

**OTTAWA
VALLEY
LAND
ROVERS**



December 2008

www.ovlr.org

Volume XXV, Number 12

Moab



Three OVL Rovers in Utah



Ben & J-L, US 36, Kansas



Q & Carlane Riston



Q having fun

See article and more photos on pages 11-15



PO 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.

OVLRL 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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLRL/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

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

OVLRL Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

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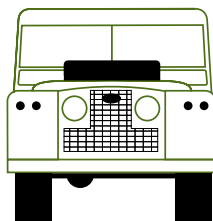
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OVLRL Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVLRL Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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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Hey man, what’s going on?

OVLР Calendar of Events

Socials:

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

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Peter McGough for location. email mcgou@msn.com

Notices:

AGM – Wednesday, January 21st at 7:30 pm — Kanata Legion, 70 Hinds Road, Kanata

Note to those up north ...

As we all know, the heating isn’t the greatest in Series or Defenders. On a recent trip to Princess Auto I found a load of auxiliary heaters. These are the type that can be plumbed into the cooling system of the vehicle. They had three different sizes ranging from \$99 to \$120. I believe they are available across the country.

Paul

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLР!

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

The Christmas party at the new location was excellent and the Saturday date worked well, allowing people to travel great distances. It was great to see Bill and Kris from New Jersey. To avoid this year's inadvertent clash with the Dealerships Christmas Party we have already tentatively booked the same location for the week earlier, Saturday November 28th 2009. We hope this will encourage attendance from our far flung membership.

The Raffle Rover went to a great home. Matt Brearey bought a ticket to present the car to his father-in-law Geoff Burd. Geoff intends to restore the Raffle Rover and came to visit it at my place just before



President Peter McGough —

PHOTO CREDIT: G. PELL

Christmas to view the task ahead of him. Any help the membership can give him would be much appreciated. Don't forget our By-laws define us as "persons sympathetic to the preservation of Land Rovers" and here is a classic opportunity. We also raised over \$500 for the maintenance of the LRM Defender being used for mine clearing in Bosnia.

One of the executive members has made contact with the owners of the Calabogie Motorsports Park, which has over 1000 acres of bush in addition to the race track, with a view to developing opportunities for both off-road and other events including the possibility of hosting the Birthday Party there. We will obviously be seeking the input of the membership for any changes but it does offer some very appealing opportunities. Obviously there will be a lot of work to do if this is to become a reality.

Please take the time to attend the AGM on Wednesday January 21st at 7:30 pm. It will be held at the Kanata Legion, 70 Hinds Road, Kanata.

*Peter
mcgou@msn.com*



Geoff Burd and Matt Brearey with the Raffle Rover. See page 5 for article and more photos.



The English Patient— Initial Assessment

BY GEOFF BURD

As I'm sure you've seen elsewhere in this newsletter, my son-in-law Matthew Brearey was the lucky winner of the Christmas raffle so we now have a new project to work on together. The issue of who will get to keep it once it's back on the road is being hotly debated by our wives!

Matt and I went to check it out at Peter McGough's place on a very cold December morning and were pleasantly surprised by its general condition. It turns out to be a 1961 series 2 Station Wagon which is remarkably unmolested considering its age—the only obvious modifications being the replacement of the wings with Series 3 ones and the addition of a tachometer, a couple of extra switches and an auxiliary heater, all of which could be easily removed if we decide to do a "period" restoration. The interior is worn as you would expect, but the headliner is intact as are all of the original switches, instruments and lamps.

It was too cold to do much of a mechanical assessment, but there is certainly work to be done on the chassis, engine and hydraulics. The air cleaner was missing but Peter was able to find one in his pile of spare parts to donate to the cause. As the truck was



apparently running up until the day it was parked, we're hoping that nothing else major is missing or broken.

