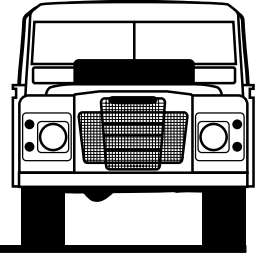


# OTTAWA VALLEY LAND ROVERS



15 April 2007

[www.ovlr.org](http://www.ovlr.org)

Volume XXIV, Number 4





P.O. Box 478,  
Carp, Ontario, CANADA K0A 1L0

## 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**R 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\$45 per year; Americans and others pay US\$45 per year; membership is valid for one year.

# The OVL

R Newsletter

## EDITOR, JANUARY, APRIL, JULY, OCTOBER:

Dixon Kenner (dkenner@fourfold.org)

## EDITOR, BALANCE OF 2006:

Terry King (tking@sympatico.ca)

## PRODUCTION EDITOR:

Spencer Norcross (spenny@fourfold.org)

## PRODUCTION ASSISTANCE:

Bruce Ricker (joey@igs.net)

## CONTRIBUTORS:

Ben Smith, Mike Rooth, Dixon Kenner,  
Kelly Kilgour, Bill Maloney, Ted Rose, Len Carter

## OTHER HELP:

Murray Jackson, Fred Joyce, Bruce Ricker

## The OVL

R Executive:

### President

Jean Leon Morin  
overland@mighty.co.ca

### Secretary-Treasurer

Dave Pell  
djpells3@yahoo.com

### Events Co-ordinator

Your name here  
events@ovlr.org

### Off-road Co-ordinator

Fred Barrett  
fred.barrett2@sympatico.ca

### Exec member at-large

Andrew Jones  
andrewjones@ripnet.com

### Past President

Christine Rose

### Club equipment officer

Bruce Ricker

### Auditor

Christian Szpilfogel  
christian@szpilfogel.com

### Archivist

Your name here

### Marshal

Murray Jackson  
mjackson@igs.net

### Webmasters

Dixon Kenner, Ben Smith, Bill Maloney

## The Ottawa Valley Land Rovers 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, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address.

**Deadlines:** Submissions to the OVLR Newsletter must be received by the 15th of every month for inclusion in the following month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld by request. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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

**Copyright:** Pursuant to the Berne Convention, no portion of the OVLR Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVLR. Where permission is granted, citation must include month and year of the OVLR issue.

### OVL

R Radio Frequencies:

VHF: 146.520

CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

More details regarding Land Rover events can be found at:  
<http://www.ovlr.org/Events.other.html>

Land-Rover FAQ:  
<http://www.lrfaq.org/>

OVLR/Land Rover HAM:  
14.160Mhz @ 01:00GMT Tuesdays

“Anyhow, as a lady acquaintance of mine once said when informed her 88 had almost no brakes:  
‘So? It’s a Land Rover. You just aim for the nearest ditch.’”

– Uncle Mike Rooth

## Greetings;

Another quarter, another newsletter! An account of the annual Maple Syrup Rally will be appearing in next month’s newsletter, this one primarily being dedicated to supplying all and sundry with more information that you need about the Birthday Party. Look to the centre of this newsletter for information on what is happening, where it is, activities, reservations and all of that fun stuff!

The event of the past quarter was the annual Winter Romp. The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts hosted

by Bruce Fowler. Set in and around Benton, Maine over Presidents’ Weekend, Maine Winter Romp provides a non-competitive opportunity to test your Rover and driving skills in conditions that can be extreme. The event has grown into the largest Winter gathering of Land-Rovers in the Northeast—maybe even the country. (After years of planning, Dixon was even convinced to come, and he was not kidnapped as had been planned in past years) The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. This year saw even more vehicles appear, and a happy Holiday Inn which was packed from people all over the Northeast.

## Other News, Rebuilds/Projects, Lies, Rumours, Trivia

🚗 So the Discovery Repair manual says “tap the rotor from the hub assembly.” Yeah, right!!!

So after putting it in a 10 ton press, and hearing it separate with a BANG, the first brake replacement proceeded without further incident. Then on to front brake number two^Å take the rotor over to Barrhaven and insert into the press again, just like yesterday. Crank down the handle, and BANG. Sounds good! Well, maybe too good. Check the attached photos, the disc flat surface separated cleanly from the top hat portion. And the top hat was firmly still attached to the wheel hub, not having moved a fraction. What to do, we wondered. Well, seeing

that I was at a well-equipped garage with air-powered cut-off tools and a quality drill press, we cut a slot down one side of the “top hat” adjacent to the attaching bolt hole, and drilled some small holes adjacent to that hole in the rotor top hat. We drove a wedge into the slot, hoping to split the top hat. And it did what we needed. Nice to have all the tools around.


Job now complete, all new front brakes and re-packed bearings. Sure takes a while with all those rusty pins holding pads into the calipers, but I am very happy that those split-pins are stainless steel! Can’t see them coming out otherwise.

Here’s some interesting photos:



**This Month’s Cover:**

*Proper tree strap usage*  
Photo: unknown, please write, so we can give you credit

 I met you and a few of the lads over pints at the Prescott in Ottawa last summer. I had pictures of a Series 3 I was considering purchasing and was seeking advice on it. Well I have been back in Thailand where I am involved in Charity work (relief & development) and I am now the owner of that series 3 with the Toyota Diesel Conversion. I call it my "Toy-Rover" or "Land Rota"

I thought that I would attach some pics for an update - feel free to pass it on to any of those other chaps I was querying at the pub. Enjoy!

Al Brown

(my family website is: [www.littlebrownbus.com](http://www.littlebrownbus.com))

PS. I am eyeing up another 5 door Series 3.





## Rovers & Parts for Sale

**FOR SALE:** Advancing age forces sale of acclaimed editor's famous ride:

1989 red Corolla 4x4 wagon. 365k, Excellent gearbox, No coolant leaks, Burning a touch of oil. Well, a litre per 500 miles of highway driving, It's "about that time" for a new timing belt, and maybe some new rockers too... Heater core should be replaced, speedo and tach non-operational, some interior lights out, broken coolant level sensor, noisy front right CV, gearbox noisy under load, good battery, brakes are deficient, except for handbrake, front brakes could probably use some pads, tailgate is rotted. Vehicle has some rust.

Features include: Custom operated gas flap; Opened by reaching to manually spring the level from inside the back of the wagon. Custom coat hanger hood latch; emerges from under the LH headlamp. Custom opening tailgate latch; only opens from interior of vehicle, excellent anti-theft feature. New exhaust last year (front pipe) New middle after I went off the road at the MAR. Working radio and tape deck. Salisbury rear axle will fit inside vehicle.

Will consider cash offers or trade for other dead vehicles, as editor in question could use more of either commodity. Will also accept cases of beer or Canadian Tire money.

