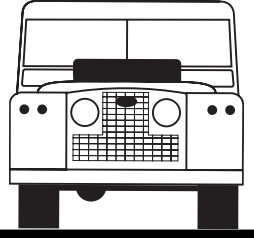


# OTTAWA VALLEY LAND ROVERS



**MARCH 2003**

**WWW.OMLR.ORG**

**VOLUME XX, NUMBER III**



*The beauty of the forest that M. Larose re-planted some 70 years ago. The pines provide a windbreak, help to stop erosion and natural obstacles on the lengthy trails.*



*Kevin Newell's Series vehicle approaching a downhill about 10,000 miles from the Serengeti.... both photos by Terry King.*



**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\$35 per year, Americans and others pay US\$30 per year. Membership is valid for one year.

## OVL EXECUTIVE AND GENERAL HANGERS-ON

**President:**

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

**Secretary-Treasurer:**

David Meadows  
david.meadows@sympatico.ca

**Events Coordinator:**

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

**Off-road Coordinator:**

Terry King  
tking@sympatico.ca

**Past-president and Archivist:**

Andrew Finlayson  
dcaf@magma.ca

**Auditor**

Christian Szpilfogel  
christian@szpilfogel.com

**OVL Marshall:**

Murray Jackson  
mjackson@igs.net

**Returning Officer:**

Your Name Here

**Exec. Member-at-Large:**

Your Name Here

**Mechandising Coordinators:**

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

**Webmaster:**

Dixon Kenner  
dkenner@fourfold.org

**Newsletter Content Editors:**

Shannon Lee Mannion  
ottawavalleylandrovers@sympatico.ca  
Alastair Sinclair

## OVL NEWSLETTER:

alastair\_sinclair@hotmail.com

**Newsletter Production Editor:**

Keith Tanner  
keith@miata.net

**Production Help**

Bruce Ricker  
joey@igs.net

## OVL NEWSLETTER

ISSN 1203-8237

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

**Submissions:** Articles may be submitted to the Editor, 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 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 newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL, 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/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](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

*“... I think that I will, down the road, learn the ability to better control my urges. There is always a new discovery though, something spotted by accident, a call from a friend that saw one of those ‘weird trucks’ you drive in so and so’s yard...”*

Alastair ponders the addiction, page 8.

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## HEY MAN, WHAT’S GOING ON?

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### OVLRL 2003 CALENDAR OF EVENTS

#### February/March 2003

The quiet of sleepy Rovers...

#### April 2003

Maple Syrup Rally. Early April, depending on weather. Shawville, Que.

#### May 2003

Ottawa Valley Offroaders PJ Party, May 17-19  
Spring Tune-Up. Mid-May, Ottawa, Ont.  
Oxford Mills, May 25. Oxford Mills, Ont.

#### June 2003

Byward Market Auto Classic, June 1. Ottawa, Ont.  
The 20th Birthday Party, June 20-22. Silver Lake, Ont.

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

#### July 2003

The Evolution of Wheels, July 6. Sci & Tech Museum, Ottawa, Ont.

#### August 2003

Paragon Adventure Park, August 28  
Perth Fair Truck Show, August 31. Perth, Ont.

#### September 2003

Frame Oiler, sometime cold. Ottawa, Ont.

#### December 2003

OVLRL Christmas Party.

#### January 2004

Annual General Meeting. The coldest night of the year, Ottawa.

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# TAKIN' CARE OF BUSINESS

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## CLASSIFIEDS

### THIS SPACE FOR RENT

Ad hoc space in container/s from UK to Ottawa available, whole vehicles or parts can be shipped. Please contact Robin Craig at [therobincraig@hotmail.com](mailto:therobincraig@hotmail.com)

### FOR SALE SERIES 1 ENGINE AND TRANNY

I would like to sell my Series 1 land rover engine and tranny with the transfer case (all are original with the LR. Both are in good shape all the engine needs is the water pump) for either a trade for a Chevy manual tranny and transfer case or \$1500.00 or even an old Chevy or GM 4X4 pick up running or not (donor parts).

Colin Buda [budacm@sympatico.ca](mailto:budacm@sympatico.ca)

## A SHOUT OUT TO THOSE WITH STICKY TONGUES.

It occurs to the Editorial We that We have been remiss in thanking the many people who make this newsltter get out the door of the Prescott Hotel (our headquarters) each month, namely our esteemed Lickers 'n Stickers, aka, the Get Stuffed Gang. Thus mucho thank-yous to:

Robin Craig, Peter Gaby, Murray Jackson, Fred Joyce, Dixon Kenner, Terry King, Sean McGuire, Dave Meadows, Kevin Newell, Roy Parsons, Bruce Ricker, Christine Rose, Alastair Sinclair, Kevin Willey and Your Name Here!