Peter has kindly agreed to store it until spring when we will do a further assessment and get to work! The current plan of attack is as follows:

- fully assess the chassis and decide whether to repair or replace it,
- get the engine running (including fuel system, radiator, electricals, etc.),
- get the brakes and clutch working (rebuild or replace the brake and clutch cylinders and other parts as required),
- refurbish axles and drivetrain as necessary (seals, bearings, swivels).

I know the list will grow (probably exponentially) once we get going and we will certainly be tapping into the Club's collective knowledge and skills (and looking for spare parts). Any suggestions about how to approach the restoration and where to procure parts is always welcome. Watch for updates on the web site and future newsletter issues.

Geoff – gpburd@gmail.com



Classifieds

FOR SALE

Land Rover 1973 Series III, 88
Frame completely rebuilt, has new outriggers, new front horns and new rear bumper. New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. Comes with full top and pickup top, also tail gate and rear door. It needs finishing and I need my garage.

Asking \$3600 or will trade for antique or high end firearms.

Also for sale, 3 - 80 inch Land Rovers. All in various states of disrepair. I believe there are enough bits and pieces to build 2 complete 80 inch Land Rovers.

Asking \$1800 or will trade for antique or high end firearms.

Call Sean McGuire 613-612-7622

FOR SALE

Koenig PTO winch
Missing output shaft and shift lever \$400 obo
Call: Cameron Duff
613-269-4125 or e-mail cameronduff@aol.com

FOR SALE

1973 series III model 88 – mostly original parts (its old, rusted, and leaks oil everywhere). It is currently on the road and I am doing some work on the brakes. I guess it would be a good rebuild project, or maybe it would be just good for parts.

Paul Plousos
(613) 692-4938 or email paul.plousos@rogers.com

FOR SALE

I bought a Rover 3.5L V8 engine from the UK awhile back. It was a reconditioned by the Ministry of Defence UK and intended as a complete drop in engine during conflict. But there were parts I did not need such as alternator, fan, exhaust manifolds and some brackets. They have been laying around for years but I am reluctant to dump them. Is there anyone around the Barrie area that would be interested in them? A modest contribution to my 1955 Aston rebuild would be appreciated but not mandatory.

Barrie Robinson
(705) 721-9060
<http://www.britishv8.org/MG/BarrieRobinson.htm>
<http://www.britcot.com>

ROR—Returning Officers Report

In the August issue of the newsletter I gave notice of the AGM and a call for nominations for next year's executive. We requested that the Nominations be received by October 1st. This early nomination cut off date was requested so that ballots could be distributed and collected in time for the AGM. By October 2nd the club had received a grand total of three nominations, for three of the four elected positions. One of the nominees respectfully declined his nomination at this time due to his work commitments.

This left Peter McGough as having been nominated and accepting the nomination for President, and Kevin Newell as having been nominated and accepting the nomination for Off-Road Coordinator. As these positions have only received one nomination each and are therefore unopposed nominations, an election is not required.

If you're thinking you wanted to help the club and was thinking about getting onto the executive but missed the cut off date for nominations, all is not lost. If you're interested in either the Event's Coordinator or the Member at Large Position – it is possible to be appointed to these positions after the election, subject to Sub-Section 5 of the Board of Directors section of the bylaws.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. *(As Secretary/Treasurer I have to say that you'll get great return on the time you put in. I've been able to meet many good people and make some long time friendships in exchange for a couple of hours of work.)*

Extracted from Sub-Section 5 of the Board of Directors section of the bylaws:

"5. Should any director fail to complete the full term of the office, or should any position remain unfilled following an election, the remaining directors may appoint a member in good standing to complete that term. However, if three members in good standing request in writing within 90 days of that appointment that a by-election be held to fill that vacated position, the Board of Directors will call an election in accordance with section three (3). If the remaining term of office is less than 90 days, the appointment will stand."

OVL R'S 25th Anniversary Scrapbook—Chapter Eight

Onwards, Upwards and ... Oh My

ARTICLE BY MIKE MCDERMOTT

Big? Huge? Gargantuan? Pick one you think best described Ottawa valley Land Rovers in the spring of 1997.