# Some Non-OVLR News & Rumours

Dear Dixon, First, let me say a big thank you for the LRFAQ. They have been something like a bible in these first years of Series Land Rover ownership.

The page about traceability however needs a bit of update:

1. Mr Pagan doesn't do searches for free anymore. He charges 15 quid per letter (whatever this means);

2. The fees and the link for the heritage centre (the link to the MG club <http://www.ipl.co.uk/MG/herit00a.htm> doesn't work anymore) need to be updated

[http://www.heritage-motor-centre.co.uk/archive/certificate\\_index.html](http://www.heritage-motor-centre.co.uk/archive/certificate_index.html)

3. The museum of Army transport is unfortunately closed for good. History data for ex-MOD vehicles can be obtained either through the Ex-Military Land Rover association ([www.emlra.org](http://www.emlra.org)) at a fee of 2 quid (but you have to be a member), or thru the Royal Logistic Corps Museum. They can do the history by Chassis Number or Army Registration Number charging a 25£ non refundable research fee. This is their address.

RLC Museum, The Princess Royal Barracks, Deepcut, Camberley, Surrey, GU 16 6 RW

I hope this helps in keeping up-to-date the best Land rover website on both sides of the pond. If you are meeting in the near future AJR (Alan Richer) give him my best regards!

Yours, Andrea

Dr. Andrea D. Porretta MD MSc DipLSHTM

University of Pisa School of Medicine

Pisa - Italia

Ford predicts PAG profit by 2007

30th January 2007

After losing money for three years, Ford's Premier Automotive Group may be back in the black in 2007. In 2006, the four European luxury brands lost \$327 million before taxes. Ford sources say the luxury British brand, Jaguar, has lost \$500 million to \$1 billion a year since 2001. Jaguar executives concede the unit likely will lose money in 2007 and 2008 as well.

Ford does not break out earnings for individual PAG brands, but sources claim that Volvo is the cash provider. Volvo typically has earned \$800 million to \$1.2 billion a year. Land Rover is said to have produced a slim profit.

2005 LR lost UKP 215 million. (meanwhile Jaguar lost 1.2 billion pounds)

2006 LR profit UKP 57 million. (meanwhile Jaguar lost 533.7 million quid)

Some rim offsets:

	width	inset	offset	centreline I/O
SWB	5	4.25	0.75	1.75 I
LWB early	5.5	4.75	0.75	2 I
LWB Late	5.5	4.25	1.25	1.5 I
FC Early	6.5	3.75	2.75	0.5 I
FC Late	6.5	3.25	3.25	Central
LWB Split*	5.5	4.125	1.375	1.375 I
RR Steel	6	4.5	1.5	1.5 I
LD	5.5	2.75	2.75	Central

\* same as Austin Champ



🚗 And now some engine comparisons:

2.6 Euro engine (7:1), 90 HP @4500 RPM, 131@1500 RPM

2.6 US engine (7.8:1), 95hp @4500, 134 @1750

3.0 P3 engine (8.75:1), 115 @ 4500, 164@1500

For comparison:

3.5L Rover V8 114@4000, 185@2500

2,25L 4 cyl 70 @4000, 120@2000

200 tdi 111@4000, 146@1800

On paper the 3L engine is more powerful than a 200 tdi and would provide a highway driving experience about the same as a 3.5 V8. It would also do better at low rpm off road driving than the V8.

🚗 Salisbury Trivia: Salisbury axles do have a couple of minor issues. The first being the stock inspection cover. It is 1/16" thick and the fill plug doesn't have enough threads to really hold it well so it gets bugged up and leaks like the dickens. When it gets oversize, it is easy to thread it in too far and drop it into the diff. Not a big deal to remove it i.e. remove the inspection cover but if you don't care, such as you have been drafted into the British Army and have a bad attitude you just put another one in and forget it. What then happens is the fill plug bobbles around inside until it gets caught between the ring gear and inspection cover. This splits the cover and all of the oil leaks out, which eventually seizes the outer pinion bearing. A Dana 60 inspection cover is 1/8" thick and has a smaller but much better fill plug. The cover being thicker can take a pretty good knock without punching holes in them also.




🚗 A sample message that the editor receives as a result of the FAQ at [www.lrfaq.org](http://www.lrfaq.org): Lets me to introudce my self my name is khalid from qatar and I'm intersting to buy any unique land rover Before I was buy one land rover i dont know what is it replica or a toy or areal car I will attach the pictures And I want to make maintance any website or shope sale accesoriess

or parts for this car thanks, khalid state of qatar

In brief - four hole rims; no door handles; weird hinges; space between rear wheel well and door edge is very short. Lower sills are part of the body side panel. If those are normal size bricks it is parked on then the wheelbase is 60" or so. Then there is the top.

The other issue is drive flange wear. It is easily dealt with by snugging up your wheel

bearing preload to eliminate the end float then the drive flange and axle shaft don't rock within one another with every revolution of the tire.

 Mike Rooth writes: You may or may not have read of this, but cars in the southeast of England started to fail. Just after refuelling with petrol. It transpires that the vast majority had refuelled at supermarket outlets. Tesco and Morrisons being the main culprits. "No no" they cried "There is nothing wrong with our petrol".


The complaints reached thousands.

The faults were all with the fuel/air sensor in the exhaust system. Suspicious to say the least. It has got to the stage where replacement parts are now non-existent in this country. It turns out that the storage depot on the southeast that supplies Tesco and Morrisons has two tanks that have excess silicone in them. Silicone, apparently, stops petrol foaming. I have never known petrol to foam, but I have known diesel to do that. What do \*I\* know? Now, be afraid. It is said that while we have too little diesel in this country, we have too much petrol, so we export it. To You. The owners of the thousands of affected cars face a large bill. The stupid little sensor costs around £200, plus the tank has to be emptied, and the engine purged. In some cases the engine is Kaput. So Effin Ada got filled up with Tesco diesel yesterday with no waiting at all. BUT. I hope it doesn't freeze tonight because I suspect they



are a bit light on the anti waxing.


Night night from the UK.

 Naugahyde Trivia: Once upon a time (late 60s, early 70s??) there was a company called (IIRC) Monsanto who was making a new type of vinyl furniture covering which as most of this stuff was was a leather-look material. Just for information, Naugahyde was born in Connecticut in the Naugatuck River valley. As a marketing gag they called it naugahyde and invented the fanciful creature it came from. The rest is history.

The full history of Naugas can be found at <http://www.nauga.com/history.html>

 [http://www.cafepress.com/lr\\_series\\_pub](http://www.cafepress.com/lr_series_pub)

In the apparel section. Once you see it, you will know what I mean.

 Some random discussion and advice on fuel pumps: My experience of fuel pumps is that I prefer electric pumps (for reasons given below) but I have found that they fail more frequently than the mechanical pumps.