## I HAVE YOUR ROOF BUT I DON'T KNOW WHERE YOU LIVE!

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*John Green writes:*

I have a strange problem that I would like to ask if anyone in the club can help me with.

I sold a cab top roof to Jason James Komyathy last summer. He sent me the money and asked if I could store it for a couple months 'til he could come up from New York state to pick it up. Strangely enough I have not heard from him since. I still have the cab top roof and his money. I have sent him numerous e-mails with no reply, unfortunately I do not have an address or phone number. Does anyone know this Rover enthusiast ? I believe he was from Woodstock, NY and drives a 109.

Thanks, John Green  
[lrover55@hotmail.com](mailto:lrover55@hotmail.com)




## LAND ROVERS AND PYJAMAS - THE PERFECT MIX.

Well spring is almost sprung and it will soon be Offroading season once again, and you are being invited to the Ottawa Valley Offroaders PJ Party. Don't forget to mark May 17th -19th on you calendars. You can check out the link on our 'Events' page at <http://ovo.ca> . The PJ Party will be an NL Invitational this year, so pass this on to your members and post it on your lists!!!!!!

This year's PJ Party will be similar to last with a " Capture the Flag" event. The object is to get your truck within 5' of the designated flags. points are allocated for each Flag , and winner takes all. There will be a Stock and Modified class. This is a camping weekend and we will enjoy a big Bon Fire Saturday and Quinn trail run on the Sunday.

Cost for this event is \$25.00 plus \$5.00 per passenger. This will go towards "Land use Agreements," trail passes, dash plaques, maps and insurance. We have been Hosting the PJ Party for well over a decade now, and every year it gets better. Please register online as space is limited. An early Bird Raffle will be held for people who pre-pay before April 25th. Send your registration money to:

Ottawa Valley Offroaders  
PJ Party 2003  
73 Equestrian Drive  
Kanata , Ontario  
K2M 1H7

John Farley  
AKA Mud Lite  
President Ottawa Valley Offroaders 



## A PAGARON OF ADVENTURE AWAITS.

John Farley [mudlite@sprint.ca](mailto:mudlite@sprint.ca)

The Ottawa Valley Offroaders is inviting your club (*that would be the OVL R - Ed.*) to come with us to the Paragon Adventure Park. Please forward this onto your members so they can book holidays and pencil it in on their busy Offroad schedules. (*consider it forwarded - Ed.*)

I have compared calendars and have found a date that works for the park and our schedule. If you are interested in going to Paragon in Aug. please let me know. We will be tentatively leaving Thurs. Aug 28th after work. Running trails on the Friday, Saturday and Sunday morning. Heading home Sunday afternoon.

It is a six-hour drive to Paragon (*Don't forget the usual 1.6 multiplier for Series Time - Ed.*). They have something for everyone, from mild to wild. Cost is \$35.00 US per day on the trails plus camping. Please let me know ASAP if you are interested in going. Once I have a group, I will book us in at the Park.

John Farley

If you want to check out the Park go to  
<http://paragonap.com>  
For other pics go to  
<http://ovo.ca/tellico-pap2002/tellico-pap2002.htm>



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# GENERAL GOINGS-ON

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## HE LIKES US! HE REALLY LIKES US!

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*submitted from Dixon Kenner's treasure trove of kudos*

Using the OVLRL alternate parts list (<http://www.ovlr.org/OVLRL.alt.parts.html>), I was able to source car, rotor, condenser, points and plugs for a '54 LR 2.0 liter (25d4) at the local NAPA. They didn't have oil filters to fit, and the cap and rotor came from the warehouse, off-island. Same day. I was amazed.

Thanks OVLRL!

Todd Schlemmer, Vashon Island, WA

[www.ozedeph.com](http://www.ozedeph.com) 

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## SHIPPING YOUR LAND ROVER OVERSEAS

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*by Jeff Willner*

In the back of your head there's a little voice. Rather mad but insistent, it says, "You've already got the Land Rover, why not take the family vacation in South America this year. Or Africa. For a real African lion safari!"

Shipping your vehicle overseas is expensive, but doing an overland expedition with your own Land Rover offers its own rewards. Freedom. The ability to stop and see what you want, when you want. And for those who view their truck like part of the family, as I do, it's like going on vacation with a friend.

Practically speaking, there are two ways to ship a vehicle from continent to continent: container freight, and roll-on/roll-off (RORO). To ship RORO, you simply drop off your vehicle at the shipping port and it is driven on a special car-carrier, and driven off on the other side. A glorified long-haul ferry. But RORO has its downside - theft. You can't leave anything inside the vehicle, or even anything that can be easily removed from it. I had a great bobble-head dog that I bought in Cairo (Akbar) that was stolen off the dashboard of my Defender when I shipped it across the Atlantic. Poor Akbar. Doomed to a life at sea.