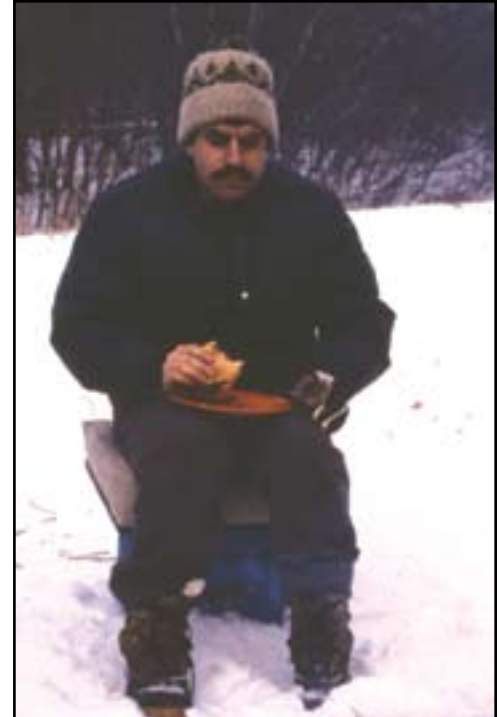
Membership was approaching 230, evenly split between Canada and the US with a smattering spread across the globe. Our operating statement put club assets at \$10,500 with expenses of \$15,400 and an income of \$18,000.

The newsletter was continuing to grow under Dixon Kenner's editorship, jumping from 174 pages to 222 by the end of the year and giving readers 18 page editions.

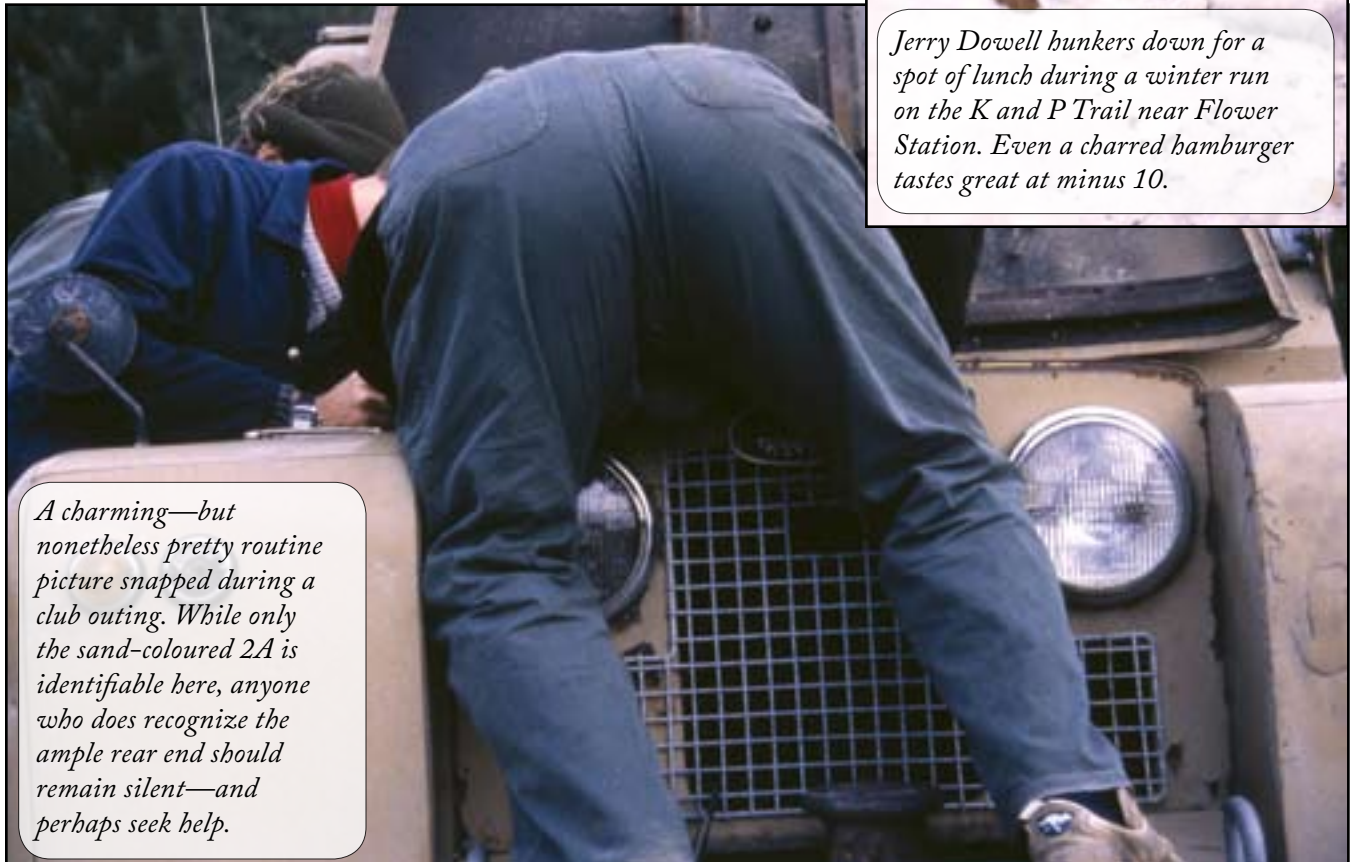
In June, our birthday party saw the largest gathering of members, families and machines to date with some people coming from as far away as Chicago, San Francisco and Vancouver, the last two flying in.