The advantages of the electric pump are - They are usually easy to get at, and without getting your hands particularly dirty. They will self-prime, all you do is switch on the ignition and wait till the clacking stops. very useful if you run out of petrol. They will warn you when your tank is empty and you are running on the dregs in your carb. You can add a secret switch as an anti-theft device. The disadvantage is that they fail when the points get burnt. I believe there are now pointless versions, but that's much too modern for me. Also, in the event of an accident, they keep pumping even though the engine has





stopped. (Look at how they deal with this on petrol injected engines, but DO NOT use a PI pump to feed a carburettor).

Mechanical pumps are reliable, I have only had one fail in 50 years and hundreds of cars. Even that pump went gradually.....it ran for months even though I had to hand prime it every time it had been standing overnight, but eventually even that didn't work. New valves can be purchased, but I've never fitted them successfully. My LR Series needs 10 seconds on the starter button before it fires up in the morning. It fires instantly if I pump the hand primer, so I guess my valves are getting tired. Luckily, LR are one of the few old cars you meet nowadays that have a hand primer. The priming lever will "free-wheel" when the carb is full. Mechanical pumps are invariably dirty, and fitted in awkward places. If your pump has a thick insulating washer, do not be tempted to leave it out. It will ruin your economy.

Both pumps should stop pumping if you block either the inlet or outlet.

**🚗 CB Master Cylinder trivia:** The castings are all the same on the outside. The 109's have larger bores. The hydraulic ratio is the same on both 88 and 109 systems BUT the 109's "move more fluid" and that's due to the larger wheel cylinder diameters on the 109. Putting an 88 cylinder against 109 brakes will lead to a terminally low and soft pedal. You have WAAAY too much "leverage" and waaay too little available pedal travel. A minor miss adjustment on the brake shoes will lead to a pedal going to the floor

before it "takes up".

**🚗 Brake Flare trivia:** ISO vs. SAE flares: If you have access to the proper flaring tool, you

can make up a line with a different type fitting on each end. Without looking up wall thicknesses and such I would recommend that you employ an ISO (bubble flare) pipe and add the SAE (double flare) on the far end vs. the other way around. The ISO flare, IMHO, is SLIGHTLY more reliant on the pipe diameter and thickness than is the SAE type. Also, the double flaring tool is more readily available and easier to manipulate than the bubble flare type. This has been done both ways. Good idea? Well... It's not quite as bad as retaining the original non-power single circuit brakes!!

Aa very cool, but sometimes sad website that shows a number of Rovers both dead and still at work in Africa:

[http://www.overland.co.za/Land\\_Rover/Death\\_Row/](http://www.overland.co.za/Land_Rover/Death_Row/)

**🚗 Lucas wiper repair** (for those who collect old newsletters, an update to some information)

The original article states "Removal of the front cover was a bit more involved. The first item to be removed was a small metal block trough which the wiper shaft passed. With this block removed, the shaft spring could be released ....." The major problem is the "small metal block" (1), as you don't know how to take it away. How it was opened or removed it? There's two screws holding it on, but those can be opened from "inside" only. Or can I open the "slotted nuts".



Yes, the those fasteners - those actually are slotted nuts that attach to studs welded to the cover. Just put a screwdriver in the slot and spin them out - they are not fastened to the mounting block at all. If you take those out, that block will slide up the shaft and off.

**🚗 A rebuttal of the new SUV taxes in the UK:**

This originally appeared in the the Herald, March 21, 2007  
 'My Land Rover is not a toy. I use it to make trips round my parish'

Name, age, address: the Rev Ron Whyte, 59, and Mrs Pat Whyte, 59, Aviemore.

Occupation: Church of Scotland minister for Rothiemurchus and Aviemore. Mrs Whyte is a childminder.

Family status: Four children and four grandchildren.

Housing: Manse in Aviemore Family income: Their combined income is around £22,000 a year.

Highlights of Budget 2007: Mr Whyte welcomed plans to give grants for pensioners installing insulation and central heating. "That is excellent," he said. "In the Highlands it is a very important issue. I go into some people's houses and they are freezing because they cannot afford to heat them.

There are quite a few houses in the area that could do with better insulation."

Lowlights of Budget 2007: The couple currently run two Land Rovers, but have decided to replace one with a smaller car because of the increases in road tax for those vehicles.


Mr Whyte said: " People who live in the countryside who are hit again by extortionate rates. People up here who are on low incomes - crofters and farmers - are paying high fuel prices and getting taxed to the hilt on their most valuable working tool.

"My Land Rover is not a toy. It is my workhorse. I use it to make trips all round my parish, to some far out places some of which are two miles up dirt tracks. As a childminder, my wife has to collect children from nurseries and schools. There is a safety aspect too - with her Land Rover, she can pick the kids up when there is snow on the road.

"My Land Rover is 23 years old and I hope it's going to go for at least another 20 years. If I had had an ordinary car, I would probably have had seven in that time. What kind of carbon footprint does that leave?

"A set of tyres on a normal car lasts for about 18,000 miles, but I am getting 74,000 miles out of one set of tyres. That's environmentally friendly."

Political effect - has it changed voting intention: Mr Whyte is "apolitical" and has no allegiances to any political party. "The government was never going to get my vote anyway," said Mr Whyte.

 May 27th: 15th annual Special Interest Auto and Motorcycle show, Town Hall Park, Oxford Mills, Ontario, in aid of the Anglican Parish, Oxford.

Oxford Mills is a small little historic community about thirty miles (50 km for those with modern Rovers) south of Ottawa. Starting in 1993, and continuously for the past ten years, the Anglican Parish of Oxford has put on a small car & motorcycle show for the surrounding area. Generally, the field across from the Anglican Church, and next to the library (itself a historic site) fills with a couple hundred cars and a similar number of motorcycles.

The event is a fund raiser for the local parish, so it draws an assortment of antique and unusual vehicles, from old American iron to American muscle to British, Italian, German and others. And it allows the exhibitors and attendees a barbecue lunch & homemade deserts. There is also a large rummage sale going on behind the church.

This year saw a few OVLR members make the drive south for a relaxing day in the park. Robin Craig came down in his recently arrived 101 Forward Control. And, like all Land Rover products, promptly set to work tweaking the rear pintle hitch to make sure it was in perfect working order.

Gordon Bernius appeared in his 109 military as did Ted Rose in his latest acquisition, a previously owned late sixties MGBGT. The weather was overcast and iffy this year, so the usual large assortment of motorcycles was absent, but there was quite the variety of vintage bikes. From Royal Enfields, to Velocettes, BMWs to Ducattis, and everything inbetween.