Money-wise RORO is cheaper, about \$800 for the Atlantic transit, compared to a couple thousand for a container shipment. And also quicker, you simply drive to the port terminal and drop off the vehicle, taking the loading receipt and original Bill of Lading to the destination port to claim your vehicle. A container is more expensive, a couple thousand per shipment, and more time consuming. You must schedule the container drop off, load the vehicle (Land Rover Defenders were specifically designed to fit inside a standard container, or maybe containers were designed to hold Defenders) and have it inspected before locking with your own padlock. On the other end, more hassle. You have to find the container yard, schedule an inspection with Customs, and deal with paperwork in a series of offices.



*Don't worry, it already looked like that. Going into the container.*

For both RORO and container you will need an agent on both ends. You can find them on the internet, local yellow pages, or get a referral. The agent will cost you a couple hundred dollars and finding a good one is vital in third-world countries. Most ports are a maze of paperwork, and the little individual fees are maddening: stuffing fee, stacking fee, loading fee, inspection fee, transfer fee. Usually an agent will consolidate all costs and quote you a single price. And a good agent will make the process smooth - show up, get the paperwork stamped, inspection, and go.

If the container seems like a lot of effort, it is and it isn't. Shipping to or from North America, Europe, or some countries in Asia can be easy if you make friends with a couple of dealers or Land Rover shops (if you are interested, email me and I'll give you some names). Shipping from address to address means you don't have to bother figuring out the proper terminals at the port. And often the inspection is waived. Simply show up and drive in, and the container will be delivered to the yard at the other end.

*continued on next page...*

But it's not really worth shipping a vehicle over to Europe. Let's be honest. For the money, you could rent a Porsche for the week - or an Airstream motorhome with a built-in microwave and pulsing shower. No, you want dirt. Gravel roads, wild country, and your heart beating in your throat as you ask yourself, "What the hell am I doing here?" Think Patagonia, at the southern tip of South America. Or the forests of Chobe game park in Botswana where the world's largest elephants roam. For the really mad, another of my favourite drives, China—from Beijing to Tibet where the air is crisp and the yak meat salty.


If time is a constraint, there are shipping companies that will do it all for you. Just tell them the time and place, and they will pick up your vehicle from the driveway and deliver it on the right date to the hotel of your choice (in the country of your choice). Of course, you'll have to pay a little extra something for the convenience. If you have the time, save your money and do it yourself. The up front shopping will take some time, and comparing prices and procedures with different agents is important. Most times you'll need to budget a couple of days on each side to deal with the unexpected at the port and the customs office. And of course you always want to get insurance on the shipment, just in case.

Complicated? Not really. It took me two days and that many visits to a garage just to get my Clean Air certificate when I renewed my Ontario registration on my other old beater. Paperwork is paperwork, you put your head down and just plow through it. The most impor-



Trying to ignore the idea of "Roll Off" on the ferry.

tant thing to know is, there are lots of people out there who can help and a ton of information available to you (especially on the Internet). So if the little voice has turned into a big voice, and the idea of camping in a thorn tree ravine at dusk with a crackling fire under African skies is tugging at your imagination. Go on and do it. It's a short life. In the end all we truly keep is our memories.

Jeff Willner lives in Toronto and is a veteran of several overland expeditions with his Land Rover Defender. Read about his many trips at [www.junglerunner.com](http://www.junglerunner.com) email: [jeffwillner@yahoo.com](mailto:jeffwillner@yahoo.com) 

