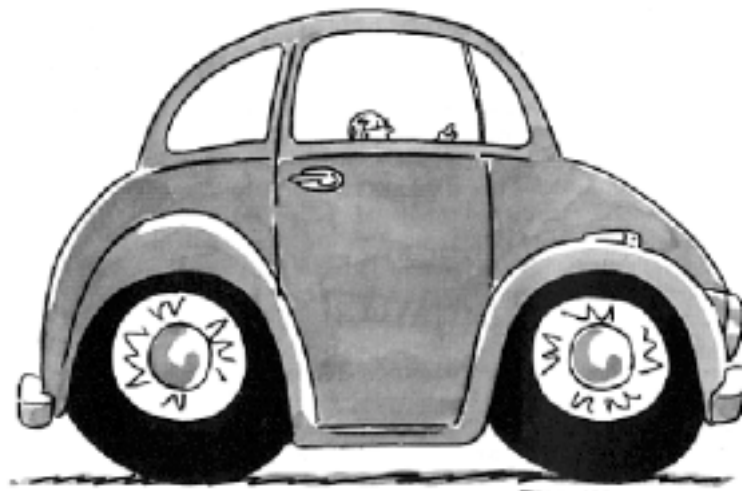
Maybe in your next News letter you can state that the Ottawa Valley Offroaders has hosted the Marlborough Forest Clean Up for the past four years (not the Eastern Ontario Trail Blazers). Also, Northern Lights had nothing to do with the clean up this year although in the past given a small donation of \$100.00 as trail maintenance. Thanks, John Farley 🚗



Welcome New Members

C. Fitzmorris of Shelbourne NH with a '61 Ila 88" and a '98 Rangy 4.6HSE

Bonnie Lee of Kanata, ON with a 2001 Disco SE7.



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GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

NOT SO MUCH A TIP AS A REMINDER.


by Keith Tanner

We're probably a little late here, but let's talk about fluids. Well, not so much fluids as solids that should be fluids. Yes, it's the time of year when innocent water does a rock imitation. That's great on the canal and amusing on the sidewalks, but think about your poor Land Rover.

Land Rovers leak. There's not surprise. But they not only leak OUT, they also leak IN. When you go wading and mucking about in the river, you probably take on some water. This is bad enough in the summer when it corrodes hidden parts and makes your 90wt look like some sort of overpriced organic fruit juice. In the winter, it can freeze. It's embarrassing to have to tow a frozen Rover down the road to break the ice in the diff..

So take pity on your aluminium friend and treat it to a new selection of gear oil - particularly the diffs and swivel balls.

Also, think about your radiator. How's the coolant in there? Do you have enough antifreeze, or did you fill it up from the tap again? It's safest to have a 50/50 mix in Ottawa, and your Rover will appreciate having fresh coolant anyhow.

And next year, try to attend to your fluids in November. 

A CENTURY OF FORDS

(from *New York Times*, January 2/03

By Michelle Krebs

It should be a big moment for car collectors - the 100th anniversary of the Ford Motor Company. Ford is celebrating the anniversary by producing five centennial vehicles with collectors in mind. Only a few thousand of each will be made.

Ford Motor was formed on June 16, 1903, by Henry Ford and a group of investors. The company and the automobile business in general took off a few years later with Ford's Model T. The centennial cars will come only in black, honouring Henry Ford's famous decree that buyers of his Model T could have it in any colour as long as it was black. Ford insisted on black because it dried faster than other colours, speeding up production.

There will be five Centennial Edition 2003 models: three cars - the Mustang convertible and the four-door Focus sedan at 3,000 each, and the Taurus sedan at 4,000 - and two trucks - the Centennial Edition F-Series Super Duty at 3,000 and the four-door Explorer at 4,000. They will have premium leather seats and Ford 100th anniversary badges on the trunk and sides. Each buyer will receive a commemorative key chain and watch; a book, "The Ford Century"; and a leather owner's manual with the embossed signatures of Henry Ford and descendants who followed him in running the company: Edsel Ford, Henry Ford II and William Clay Ford Jr.

The centennial cars were unveiled at the 2002 Washington Auto Show last month and will be available sometime this year, with the date and prices yet to be announced.