## *in the next month or so...*

---

<b>April 16</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>May 5</b>	<b>Moss Motors Britfest</b> Horseshoe Park, Succasunna, NJ
<b>May 21</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>May 27</b>	<b>Oxford Mills Car Show,</b> Oxford Mills, Ontario (details elsewhere on this page)
<b>June 21</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>June 23-24</b>	<b>OVLR Birthday Party</b> Silver Lake, Ontario (details in this issue)

## *future events:*

*(Dates & times subject to change)*

---

<b>July 14</b>	<b>Ottawa British Car Day,</b> Lakeside Gardens
<b>July 16</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>August 17-19</b>	<b>RoverFest,</b> Bear Mountain, Killington, VT
<b>August 20</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>September 21</b>	<b>British Canadian Invasion,</b> Stowe, VT
<b>September 20</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa
<b>October</b>	<b>Mid-Atlantic Rally,</b> Buckingham County, VA
<b>October 15</b>	<b>Social at the Prescott,</b> Preston Street, Ottawa

---

Vehicle entry closed at noon. Spectator admission \$3.00. Vehicle admission: first 75 cars and 25 motorcycles free. Show time, 12:00 to 16:00hrs. For info, call Chris Bryant at (613) 989-3046 after 18:30.

# General Servicing: Repairs, Humour, Tales & Trivia

## A Friday Story

Mike Rooth

My wallet hurts. Despite the anaesthetic. Ada has a new battery.

£94. I *could* have got one from The Lads for £60 (plus VAT), but the last time I put a battery in Bloody Nora I had to get help to lift it in, and being even more ancient now I reckoned that fitted was the way to go. Even then I had to help the bloke lift the old one out and the new one in. Still and all, they have to dispose of the old one, so Ada is excused a trip to the tip.

You see it's going to snow. "Significant Snowfall" they say. Oh, right. TWO WHOLE INCHES. This is enough to bring the entire country to a halt.

Anti 4X4 people will be following Land Rovers of all sorts like little ducks after mummy, hoping that if (or when) they get into trouble, that the much despised 4X4 will help. Fat chance. They really ought to learn to drive on snow. Even two miserable inches. Ada may play. But only if it is deep. Anyroad, after the battery, and still in shock, I went to replace the booze stock. Mustn't neglect the essentials.

Now, the local Tesco offers a hand car wash. (Land Rovers

need not apply.) Well, when did you last wash yours? This is done by a black African bloke with a specially adapted trolley, with a flashing light attached. When I came out he was finishing cleaning a bloody awful BMW "sports" car in the next but one space. The intervening space being empty.

It often is these days.

"Hey" he says (in awful English) "Land Rover?"

"Yes" ses I.

"What Year?"

"1983"

"For ever!"

Ah. Now what does *this* mean?

"Sorry?"

"Land Rover good. For ever"

"Oh yes, They last a long time"

I will have to get to know this bloke. If he knows Land Rovers he must, I think, have been a game warden. And he just might be eligible for a job in one of our game parks.

At least he dint call me Bwana or Baas. Nice guy.

## A discussion on Brakes. When is enough enough?

Steve Denis

Brakes are over-rated. Vehicles will stop without them. Brakes just make it possible to stop QUIETLY.

All vehicles manufactured for use in the US after May 1968 are required to have a "split" hydraulic system. This is what we call the DUAL master cylinder. There are two pistons in that one cylinder. They operate independently. Basically we isolate the hydraulic system into 2 parts. Often front and rear. Supply each with its own piping and lines. A hydraulic failure on one side still leaves the other part unaffected. You will have SOME brakes. Good idea? you bet.

Then we get "power brakes". What we get is a BIG friend to help us push the pedal down. Most of these systems use engine vacuum vs. air pressure to help us push the pedal. The booster is the big black round thing behind the master cylinder. If you have manifold vacuum (most engines do) you tap into that and bob's your uncle. The brakes themselves remain the same. If they will stop the vehicle in 200 feet from

70MPH without the boost, they will not stop in less than 200 with the boost. Advantage is that my 110 lb sister can bring the car to the same stop that her 260 lb brother can.

Brake size and power. Bigger is better, right? A 3000 lb car at 30 mpg has 90,301 lb/ft of energy. A 6000 lb car at 30 has 180,602 lb/ft. To stop the car the brakes have to convert this kinetic energy into heat. The brakes on a 109 are going to be BIGGER than ones on an 88. No brainer. yes?

HOWEVER...I don't know what you're doing about the engine BUT, a 3000 lb car at 30 mpg has 90,301 lb/ft of energy. Fine... that same 3000 lb car going 60 mph has 361,204 lb/ft...Wow...huh?

It doesn't take much in the way of greater speed to simply over-power the brakes. The 109 6 cylinder vehicles were not particularly heavier than the 4 cylinder machines, but had substantially larger front brakes simply because they were FASTER.

The advantage of disc over drum is that they are A: Cheaper to produce (if you don't need a parking brake on that wheel) and B: are lighter for the same stopping power and C: with the friction surface mostly exposed to the cooling air, able to resist fade (caused by the overheating of brake surfaces changing the friction coefficient for the worse) Down side is that they do not "self energize" like drums do and really REQUIRE a booster to help stop the car.

So, the best braking system for your Rover might be discs on all 4 wheels with a vacuum power booster and a split hydraulic system, oh wait, isn't that what a RANGE ROVER has?

Next choice: Front discs, split system, booster Followed by:

4 drums from a 6 cylinder 109, split system, booster then: 4 drums 4 cylinder Rover, split system, booster or original drums, split system, booster and original drums, split system no booster or... leave it the way it is and pray...

Whew... got all that???

Well, from Mike Rooth: Bloody hell! Er..actually no Steve. Not all of it anyway.

I \*think\* you missed out the bit on engine braking. Because of the high compression ratio in a diesel engine, just taking your foot off the throttle slows the vehicle significantly quicker than a comparatively low compression ratio petrol. Therefore the brakes are that little bit less significant.

## **Considerations of an Engine that has been through a fire, or in this case Wash-Me's (Jeff Meyer's engine)**

*Cranky, the Engine Guy (Steve Denis)*

Do we get bigger connecting rod and main bearings? Bigger is better, right? Whew... OK. Don't order anything until we KNOW! Was the engine in good shape prior to the Bar-B-RoverQ? Former MOD 24V, yes? Most military stuff is either low time OR has some sort of a rebuilt installed after some pongo drives into a pond or something. IF it was running well before becoming the toast of the town, it should again run fine, with some reservations which I'll list.

1. A leak-down test should be performed. Low leakage means good sealing.

2. I heard about a Turner head (which is different than a Head turner, no doubt) After leak-down test. Yank head, examine bores and make a recommendation at that point. Bore or not to bore, that is the question!

3. Main worry about fire/sitting is lack of lubrication. Have the non-tin-plated pistons stuck to the cylinders? Yes? We're done. AND absent of replacement head, the valve springs are likely oil free and rusty. Rusted springs are pitted, pits are stress-risers and valve springs will fail clickity-snap.