## ROGUE ROLL CALL

### WHO ARE THE OLVR?

WHO	WHERE	PHONE	EMAIL
ARVANETES, KOSTA	EDSON, AB	780-723-1913	<a href="mailto:karvanet@telusplanet.net">karvanet@telusplanet.net</a>
ASPIN, QUINTIN	SUNNYSIDE, MD	301-261-5675	<a href="mailto:grover80@pipeline.com">grover80@pipeline.com</a>
ATKINS, ROGER & ELIZ	MOLLUSK, VA	804-462-5329	<a href="mailto:waters.edge@starband.net">waters.edge@starband.net</a>
BAGSHAW, MARTIN	OTTAWA, ON	613-798-2139	
BAILIE, ROY	OTTAWA, ON	613-523-5740	<a href="mailto:kanrover@magma.ca">kanrover@magma.ca</a>
BARRETT, FRED	MABERLY, ON	613-268-2960	<a href="mailto:Fred.Barrett2@sympatico.ca">Fred.Barrett2@sympatico.ca</a>
BAYES, ROBERT	SPRUCE GROVE, AB	780-459-3158	<a href="mailto:bayes@snowhill.com">bayes@snowhill.com</a>
BEAUDIN, ADRIEN	OTTAWA, ON	613-270-0806	<a href="mailto:adrien.beaudin@sympatico.ca">adrien.beaudin@sympatico.ca</a>
BEAUDIN, FRANCOIS	PORT DANIEL, QC	418-396-5511	<a href="mailto:jfbaudin@globetrotter.net">jfbaudin@globetrotter.net</a>
BELYEA, JOHN W.	WEST BOXFORD, MA	978-352-2720	<a href="mailto:john01885@aol.com">john01885@aol.com</a>
BERG, JEFF	RIDGEFIELD, CT	203-858-9372	<a href="mailto:jeff@purplishshark.com">jeff@purplishshark.com</a>
BERNIUS, GORDON	OTTAWA, ON	613-225-5992	<a href="mailto:gbernius@sympatico.ca">gbernius@sympatico.ca</a>
BERTI, LARRY	TORONTO, ON	416-686-3388	<a href="mailto:colourit@axxent.ca">colourit@axxent.ca</a>
BIRO, ALEX	LONDON, ON	519-439-3776	<a href="mailto:mabiro@sympatico.ca">mabiro@sympatico.ca</a>
BREWER, NEIL	AGASSIZ, BC	604-796-3573	<a href="mailto:jbrewer@uniserve.com">jbrewer@uniserve.com</a>
BUIJS, THOMAS	QUEBEC, QC	418-801-9926	<a href="mailto:tbuijs@videtron.ca">tbuijs@videtron.ca</a>
BURTON, KEVIN	MOUNT PEARL, NF	709-368-8670	
CALOCCIA, WILLIAM	WORCHESTER, MA	508-756-2927	<a href="mailto:wpc@caloccia.net">wpc@caloccia.net</a>
CAMPBELL, PAUL	FORT SMITH, NT	867-872-3421	<a href="mailto:pcampbell@gardtal.com">pcampbell@gardtal.com</a>
CARY, HENRY	CORNWALL, ON	613-932-7321	<a href="mailto:henry.cary@pc.gc.ca">henry.cary@pc.gc.ca</a>
COLEMAN, MICHEAL	TOPSFIELD, ME		
CRAIG, ROBIN	OTTAWA, ON	613-862-3203	<a href="mailto:therobincraig@hotmail.com">therobincraig@hotmail.com</a>
CRANFIELD, JOHN W.	KINGSTON, NS	902-765-4532	<a href="mailto:john.cranfield@ns.sympatico.ca">john.cranfield@ns.sympatico.ca</a>
CUNNINGHAM, CHRIS	COLD SPRING, NY	845-265-4147	<a href="mailto:christopher.cunningham@csfb.com">christopher.cunningham@csfb.com</a>
CUNNINGHAM, MARTIN	OTTAWA, ON	613-739-5401	
DEMA, PETER	NEWBURG, NY		