RAY PEARMAIN WRITES:

Just skimmed though "The Ford Century" a promo book by Ford [available in the Ottawa Public Library] and it now claims all of the marques it has bought including old E-types and Rovers, etc. It states that Land Rover was founded in 1877 by Starley & Sutton to produce tricycles, and the Land Rover was designed as a farm vehicle by post WW2 Rover owners Maurice and Spencer Wilks. These facts I was not aware of, were you?



Alas, Land Rover is not among the five vehicles chosen to be centennial vehicles. But there's no F-Series Birthday Party, is there?



Kevin wonders if the G4 will notice a missing Freelander...

LAND ROVER G4 CHALLENGE CANADIAN NATIONAL SELECTIONS REVIEW

press release from Land Rover Canada

Land Rover Canada is pleased to announce Canada's two champions who will attend International Selections: Christian Stringer and James Kuhn.

The Canadian National Selections took place from December 8-10 in the rugged terrain on the outskirts of Las Vegas at the Hyatt Lake Las Vegas in Henderson, Nevada. Two Canadian finalists stood out from the pack of 22 candidates and were picked to compete in the International Selections to be held at the fabled Eastnor Castle in England, January 2003.

One of the competitors will go on to represent Canada in the Land Rover G4 Challenge while the other will serve as an alternate. Christian (Kitt) Stringer of Victoria, British Columbia is a 26-year-old wilderness guide and corporate team-building facilitator. Jim Kuhn of Waterloo, Ontario is a 37-year-old senior software engineer. "We put this group through their paces both physically and mentally," said Jacques Parent, vice president of marketing for Aston Martin Jaguar Land Rover Canada. "They were all very talented, but Kitt and Jim clearly stood out from the rest. We're proud to have them represent Land Rover Canada."

The Canadian National Selections competition consisted of rigorous outdoor challenges, driving and mechanical aptitude, navigational activities, including mountain-biking, kayaking and orienteering. The Land Rover G4 Challenge is an adventure competition that tests competitors' ability to excel through arduous driving, physical and mental tasks over both extreme and urban territory.

The event is comprised of four consecutive global stages, commencing in New York City on March 30, 2003. Competitors will trek across the East and West coasts of North America, as well as sections of Australia and South Africa, traveling through remote areas and urban centres during four weeks of intense competition. While mountain biking, skiing, snowboarding, climbing and rappelling, they will cover approximately 4,000 miles in their quest to take first place for the nations they represent and to win the grand prize - a new Range Rover worth \$104,000. ■



Kitt Stringer



Jim Kuhn

NEW YEAR'S ROVERLUTIONS...

by Alastair Sinclair

For many of us our lives are defined by our passions. If you are reading this then odds are that you, like me, are passionate about Land Rovers. This translates into a thirst for adventure, a pleasure in getting lost, and a general receptiveness to the allure of having no particular destination, simply put - the anticipation of new discoveries.

The New Year is a time when we are supposed to reflect on our lives, the changes we would like to effect and the goals we seek to achieve. It is not a good sign when we ignore our passions. The particular balance that keeps us somewhere between sane and solvent can sometimes be lost in the mix without us noticing it.

I took the time yesterday afternoon to go out and get the snow off the Rovers. The dog's eyes shone a little brighter and her tail wagged a little harder at the sound of frozen doors opening. She mistakenly assumed we were getting ready for another adventure and I was sorry to disappoint her, disappointed myself that we were going nowhere.

The 88" has been languishing since the first snow. I still fire it up every month, the open exhaust rattling off the neighbours windows and blue smoke billowing up into the air. I take extra pleasure in those first few moments when the engine is cold and the lack of anything rear of the headers makes it sound like an old Mustang. I imagine myself high above the clouds, banking, climbing, and diving. Inevitably some neighbour will walk by, shoot me a look, and I'll get the message; she'll rest for another month until I find the time to get the jumper cables out and dream some more.

Just before Christmas I did the thermostat on the Range Rover. Next in line was the radiator and then the front rotors and pads. I can't get the doors open when it freezes out. The exhaust system is certainly exhausted, the cruise is gone, there is no sign of the ABS, the service engine light is on and the rear diff has eaten itself along with the viscous coupling in the transfer case after getting the truck really bogged down in Tillsonburgh last week. From ten feet away it sure does look great though. I am consigned to walking everywhere and dreaming of when my Rovers roved.