4. Coke...no not the beverage or the fine powder covering most of Newark but the now carbonized oil film and sludge that was inside the engine prior to being cooked. Much, or all of it, may have turned to coke which is a very hard and brittle substance not suitable for use as an oil additive... even in a LR engine. Sump/cover plates et al need to be removed to check for the existence and removal of debris.

5. Pull one main cap and examine journal and shell. Recommend rear main as you're going to put a rear seal in it anyway.

Knowing how robust the LR bottom end is (The petrol was converted from a diesel, remember?) I can pretty much say that absent of a known problem prior to its Tiki-Torch imitation, the above examination along with replacement of the

damaged item/ seals/ gaskets will result in a very usable 2.25 which may even leak less than it did the last time it ran. Full gasket set, one rear and two front seals, new head (or valve springs) and donor used parts should put it back in good nick in no time. Forget not the Hylomar!



## More on Brakes!

Bob Shannon

CB cylinders were always a problem to bleed and we used to run them up ramps, etc. They also were superseded as there were safety issues with internal collapse and What? - NO BRAKES. I had it happen in Central Australia back in 1971 - straight through a property gate! The fix here was to replace with the high pedal boosted assembly from a later model and fit a tandem master cylinder. We often used Ford F100 pre front disc brake model master cylinders.

The CV was introduced in Feb 1968 on the 88.

Girling put out a Service Bulletin in May 1969 (688T 123/1).

**BLEEDING CB CYLINDERS:** - The pedal should be depressed slowly throughout the whole stroke and allowed to return slowly, there should be a pause of three or four seconds and the movement repeated until the air is dispelled at each bleed screw. Also remove the floor mat or any other object that may obstruct full stroke of the pedal. A slight variation of the routine would be to go round the system twice. The first time (to fill the system) each bleed screw is closed as soon as fluid is discharged, regardless of the air bubbles that may be present. The second time round only a few pedal applications are usually required at each bleed screw to finally dispel the air.

**REAR BRAKES:** You need two mirror reversed backing plates and two pairs of different rear shoes. The adjusting snail cams on the backing plates move the peg on the corresponding correct shoe or the adjustment is never correct - long pedal, poor brakes in reverse or when trying to stop on a steep hill. (The Series 2 109 has a different adjusting mechanism like a transmission handbrake).

**BACKING PLATES:** The backing plates must be a pair (but are not the same because of the position of the adjusters) and correctly fitted to the differential casing so the snail adjusters towards the front of the vehicle both have the same dimension. The absolute measurement from Land Rover Service News Letter Vol 3 No 17 October 1970 is - the distance from the centre of the wheel cylinder to the pivot center of the front snail cam is 4.5 in (114.30mm) and the back snail cam is 4.25 in (107.95mm). You will be able to check yours from the information in the next paragraph without removing the shoes.

**REAR SHOES AND LININGS:** While the rear shoes look the same the brake linings should appear to be displaced on the shoes in the forward direction of rotation - ie the lining starts closer to what is the leading end of the shoe. This means that the linings are NOT centralised on the shoe and certainly not the full length of the available area - I have seen this done by supposedly professional brake reliners. If you have had the shoes relined particularly with bonded rather than rivetted linings you should check this lining position.

The front shoe on either side will have the shorter end of the lining towards the bottom of the backing plate and the smaller measurement from the inner edge of the shoe for the abutment pin - 15mm or 9/16". The back pair will have the shorter end of the lining against the wheel cylinder at the top and the 20mm or 3/4 " distance for the pin that abuts the snail cam. Also new shoes take a while to bed in.

PEDAL EFFORT should be 50lbft pedal travel = 2 3/8"; 100 lbft pedal travel = 3" on a 109 2.25 litre vehicle.

The Land Rover Service News Letter Volume 2 No 30 March 1968 also recommends that the pedal height is set correctly to 6 1/4 in. (158mm) from the floor to the bottom edge of the pedal and make sure there is 1/4 in (6mm) free travel before resistance is felt in the system by adjusting the master cylinder push rod. Check the distance piece for crushing and to completely slacken off each of the snail cam adjusters. It also recommends pressure filling at 14lbs/sqin. and as the air gets trapped at the cap end behind the seal to slacken the fluid return pipe connection to the master cylinder. Interestingly it also recommends depressing the pedal quickly and releases it very slowly to its full travel, making sure complete travel is obtained before starting the next downward stroke.

*Does your Land Rover need expert help?*

**Come see the experts at Land Rover Ottawa**

- Huge inventory of parts & accessories in stock
- Same day service available on most repairs
- 10% discount for all Club Members
- Monthly special club offers—call for details!

Mike—Parts Dept: [parts@landroverottawa.ca](mailto:parts@landroverottawa.ca)  
Matthew—Service Dept: [service@landroverottawa.ca](mailto:service@landroverottawa.ca)



Your local authorized Land Rover dealer

**Land Rover Ottawa**  
[www.landroverottawa.ca](http://www.landroverottawa.ca)  
1300 Michael Street, Ottawa ON, K1B 3N2  
Tel: (613) 722-7535 Fax: (613) 722-6868

## Another Friday Story

Mike Rooth

I had foolishly agreed with the DA to go to a Garden Centre this morning. Foolishly because it always means work for Yrs Truly, but on the other hand they sell wickedly hot chutney called "Flaming Hot Chutney" which isn't actually \*that\* hot, but is just right. You can taste it, as well as it being hot. Work it out. But it \*is\* good.

Not two hundred yards down the road, to my utter surprise, I got flashed at by, wait for it, a Freeland! Never been known in the field of human conflict. So I waved back, in an appropriately dazed sort of manner and got enthusiastically waved back by the... woman driver! They do say that us wrinkles are in vogue at present, and the DA didnt notice...

Now they have built a bypass around the two villages I needed to get through/around, but neither I nor Ada like it. So we used the old road. Through the villages. Quorn (yes \*the\* Quorn) and Mountsorrel (used to have a castle, doesn't any more since about fourteen something, and is a total dump). Nuf sed. However, when the bypass was finished, the villagers having been whining about the traffic for years, they began to whine about speeding. It seems that when the bypass got opened, the Lads Of The Villages started whizzing their cars through, rather than around.

So the local council went to the "Traffic Calming Shop" and bought a job lot. Humps, chicanes, you name it, they bought it. Which, of course, cured the speeding problem. But then the villagers realised that a vehicle in second gear made a lot more noise for longer than one in top. And further,

kicked out more exhaust fumes. Which is the current whine. "It's noisy and smelly". Tough. But Ada, having virtually solid suspension, objected mildly by means of packing up her left hand indicator. "Tockertockertocker" instead of "Tock tock tock". Bad earth. Again.