*But wait! There's more!*



## OVL R MEMBERS, CONT.

DESJARDINS, ANDRE	GANAOQUE, ON		andredesjardins@sympatico.ca
DOLAN, MIKE	PAKENHAM, ON	613-256-8198	
DORMER, AL	OSHAWA, ON	905-432-7972	alvond@aol.com
DRAPEAU, JOCELYN	AMOS, QC	819-732-3267	jdrapeau@sympatico.ca
DUSHIN, FRED	WATERTOWN, MA	617-923-1905	fadushin@attbi.com
DUVAL, CLERMONT	MATTAWA, ON	705-744-2954	
DYSON, SONJA & DWIGHT	THORNBURY, ON	519-599-5533	dwright.dyson2@sympatico.ca
EASTON, TREVOR	GRIMSBY, ON	905-945-6128	bluerover@unforgettable.com
ELLIOT, KEITH	VARS, ON	613-835-3934	kelliott@agrasystems.com
ELLIOT, MALCOLM	RUSSELL, ON	613-445-3283	
FAIRHEAD, VERN	SHAWVILLE, QC	819-647-5544	fairhead@sprint.ca
FERGUSON, ERNEST	PERTH, ON	613-264-8118	
FERGUSON, ROBERT	DUNROBIN, ON	613-832-7734	rktks@magma.ca
FINDLAY, PATRICK	MONTREAL, QC	514-272-4784	patrick.findlay1@sympatico.ca
FINLAYSON, ANDREW	WOODLAWN, ON	613-832-8074	dcaf@magma.ca
FISHEL, WILLIAM B.	BRISTOLVILLE, OH	330-889-9677	wbfishel@aol.com
FITZMORRIS, C.	SHELburne, NH	603-466-2985	drfitz@ncig.net
FLYE, DON	PETERSHAM, MA	978-724-3318	flye@crystal-mtn.com
FORBES, NIALL	DARTMOUTH, NS	902-469-3695	forbs@ns.sympatico.ca
FORTIN, YVES	OTTAWA, ON	613-226-7534	y.fortin@sympatico.ca
FOWLER, ANTHONY	RUSSELL, ON	613-445-3528	etra@excite.com
FOWLER, BRUCE	BENTON, ME	207-453-9074	bf71ia@prexar.com
FREISE, HAROLD	OTTAWA, ON	613-828-3411	hfreise@fox.nstn.ca
FRYER, STEPHEN	OTTAWA, ON	613-692-1604	sfryer@istar.ca
FUNNEKOTTER, TONY	CARP, ON	613-831-2127	
GABY, PETER	OTTAWA, ON	613-789-4923	petertgaby@home.com
GAUM, LEONARD D.	CHESTERFIELD, MO	636-532-9392	lenguam@aol.com
GAVES, JEFFREY	ENDWEL, NY	607-748-4432	
GELINAS, LOUIS-PHILIPPE	AYLMER, QC	819-685-1559	louisynthia@sympatico.ca
GILBERT, LAURENT	OTTAWA, ON	613-270-8671	
GRAFTON, ANDY	COPENHAGEN, DEN	45-22685823	andy.grafton@infohwy.dk
GRAHAM, ANDY	OTTAWA, ON	613-733-1628	
GRANITO, RINO	PIERRFONDS, QC	514-696-6728	rino@sympatico.ca
GRAY, NIGEL	KINGSTON, ON	613-548-8210	graynfr@king5.email.dupont.com
GREEN, JOHN C.	PO BOX DESERONTO, ON	613-969-8907	jsmgreen@kos.net
GRIGS, WILLIAM	WEST HARTFORD, CT	860-559-1199	starchchildfunk@hotmail.com
GUNTHORPE, ROGER	OSGOODE, ON	613-826-0941	roger@horticultural.com
HAIGH, PAM & CHARLIE	LAFAYETTE, CO	303-666-9039	chaigh@boulder.net
HAMMOND, DERRICK	BRACEBRIDGE, ON		
HAMMOND, TOM	COMOX, BC	250-890-0497	
HARPER, IAN	STRATFORD, ON	519-273-7771	tantramar@golden.net
HART, JOHN C.	KANATA, ON	613-839-5230	
HECHLER, JEAN-JACQUES	WESTMOUNT, QC	514-486-5238	heckler@sympatico.ca
HEITE, EDWARD F.	CAMDEN, DE	302-697-1789	eheite@dmv.com
HENDERSON, CHARLES E.	CINCINNATI, OH	513-769-5131	ed_shirleyhenderson@msn.com
HOLMES, BRIAN G.	KENT, WA	253-852-7870	b-sholmes@worldnet.att.net
HUDDLESON, DAVID	GLOUCESTER, ON	613-822-1315	dhuddleson@sympatico.ca
HUGGINS, HAROLD	WHITE ROCK, BC	604-536-5580	
HUNT, BARRY	CHARLOTTETOWN, PE	902-628-1331	
IRWIN, JAMES	KAZABAAZUA, QC	819-628-1381	
JACKSON, MURRAY	GLOUCESTER, ON	613-837-7781	mjjackson@igs.net
JOHNSON, STAN	OTTAWA, ON		
JONES, ANDREW	OXFORD MILLS, ON	613-258-1584	jones@bmb.ca
JOYCE, FRED	CUMBERLAND, ON	613-833-0615	sharonmcd@travel-net.com
JUNEAU, FRANCOIS	GLOUCESTER, ON	613-841-3186	fjuneau@debbs.ndhq.dnd.ca
KELLY, JOSEPH E.	BARRE, VT	802-476-4309	Jkhimself@cs.com
KENNER, DIXON	OTTAWA, ON	613-722-1336	dkenner@fourfold.org
KESSELS, BILL	OTTAWA, ON	613-236-7615	bkessels@mobile.rogers.com
KING, TERRY	KANATA, ON	613-592-5327	tking@sympatico.ca
KIROUAC, FRANCOIS	ST. MARIE de BEAUCE, QC	418-386-1297	frak@globetrotter.net
LALONDE, GUY	GATINEAU, QC	819-643-3908	Guy_Lalonde@hotmail.com
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LARSON JR., CHARLES R.	STATEN ISLAND, NY	718-816-6946	g.generators@verizon.net