The Rovers' gradual demise are symptomatic of working six days a week, of not enough time, not enough money and a desire to bury my head in a pillow any time I think of all the work ahead to bring them back up to speed. Still, spring is almost here. By the time May comes around I hope to have the roof off the 88" and everything running well. The Range Rover should be back on the Road by the end of the month. I have

convinced myself that I need a break from Ottawa by the end of January, which means heading to the east coast to see some of the boys and blow off a little steam.

My life is starting to show the signs of a Rover Revolution, car parts beginning to appear on my desk, parts catalogues featuring prominently at the breakfast table. I have several sheets of numbers, figures, steps, priorities and choices before me.

With a little patience, luck and time I should be back in the woods soon, the permafrost that has frozen my momentum in all things automotive melting with the energy that only a renewed case of restlessness can instil.

I dug out my boxes of pictures and had a look at all the places and people I've shared my Rover adventures with. I couldn't believe how many there had been, how many places I had seen and how many smiles were captured on those snapshots. If all goes as planned I'll be back for another season of adventures starting in a few weeks. I've set a date of February 1st for the Range and May 1st for the 88". You would think that the spring season's mud and the thawing snow would provide enough work keeping the fleet going, but I think it might be time for a new challenge. The Rovers told me that they needed a little more company and I am sure I heard the dog telling me the same thing..

I hope that in the next year you each have your own Roverlution, whether it's a drive to Chile or a trip to Silver Lake. I'll be sure to give you a wave when I see you out there. 



If you were inside Alastair's head, this is what it would look like...

TALL TALES AND QUESTIONABLE ANTICS

OOPSIE DAISY

by Francois Kirouac



just a little joke for you my friends! I am including pictures since you would probably not have believed me!

Friday, I was working at my Place Laurier store when I received a phone call from my warehouse telling me they (the student I hired for Christmas time...) had a huge problem....I could not figure what was wrong as the only thing my staff had to do for the day was to transfer the metal shelves from a trailer to a barn near by.

So I took the car and came back, warp drive, to my warehouse. When I arrived, I saw the trailer in the air! (Picture 1 and 2) I could not believe it! They had removed the metal shelves without thinking at the balance of the weight. When they arrived at the dolly level, things collapsed!

I stopped them from continuing the removal of the shelves. It was pretty dangerous because the van could shift back at any time and someone could get struck under the shelves. It was a cute problem: Hard to bring a big Loader to bring back up the trailer since it is sur-

rounded by skids and wood planks...

So what else could better solve the problem than a Land Rover...

I got to my place, got "Lucky," my old beast and used the winch. I attached the cable to the rental truck and the snatch block to the trailer itself, to split the vertical pull. The lighter Land Rover, of course, started to raise, but not much and we finally got the trailer horizontal again! (Picture 3 and 4)

We were then able to bring back weight balance securely. The students looked at the Land Rover like it was some kind of tank from a distant past....



Remember: You never know when you will need a Land Rover... particularly if you work with fifth grade students who had the big "end-of-the-year-party" just the night before!

Addendum from Francois

I found it funny to use my Land Rover in these circumstances. It was the first time they saw it, and they were excited since they heard a lot about it from others. It was for them like seeing a legend....



RIFF RAFF OVERLAND EXPEDITION

by Thomas and Bridget Rutti of South Africa

(read about their entire trip in a restored Series III from South Africa to Europe at www.landyonline.co.za)

How to pack for an overland trip:

I feel there are two approaches to packing for a long overland trip.

Method 1 (the one I used)

- Lay out everything that you think you will need or would be nice to have along on the trip.
- Take out everything that weighs more than 15 kg or is larger than 1m in any direction (includes things like bicycles, fridge, gas cooking equipment. Exceptions will have to be made, e.g. the high-lift jack. Take out half of what is left.
- Now take out everything that does not serve at least two functions.
- Pack what is left into your Landy.
- Add a rather large crate or trommel onto your roof rack. This will allow you to store all those items that, after 2-3 weeks, will become obviously and irritatingly superfluous, even though they were indispensable before you left. These items can be traded off along the way or sent, in the trommel, back home to yourself.

Method 2 (the one I wish I'd used)

- Pack a backpack as you would for a long hike.
- Put the backpack into your Landy and leave before you can fill the empty spaces.