Having got there, we went and bought three bags of gravel. Why? Well, you really don't need to know, but the gas company dug up what passes for our driveway." No option mate, we've got to connect you to the new main." The "driveway" was packed mud, discombobulated tarmac, and rain ran off it. When little lad with 't shovel finished it was a good off road course for radio controlled Land Rovers. So gravel was the best way to mend it. Having got the gravel and shoved it into Ada a little man appeared. "Had you not been looking", he said, "I would have nicked that". He pointed to my rear number plate illumination lamp. "Mine is all rusty". Oh, right, so is mine. "Erm, right, my previous Land Rover didn't have one of those". Well, Nora didn't.

He looked at me as though I was drunk. I wasn't, honest. "Arh right, bye".

Ada decided on the way back, to forgive me. The bad earth became good. Now there is on ITV a series called Rosemary and Thyme. Felicity Kendal ,who looks not a day older than when she starred with Richard Briers in "The Good Life", (Richard Briers looks about ninety and she hasn't aged much more than thirty years.). Also Pam Ferris, who was Ma Larkin in "The Darling Buds of May" with David Frost and the

young and desirable Catherine Zeta Jones. <cough> Umm. However, they made a series together, and ITV3 screened an interview with them about it.

Felicity Kendal said "And there was this dreadful old Land Rover we had to drive, which you had to stop the engine to get it into reverse". It was a S111. Petrol. With presumably a duff master cylinder. Inspector Morse's Jag started life in the series as a good Mk11. At the end it was a wreck. Maintenance? Or Dixon.

'Night Kids









# The 23rd Birthday Party

## BACKGROUND

For 58 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVLRL celebrates its 23rd Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World and Land Rover Owner magazines.



## THE EVENT

The 23rd Birthday party is being organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVLRL regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7. People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event.

However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements

you must be a member of OVLRL to drive on the off-road. For information on past Birthday Party's go to the Past Events pages where write-ups back to the 12th Birthday Party are covered by various OVLRL members.

## WHEN

The Birthday Party is traditionally held on the third weekend of June (around the Summer Solstice). This year it will be held from Friday June 22nd through to Sunday, June 24th.

It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting several days. )

## MORE INFORMATION

More information will be available in future issues of the newsletter, or the club web site. For more information now, ask one of the organising committee members.

## REGISTRATION FEES

Adults (12 and up)	Pre-registration - \$40
	On-site registration - \$55
Kids (6-12) - \$12	
Kids under 6 - free	
Family (2 adults and kids) - \$100	

Exec reserves the right to limit on-site registration, or to deny on-site registrants food due to the nature of the catered dinner.

## ARRIVAL

On your arrival at Silver Lake, you will need to register yourself and your vehicle at the Official Registration Point on the Event Site (look for the signs). You will be issued with your vehicle identification, a program and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs, etc. will be on sale throughout the weekend near the OVLRL Trailer

## ACTIVITIES

Full programme of activities will be provided at the event, however, the basic details of each activity are as follows:

### Thursday:

- The first groups of people start to arrive at the Provincial Park and at the site.
- Food: You are own you own for food. You can either bring your own or eat at either the restaurant across the road from the Provincial Park, or at the Motel up the road, between the site and the Park.

### Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the Kitchen trailer. Please be sure to sign in and pick up the event package

### Saturday:

- Breakfast is available at either Ben Barbary (the restaurant across from Silver Lake Provincial Park) or at the Silver Lake Motel for those people who wish to purchase their breakfast there. Otherwise you are on your own.
- 7am The first trailblazers who are keen for off-roading begin to gather at the site. When the first seven vehicles have assembled, at whatever time, they will depart.
- 8AM - There will be a heavy off-road expedition departing from Silver Lake at 8 AM on Saturday for Calabogie. Return will hopefully be in time for dinner. This is a day-long affair and vehicles will be subjected to scrutineering on Friday evening. Heavy duty recovery-points, mud-terrain or equivalent tires, and a full complement of recovery gear are mandatory. Body damage is to be expected. Bring earplugs.
- 9am Registration opens at the Expedition Trailer on the Birthday Party site.
- 9 am The first light off-road group (of max. fifteen (15) vehicles) leaves. This group will be more for those people who have been to the Birthday Party before and know how to drive off-road. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.
- 9am - 10am If the club can find a volunteer, there may be an introductory course for those who are not familiar with all the levers in their vehicles (modern or old), and some basic rules for driving off-road. This will be for the complete neophyte who wants to learn, it is not for people who have driven off-road before.
- 10am The second light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.
- 11am The third light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.
- 1 - 2pm - Lunch You are responsible for your own lunch.
- 2pm - Scrutineering for the heavy off-road. Pre-registration for the this event is required.
- 2pm - 4pm - RTV
- 2:30pm - Heavy off-road. It is recommended that vehicles have a winch that works.
- 2:30pm - Light off-road
- 3:30pm - Light off-road
- 7pm - 8pm - Dinner at the Expedition Trailer. Dinner will be provided by OVL.R. The day will close with a social evening. Get to

North American purveyors of quality  
Land Rover parts and accessories



since 1988



**WISE OWL INNOVATIONS INC.**  
LAND ROVER SERIES & DEFENDER PARTS



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

Toll free: 1-866-457-8888

Your one stop for all your Series & Defender needs. We maintain a large inventory of new and used parts.

Call us today at  
1-866-457-8888


Check out our online catalogue  
at [www.wiseowlparts.com](http://www.wiseowlparts.com)

Roverdrive Overdrives for Series and Defender

~  
Tormel Disc Brakes for Series Land Rovers

~  
Double Sliding Door Tops for Series and Defender

~  
Rebuilt Motors and Transmissions

~  
Patriot Roof Rack Systems 

~  
Rocky Mountain Parabolic Springs

~  
Pertronix Electronic Distributors and Ignitor Systems

Looking for parts for your Disco or Range Rover? Contact our partners at Rover Park Boys!