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LEE, BONNIE	KANATA, ON	613-592-8066	bonnie@momentus.on.ca
LEVETT, DAVID	BATH, ON	613-352-1187	dlevett@hotmail.com
LIODICE, MICHAEL	UPPER MARLBORO, MD	301-780-9176	mliodice@landrover.com
LORANDOS, MIKE	E. AMHERST, NY	716-689-4926	bethzl@aol.com
LORD, JASON	KINGSTON, ON	613-531-4818	jlord@hotmail.com
LOTHROP, ERIC	BARRIE, ON	705-726-7643	
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MACDONALD, DAVID	OTTAWA, ON	613-746-9614	
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MANNION, SHANNON LEE	OTTAWA, ON	613-594-9128	ottawavalleylandrovers@sympatico.ca
MANZKE, WARNER	MAMARONECK, NY	914-381-0128	wmanzke@msn.com
MARTIN, BRYAN	CARP, ON	613-839-4615	longbow@igs.net
MATTHEWS, ALAN	MANOTIC, ON	613-838-4980	fireman-@netcom.ca
MCCOY, MICK	GOLDEN LAKE, ON	613-7545234	
MCCUNE, EDWARD F.	WASHINGTON, PA	724-222-2329	emccune@cobwed.net
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MCGUIRE, SEAN	GLOUCESTER, ON	613-747-6491	iad11@home.com
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PLOUSOS, SUZANNE	CORNWALL, ON	613-938-1242	susanne.plouses@pc.gc.ca
PRANSCHKE, MICHAEL	OTTAWA, ON	613-231-7864	
PRESTON, SCOTT	YARMOUTH PORT, MA	508-362-3010	scottpreston@attbi.com
PREVOST, BRIAN	Les COTEAUX, QC	450-267-4564	eve6769@hotmail.com
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RISTON, ERIC	TROY, NY	518-286-1326	
RISTON, TOM	WYNANTS KILL, NY	518-286-1326	
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ROLLINSON, CHRIS	MUNSTER, ON	613-838-2040	chris.rollinson@magma.ca
ROOTH, MIKE	LOUGHBOROUGH, LEICS	1,509,261,399	m.j.rooth@virgin.net
ROSE, CHRISTINE	NEPEAN, ON	613-823-3150	tcrose@sympatico.ca
ROSE, TED	NEPEAN, ON	613-823-3150	tcrose@sympatico.ca
ROSVALL, PETER	WOLFVILLE, NS	902-542-0263	rosvall@ns.sympatico.ca
ROTHMAN, MARTIN	MISSISSAUGA, ON	905-755-0514	mrothman@cyberus.ca
ROWAT, ROSS	ATHENS, ON	613-924-2727	rowat@renewableenergy.on.ca
RUDERMAN, GERALD	WELLESLEY, MA	781-237-4678	ggg@mediaore.net
SAMELSON, HOWIE	NEW YORK, NY	212-865-8765	gatherer@panix.com
SCHAEFER, WOLFE	BELLE TERRE, NY	631-331-0543	wolf.schafer@sunysb.edn
SCOTT, KERRY D.	AMHERST, VA	804-946-2673	kerryscott@usa.net
SCRABA, MYRON	TORONTO, ON	416-694-5880	mscraba@genicom.ca
SICKLEY, LORI	HONESDALE, PA	570-253-4251	lori@simplerthyme.com
SINCLAIR, ALASTAIR	OTTAWA, ON		
SINDIR, KAREN	WOODLAND HILLS, CA	818-883-4588	sfmms@aol.com
SLACHTA, ALAN	MANOTIC, ON	613-692-5262	alan.slachta@cognos.com
SMITH, BENJAMIN	FLEMINGTON, NJ	908-534-2479	bens@ovlr.org
SMITH, G. WARREN	SLIPPERY ROCK, PA	412-738-4543	
SMITH, LARRY	CHESTER, VA	804-530-2831	lodelane@comcast.com
SPEEDIE, CHARLIE	OSHAWA, ON	905-576-4217	lauraandcharlie@msn.com
SPENCER, JOHN	OXFORD STATION, ON	613-258-4103	jspencer@texas.com
STEWART, CHRIS	WATERDOWN, ON	905-690-1834	mrtoad@netcom.ca

*Oh, we're not done yet.*

# ADDICTION, DENIAL AND THE PAINFUL PROCESS OF RECOGNIZING YOU HAVE A PROBLEM

by Alastair Sinclair



In the new year, friends and family have taken the time, quietly, covertly even, to express their concern with me. They are worried about how often they have to come and get me, tired of always wondering "Will's he makes it," "Is it safe?" and, "I can't lend him any more money."