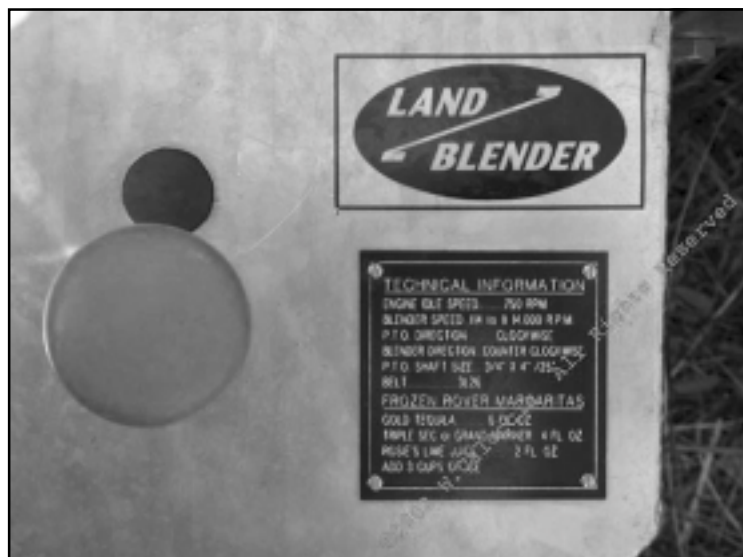
I have discovered that South Africans are masters of overloading and showing off kit that looks good but is not necessary. We get inundated by ads in outdoor and 4x4 magazines and over-enthusiastic salesmen at adventure shows and outdoor accessory shops that make us feel inadequate as travellers if we do not have the latest and greatest stuff. There is an unspoken competition to see who can outdo whom with their gadgets. I spoke to a (unnamed accessory shop) salesman who told me that the biggest single swipe of a credit card for accessories was in the region of R 87 000.- (no trailer involved but extra suspension strengtheners, no doubt). Using method two for packing, this fellow could have financed a six-month trip for two to Ethiopia and back. Or he could have bought three old Landies and taken some friends along. I have met travellers that have flown into Cape Town from Europe, bought a vehicle (to be resold at the end of the trip) and departed on a five-month trip of southern Africa with only the weight of equipment allowed on the plane. So they don't have a fold-out kitchen and they wear the same clothes more often. So recovery takes a bit longer with only a high-lift jack. But they get to see the same places and probably more of them because they spend less time packing and unpacking. And anyone wishing to cook gourmet meals in the bush needs his/her head examined anyway.

The question to ask of every item while packing is not "will I need this?" but "can I get away without this?"

Anyone need a two-way radio? A fishing rod? An extra fuel container? A camp shower?

Yours in Africa,

Riff-raff 



No trip is complete without the PTO Land Blender. Provided (frustratingly) without captions by Bill Caloccia, this was spotted at the Mid-Atlantic Rally. We can only assume it was part of the "wooden bumper" package.

ROCK ON!

BUILDING ROCK SLIDERS FOR A SERIES

by Keith Tanner

As any Series owner knows, the most vulnerable part of the truck is the side sills. Those owners who haven't removed their sills usually have a few creases. Even soft mud can bend them and a hidden rock can mangle the sills in a moment of inattention.

Living in Colorado gives me the opportunity to destroy my sills on a regular basis. Most of the rigs in this area have installed rock sliders to prevent body damage. My goal was to do the same, but without making it obvious that the truck was armoured. I also was hoping to avoid the high prices of commercial sliders, even though they're not available for the older trucks.

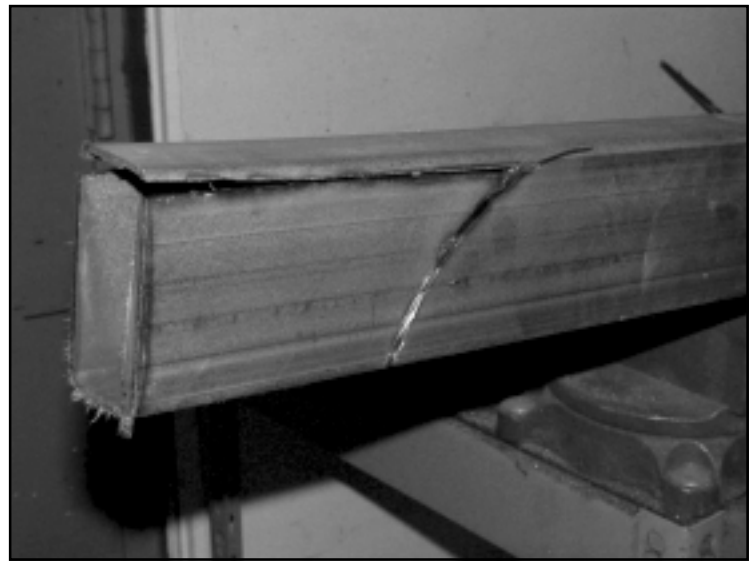
Equipment needed was a welder, an angle grinder, a drill, a small sledgehammer (aka Land Rover tool #1) and a Sharpie felt-tip pen. Materials were hefty steel channel (3mm thick, I believe) and some angle iron that was kicking around the shop.