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

# Birthd ay Party Accommodation Information

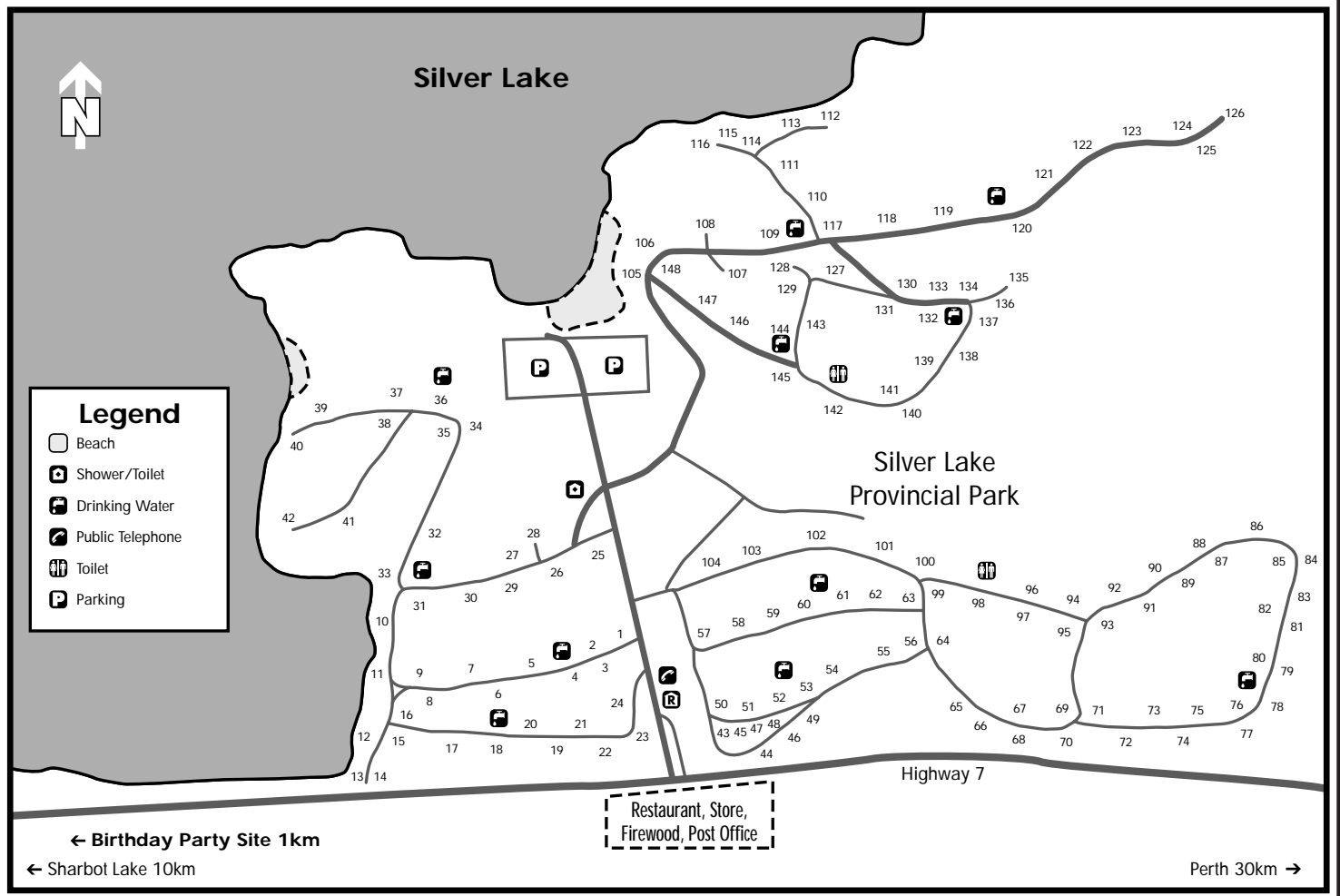
Silver Lake Provincial Park has a number of campsites available. OVL R has traditionally stayed in the western portion of the park for people attending the Birthday Party. If you wish to stay in this portion of the park (sites 1 through 42), you will need to make your reservation with Ontario Parks.

If you wish to stay elsewhere in the park, when you phone the Park to make a reservation, you please state you are with Ottawa Valley Land Rovers; give your name, address, telephone number, a Visa/Mastercard number and expiry date, the number of nights you will be staying, and whether or not you require space for additional vehicles (Two per campsite). Rates for the Provincial Parks can be found at the Ontario Parks website. Phone lines are open year round. The number is (888) 668 - 7275 [(888) ONT- PARK]. The website is <http://www.ontarioparks.com/silvl.html>

**Silver Lake Motel** The Silver Lake Motel is located about a quarter mile west of Silver Lake Provincial Park. It is between the main Event site and the Provincial Park on the south side

of Highway 7. For reservations, telephone (613) 268-2511 Camp- ing on the Main Event site

Camping is available on site. Those camping on site should indicate on their registration form. Toilet facilities are available, but no showers on the site. There is no cost to camp on the event site.



know fellow Rover enthusiasts.

- 8pm on - Social, party etc.
- all day - Swap meet for those interested in bringing up used parts to sell, pawn off, or trade.

#### **Sunday:**

- 8am - Tim Horton's Coffee will be available at the Club Trailer by roughly eight o'clock in the morning, unless some adventurous individual gets the coffee rolling earlier. Once people are fully awake, a continental breakfast will be available at the Club Trailer for all registrants.
- 9am - Light off-road
- 11 am sharp - Auction of Land Rover accessories generously donated by many of our sponsors!
- 12pm approx - Lunch (you are on you own)
- 1:30 - Mud bog and light off-road. Extract Dale and Zippy

#### **FOOD IN GENERAL**

OVLRL will be supplying the full traditional Saturday dinner. A continental breakfast on Sunday may be provided by the club (Details in the next newsletter). All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of outside restaurants in the area where you could go for meals if you are so inclined. The two closest restaurants are Ben Barbary's across from the Provincial Park and the Silver Lake Motel. 4WD and 2WD Trips (light and heavy off-road trails)

#### **4WD AND 2WD TRIPS (LIGHT AND HEAVY OFF-ROAD)**

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Please note vehicles going off-road will be subject to scrutineering prior to leaving.

#### **RTV TRIALS**

There will be a proper, for real, formal, UK-style trials course set up. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There will be a number of stages where you must maneuver your vehicle through a series of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLRL will be using the rules established by the Association of North American Rover Clubs (ANARC). Where there is a difference between American and Canadian rules, the Canadian rules shall apply. RTV rules are available upon request. Prizes will be awarded to the top participants. Auction

#### **SPONSORS AND VENDORS**

In the past, Rovers North, Atlantic British, MiniMan and numerous others have all generously supported OVLRL by donating items for the club to auction off at a club auction, normally held Sunday morning. In the past we have been generously supported by:

- Atlantic British of Mechanicsville
- Land Rover Enthusiast
- Land Rover Magazine
- Land Rover Ottawa
- Land Rover Owner Magazine
- Rovers North of Westford Vermont
- Simpler Thyme of Branchville, New Jersey
- Wise Owl of Vancouver British Columbia
- If vendors wish to send up flyers, catalogues etc, OVLRL sets aside an area where these items can be distributed to attendees.

#### **SWAP MEET**

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. However, they are responsible for taking any unsold or untraded items off the property with them at the close of the event.

The swap meet portion of the Birthday Party is strictly non-commercial in nature. In the past various members and attendees have brought items to either sell or swap with other participants. While this is encouraged, there is only one basic rule. If you bring something to sell or swap, and it doesn't, you have to take it back home with you.





### RULES & REGULATIONS

Although dogs are permitted, it must be clearly understood that they must be on a leash at all times and a minimum of twenty five (25) feet away from the Club Trailer. If you are planning on off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon. This said: Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?). Dogs must be kept on a short leash at all times.