Those who are more stern of disposition have advised me to just sell one, others, more subtly, have simply asked me to move - my old car from their yard, that is. Addiction is a terrible thing and eventually you run out of places - to park the one that "just needs an engine."

If, like me, you find yourself with too many cars, not enough time, not nearly enough money and no space for

them all - each one a precious jewel, a piece of raw potential, ready to be saved, crafted and molded by you, then you may be beyond help. Every day I check the Land Rover exchange. Left unto myself I am afraid that I would have an even bigger 'field of dreams' as I used to call the assembly of metal that sat in my laneway. A move to the city means the collection has been split up, moved to different yards, laneways and pirated spare spots. I have reduced girlfriends to tears by suggesting that the living room would be a perfect place for that engine, at least until the spring.

Ideally, I would buy a field, put up a barn and tuck them all inside. The dilemma, the fraud that you perpetuate

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THOMAS, IAN	HULL, QC	819-595-0518	thomval@sympatico.ca
THOMPSON, PETER	SCARBOROUGH, ON	416-265-5276	razorback2@home.com
THOMPSON, STEPHEN	OTTAWA, ON	612-237-0876	stephen.thompson@rogers.com
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TOLLEFSON, TOM	TORONTO, ON	416-265-1617	
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VILLENEUVE, ARNOLD	CUMBERLAND, ON	613-833-0984	info@networkologist.com
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WARD, RICK	CUMMING, GA	770-781-5483	wardrw@bp.com
WARD, RON	COLUMBUS, GA	706-596-0821	ronward@synovostrust.com
WATSON, DON	WINGHAM, ON	519-357-2148	watson@wcl.on.ca
WEGNER, RICHARD	QUYON, QC	819-647-2868	rwegner@synapse.net
WHITE, STEPHEN	PRINCETON, NJ		swhite@princeton.edu
WICKHAM, SCOTT	VERONA, PA	412-215-9272	urbncby@sgi.net
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Welcome New Members

Richard Walker of Ottawa, ON with a 2001 Disco II

Henry Cary of Cornwall, ON with a 19sixty-something SII 88, 1973 SII 88, 1976 SIII 88

on yourself, is that eventually you will have time, money, space and desire to tackle the projects. Sometimes that is the case. More often than not though, vehicles will languish, rot more and gather a fine layer of outer gunk that begins to blur the line between what is on the ground and what is a part of the ground. Still, like a litter of pups, I am unable to single one out, to say which will be the first to go. In the past I have sold vehicles, using the logic that they should rightly be in the hands of someone who will have the time to use and enjoy them. Unfortunately, I have twice sold vehicles that have sat, and sat, and sat. The bitter taste in my mouth has led me to my present situation.

I don't know that it will ever get better either. My interests spread to other automotive realms. I could soon employ myself full time if I wanted to have vehicles that looked and ran as they came out of the factory, never mind the endless list of weeks that makes each vehicle special and your own. I think that I will, down the road, learn the ability to better control my urges. There is always a new discovery though, something spotted by accident, a call from a friend that saw one of those 'weird trucks' you drive in so and so's yard. The temptation is always there to pick up that great diesel engine sitting under the shop bench that you just know will be perfect for that 109" plough truck you've been meaning to piece together. I know that that 80" tub will come in handy and even though I don't have a 109" Station Wagon that tropical roof with alpine windows could be put to use some time, the same with the diesel 109" springs that have been through four moves with me and still sit in the basement.

Some people have the disease so bad that they have enough parts in boxes, basements and garages to build one or more complete cars. A certain club member I know has all but the T-posts at home to piece together a 109" wagon. I have to admit that this, while not a specific goal of mine, is something that I have always found admirable. I have begun piecing together a 1949 Jaguar XK 120. I am estimating completion sometime after 2050. If you know anyone with parts please let me know. There are aspects to each car that are unique, and I really regret not keeping the nice exhaust system off my old Triumph. When the frame went I would go out and sit in it and blip the throttle and let it run back down to idle. I love that sound. To most people I suppose it is junk. To me each one is like an old dog you can't bear to let go. There are too many memories, too many good stories, and that is what sticks in my mind.

When I look at them now I don't see blown clutches, the cracked axle casings or the bald rubber. I see that places we've been, the friends I've had the adventures with, and the little dents, scrapes and mishaps that are part of the story of who I am and what I've done with myself. In a way, I like to think that this optimism, though sometimes misguided, is a positive thing, that it distinguishes me from those who see simply something beyond repair. To admit defeat, to sell, is in a way to say to myself that either I can't or won't do it, that it is beyond me. I would rather will them away, blown rods and all, than give up on the idea that one day we will ride down the dirt roads again. I do believe that time heals all wounds, automotive included. I am certain in the knowledge, even in the face of friends, family and bankers who know otherwise, that I am doing the right thing.