To start, I traced the shape of the stock sills onto the channel. This was then cut out with some artful angle grinding and welded shut. The hammer helped form the curve properly. A bit more grinder art and the steel looked much like the original aluminium sills, only thicker.

The front mounting point is easy enough - simply attach to the hefty bulkhead outriggers. Some of the removed sections of channel were adapted for this purpose. Jim Hall put a plate in place that runs along the bottom of the outriggers for extra strength on his Series.

The rear point is more difficult. There's another outrigger here that can be used, but it's not as hefty as the front. Lucky for me, I recently did a frameover starting with a clean and sandblasted frame, so I had reinforced the outrigger at that time. I have no easy answer to this one, although it would not be terribly difficult to put reinforcements in with the seatbox and fuel tank removed. In my case, the rear supports on the sliders were made of angle iron. This is probably the weakest point of the setup right now, and will be improved.

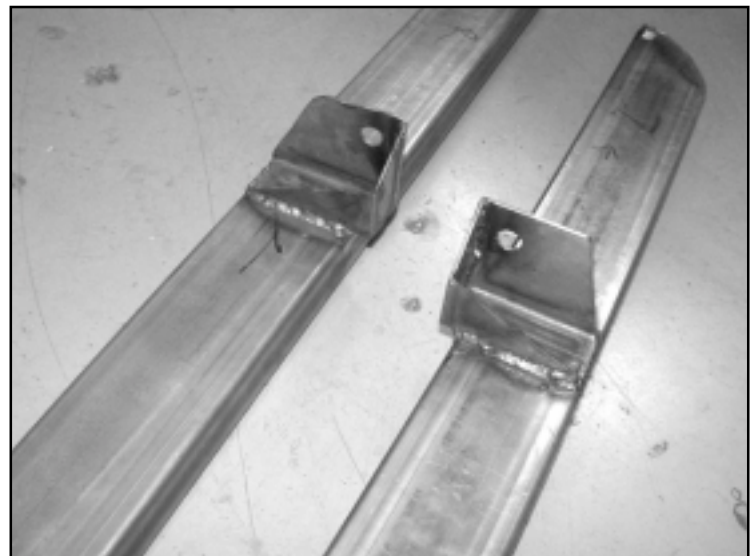
The sliders are placed to protrude slightly from the body. The photo at right illustrates why - they need to be the first point of contact. They also should have a gap between the top of the slider and the door, just in case something does get mangled. I actually left the standard sill mounts in place and have the slider pressed up against them.



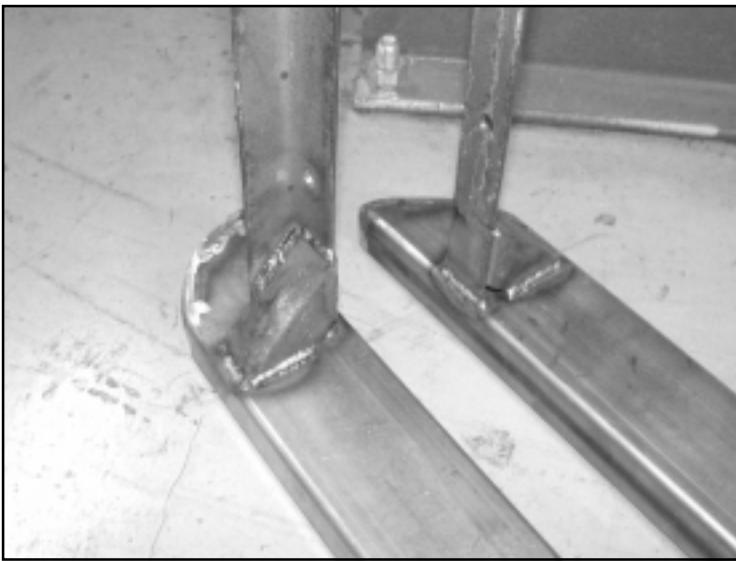
The first cut. Note how the bottom (well, it's on top here) is left attached so it can be bent around.