We ask that your dog does not accompany you to the kitchen trailer area during cooking or meal times. They must be kept at least twenty five (25) feet away from the trailer at all times.

Open fires at the event site are strictly prohibited

We recommend that all children wear a helmet on the light off-road

Children under ten (10) years of age are not permitted on the heavy off-road event.

Some off-road events traverse public roads. You are reminded, the consumption of alcoholic beverages on public roads is prohibited in Ontario. OVLRL supports the responsible use of alcohol - Drive Safely

OVLRL reserves the right to deny access to its off-road courses by vehicles which in the opinion of its scrutineers are unfit for off-road use or not properly equipped to participate in off-road events.

Please leave your camp site cleaner than when you arrived. We have provided a garbage bag with your registration package. Please use your garbage bag, recycling and garbage collection is available at the OVLRL Trailer

### GETTING THERE

Most people will make their own way to and from the event. However, some members will be planning convoys to and from

the event (we know how reliable some of the older vehicles are). Check with members local to you to see what might be happening.

Locally (Ottawa Area): Traditionally, the Westgate Shopping Mall at the corner of Carling Avenue and Merivale Avenue is used on the Saturday morning, departure at 9am. From Ottawa and Area: Follow Highway 7 through Carleton Place, past Perth to Silver Lake.

However, as this even has grown significantly over the past several years, there are members getting together and leaving in waves on Thursday and Friday too. Telephone some of the local members to see if they know of different groups leaving at various times, or attend the Social gathering (assuming it is before the Birthday Party)

From Toronto and points west of Kingston: Take Highway 401 until you get to the exit for Highway 37. Follow Highway 37 north until you reach Highway 7. Go east along Highway 7 until you reach Silver Lake

Note: Some from points west of Kingston may find the drive a lot more enjoyable if you go and get onto Highway 7 a lot sooner. The 401 is a bit of a racetrack with a lot of semi-trailers moving at great speed (averages at least 70mph which is a bit more than many of these Land Rovers) Highway 7 is much more sedate and relaxing.

From points South: From points west of the Adirondacks - Take Interstate 81 to the Canadian border. Take Highway 401 to exit 645. Go north along Highway 32. #32 turns into Highway 15. Follow 15 north to Crosby. Follow #42 west towards Newboro/W estport. From Westport, follow #36 to Highway 7. Go west to Silver Lake.

From points east of the Adirondacks, people have found it convenient to cross at Cornwall and follow 401 west. If you are down in the New York City area, it is best to skip going up the Hudson and go over through Utica etc. to 81 and take 81 up. (Yes, to places like Boston 81 and that way can be faster depending on bridge construction in Montreal

You know you're at the Birthday Party site when: The property entrance is at the Lanark/Frontenac county boundary: Thus, if you are coming from the east, you will see a large sign that says "FRONTENAC". Turn left and follow the small road. If you are coming from the west, you will see a large sign that says "LANARK". Turn right and follow the small road.

The Birthday Party site is about a mile west of Silver Lake Provincial Park. The motel is in between the Birthday Party site and the Provincial Park on the south side of the highway

The following Maps are available on the OVLRL Website:  
Off-road trail maps.

A map of eastern Ontario / western Quebec and northern

New York State with the Birthday party location marked. BPdirections.jpeg (270k) .

A second map zooming more in towards the Birthday Party location at Silver Lake - BPdirections2.jpg (153k)

The 1:50,000 map produced by Natural Resources Canada that covers the Silver Lake area is: SHARBOT LAKE - 31 C/15. The map is in its fifth edition. If you would like a copy, you can order one from World of Maps, 1235 Wellington Street, Ottawa, Ont. Canada. K1Y 3A3. Tel 1-800-214-8524. Fax 1-800-897-9969. Web is www.worldofmaps.com

#### WHAT SHOULD YOU DO?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- **Celebrate and Enjoy!!**

#### SUGGESTIONS FOR A “MUST HAVE LIST”

A list of items that we strongly suggest you pack along when you come up to the Birthday Party.

Bug spray. Especially if you are considering camping out at the Birthday Party site. Depending on the year, the bugs can be annoying.

Lawn chair. Yes, it is nice to be able to sit as there are few places besides the ground to sit on at the Provincial Park, or the Birthday Party site.

Sun block. If it is sunny and hot out, you will get sunburned. Rain gear. If it isn't sunny, it may be raining, and appropriate clothing would be very useful to have in tow, just in case.

Rubber or heavy boots. There can be a lot of mud out in the forest.



These will keep your feet from filling with the stuff.

Helmets for the children. We highly recommend that if you have children that you bring a bicycle helmet for them to wear on the off-road trips. The vehicle do bounce around a lot and they can get a good crack on the head.

Money. For either registration, to buy club or swap meet items, refreshments, ice et cetera.

Generic camping gear. If you are not staying in the motel.

Swimming and beach stuff. There is a beach in the provincial park. For those not staying in the Park, just west of the site, on the highway, there is a rest area on Silver Lake. You can go swimming there too. Snacks and Refreshments.

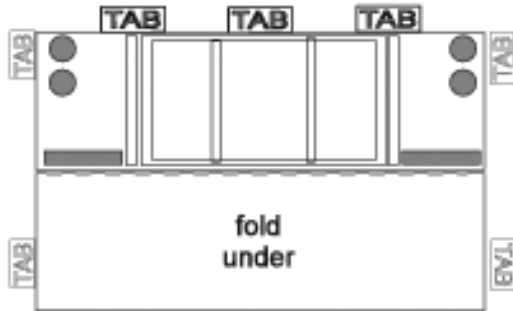
Water, etc. for when you are on the various off-road trips. Remember, some of these trips could be hours long depending on conditions. [Note: Some of the trails use public roads. OVLR does not condone drinking alcohol while travelling in vehicles. Be responsible, and be prepared.]

Cooler and Ice. To keep those refreshments cold. {There is ice available at the restaurant/gas station across from the Provincial Park.]

Camera, film for the traditionalists!/batteries for the new!

Batteries. Spares for your flashlight and any other battery operated toys you might bring along.

# A Maintenance Free Series IIA Softtop



Copy or paste onto thin card before cutting. Score all folds marked with light dashed line and score edges of all tabs. Then carefully cut around shape with sharp scissors or craft knife.

Bend a gentle curve into roof and fold front to overlap side tabs, glue roof tabs to top door edges.

Fold over tops of front wings and glue front of wings into place. Fold inside of wings and glue to tabs

Fold down windscreen and bonnet gluing tabs to doors and bonnet tabs onto inner edge of wings.

Fold down radiator grille and bumper and glue to inner wings. Fold and glue spare wheel to bonnet.

Please forward comments to TARC c/o 124 Central Ave., Grimsby, ONT, L3M 4Z2.

©1994 Trevor Easton  
Toronto Area Rover Club