Spring is coming. Maybe a convertible next..



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# TALL TALES AND QUESTIONABLE ANTICS

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## PRACTICING RECOVERY TECHNIQUES.

*words by Rory McDonnell, photos by George Church and Joanne McDonnell*

This was a Toronto Area Rover Club (TARC) outing to an Xmas tree farm on February 9, 2003. Great fun in the drifted-in lanes amongst the trees. Please credit the last two photos to Joanne McDonnell, the balance are from the lens of George Church (another TARC member). We spent quite a lot of time practising our recovery techniques, in fact that was the whole reason for this exercise.....yea, that sounds right.

For statistical purposes we had:

- 1 - 1995 Range Rover
- 1 - 110 4-door
- 1 - 110 two-door (ex-mod)
- 2 - Discoverys
- 1 - Series IIA 109



Getting a good run at a snowdrift is important. After all, you'll get stuck much further in that way.



See?



Our intrepid crew finds the top of a 30' tree.



The truck attached to the first tow strap has apparently sunk out of sight.



Note the latest fashion in wheels for Land Rovers - Moon discs!



Simon and George play tug-of-war.



Hey Simon, what are those things on the side of the roof rack for?



## A LAROSE BY ANY OTHER NAME SMELLS AS SWEET

*photos by Terry King*

Several OVL R types ventured out with their Eastern Ontario Trail Blazer (EOTB) counterparts on a cold, sunny day in February to tackle the trails of Larose.



*Kevin N.(Series) and Gord (Freebie) negotiating between several unforgiving pines, made trickier by the slippery surface. Nice and easy does it here. The traction control in the Freeland was very helpful.*



*Kevin Newell in his Series, Kevin Willey in his Discovery, with Terry King riding along and a brand-new Freeland owned by Gord from Ottawa. Gord was one of seven vehicles from EOTB, mostly Jeeps on that day. The pines in the picture are the trademark of Larose Forest.*





*You can see the excitement on the spectator's face.*



*Kevin Willey emerges from the obstacle. The forest offers winding snow-covered trails at this time of the year.*



*Gord coming over an embankment. The Freelander traction control did pretty well on this day, despite stock tires, he only got stuck once when his front end got hung up later in a spot that claimed a few other victims as well.*



*Harold Kohn of EOTB showing the line to those that dare to follow, in a spot known as "The Gully." He is swinging wide to avoid a hole. In summer this obstacle is a challenge because of the creek at the bottom, the mud hole on the right, and a winch-catching sharp ascent.*





# SALTY MATILDA, SALTY MATILDA

WON'T YOU COME A-SALTING MATILDA WITH ME?

by Martin Bagshaw

Matilda is truly a Canadian Land Rover. She has started almost every day this winter without benefit of a block heater or a warm garage. She even started on March 3, the coldest day of the year yet, when it was -29 degree C!

We had some problems in January when the temperatures first fell below -20. (The same day my mother-in-law came to Ottawa for a visit. Coincidence? Hmmm) After work on a really cold day, the engine wouldn't start, it seemed like it didn't have enough battery juice. The engine would turn over twice and stop. It was so cold that after 10 minutes trying to start her I gave up and grabbed a ride home with a co-worker. Troubleshooting could wait for a warmer day. Matilda thus spent three nights on the company parking lot, refusing to start despite vain attempts at boosting, warm batteries, and Quick Start. The problem was solved by that young whipper-snapper J-L.

I had helped J-L out with his exploding gearbox issue the week before, and he was eager to return the favor. J-L showed up with his new Optima battery, but it didn't seem to help. A second battery in parallel didn't do much either. At least we knew the problem wasn't the lack of Cold Cranking Amps. The engine was still turning over twice and stopping. Accompanied by a light puff of smoke out the tail pipe. J-L asks, "Could your timing be off?" Don't be ridiculous I think to myself. The timing is fine. A quick checking of the usual ignition suspects, revealed a loose dizzy. The extreme cold had caused the nut on the dizzy retaining clip to work loose, allowing the dizzy to rotate. I suppose 20 to 30 degree BTDC, is a bit much to ask of a Land Rover. I turned the dizzy a bit and she started up no problem, blowing lots of black smoke and soot. I had to work on the timing for two weeks to get it back to its "sweet spot." Matilda has since redeemed herself, she started no problem the day my 2000 VW wouldn't start due to the cold. Many Thanks to J-L aka the Gearbox Blower-Upper. Now why is it that I seem to have more salt on my vehicle than anybody else on the road? Hmmm. 🚗



Matilda weeps salty tears of joy upon her return home

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