One corner welded up. Three to go.



The front mounting points welded in place.

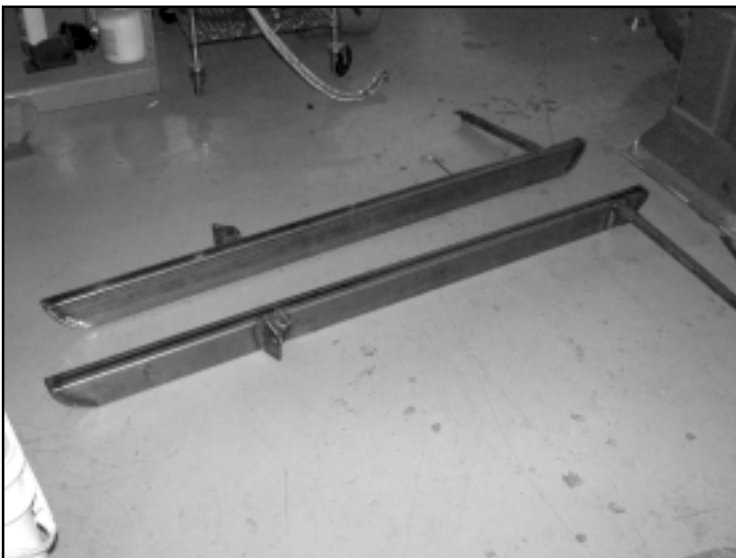


The rear mounting points. While the attachment is solid, the weakest point is the unsupported angle iron before it attaches to the outrigger.

Now, how to protect the protection? Let me say that POR-15 is fantastic stuff. A quick coat protects from rust and won't scratch without some serious effort. If Land Rover had used POR at the factory there would be no market for galvanized frames. But I digress. A shot of body colour on top of the POR blends the sliders into place.

It's not stock, but it's also not obviously modified. The sliders have come in handy on extreme Moab trails already and even provide an handy jacking point on the side of the truck. While I'm not a master welder, the sliders have proven themselves to be more than sufficient.

Now, if only I had some armour for the steering...



Two sliders, ready to be painted and mounted.

Do you have a modification on your truck that would benefit other OVLRL members? What's your favourite LR trick to soothe the aluminium beast? Share it with the OVLRL and gain fame and fortune! Well, fame anyhow. But it's better than nothing, and it may be the best offer you get all day. Write an article for the newsletter!



The end result after some abuse. This impact - which took place in an innocent looking muddy ditch hiding a rock - would have opened up the body like a can opener. You can see the black POR-15 under the body paint.

GRATUITOUS MOAB SHOTS!

by Keith Tanner

Yes, there are a lot of Utah and Colorado photos in this issue. Why? Because OVLRL members are scattered all over. Also because we're not getting submissions from Ottawa!

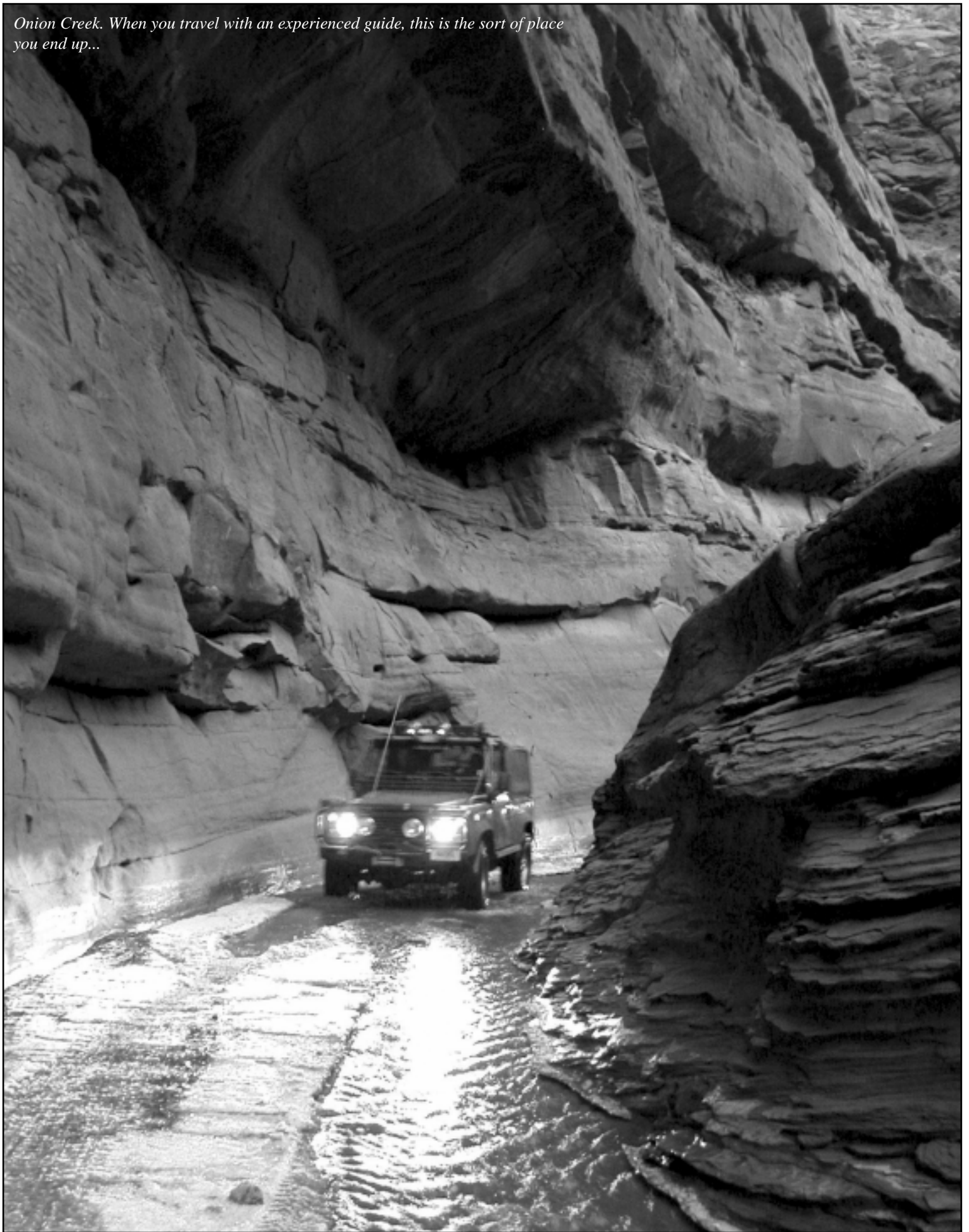
From December 28 until January 1, a small group of hardy and intrepid Rover owners gathered in Moab to explore the area. While the red rock country is spectacular in the summertime, the light in winter adds a different dimension and mood. It also makes the rocks slippery, the trails invisible and the creeks icy - just the sort of thing to attract Rover owners. And yes, there was at least one person camping instead of staying in a hotel...

More photos may be found at <http://keith.miata.net/postcards>



Yes, they're lost. Seven Mile Rim trail, Moab on December 29.

Onion Creek. When you travel with an experienced guide, this is the sort of place you end up...



EVIDENCE OF THE CHRISTMAS PARTY

photos by Bill Caloccia



Jeff Berg and his "Gasket under glass" trophy. Sharp-eyed readers will note that the trophy is upside down, just like Jeff's Land



Andrew practices mind control on the photographer. However, his efforts met with no results. Hey, does anyone else feel like pretending to be a dog? Arf! Arf! Arooooooooooooo....



More mind control.



Eric listen's to Jean-Leon's latest mad scheme...



Another OVL caption contest! We won't ask for entries, because we know you won't send them. So just mumble them to yourself.



Christine is presented with the Swivel Ball award.



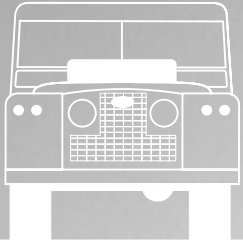
Dixon Kenner receives his Concours d'Elegance Land Rover Detailing Kit. Sorry, folks.



????, winner of the Lugnut award.



It takes years of dedication and attention to detail to attain this level of recognition.



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Bill Burke's RangeRover and Determination Towers in Moab (Keith Taner)