Atlantic British New York offered a \$350 gift certificate to anyone who could solve Murray Jackson's Crossword puzzle in a year-long

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Jerry Dowell hunkers down for a spot of lunch during a winter run on the K and P Trail near Flower Station. Even a charred hamburger tastes great at minus 10.



A charming—but nonetheless pretty routine picture snapped during a club outing. While only the sand-coloured 2A is identifiable here, anyone who does recognize the ample rear end should remain silent—and perhaps seek help.

An errant jeep gets the toilet paper treatment after wandering into a Land Rover encampment. Apparently just telling the owner what members thought of his vehicle was too onerous so they went with the old "picture worth a thousand words" option.



contest (it got harder and harder) and the Ottawa Citizen published a short history of the club and Land Rovers in general, also penned by Murray.

Land Rover Canada Ltd., under its Wheels 97 program, sponsored its first field day in the Ottawa area for owners of new Discoveries, Defenders and Range Rovers. The local Land Rover dealer approached OVLRL to run the event. Armed with two winch-equipped Series IIIs and sporting the club trailer, we headed for LaRose Forest for some demos on light off roading and a nice lunch complete with table linen and chocolate covered strawberries. Tough but classey.

The event calendar was full with members trekking to the Down East Rally, Owl's Head and the British Invasion in Stowe, Vermont plus all kinds of local stuff—like other years, but more so.

And Michel Bertrand married Nathaly in front of his 109 longbox,

That year, OVLRL began working with the Rover Owners' Association of Virginia and the Bay State Rover Owners' Association to form the Association of North American Rover Clubs (ANARC). The plan was to put together 50th anniversary celebrations for Land Rover in July 98'. It was billed as the largest Land Rover event ever in North America—and it was.

Held at the Greek Peak ski resort near Cortland, NY, the event was officially supported by the Toronto Area Rover Club, R.O.V.E.R.S. and the Finger Lakes Rover Club. But whether they belonged to a club or not, an estimated 350 vehicles, from early 50s Series ones through the Series two models and threes, to the Discos, Defenders, 101s and Range Rovers and all their variants, they filled the field.

OVLRL sent 90 members. While most managed to travel by Aluminum, a few were forced to leave their "not-roadworthy-in time" friends at home.

For the on-lookers, vehicles mounted hydraulic and winch-driven recovery and tow equipment, pumps and other gear run off front and rear PTOs. There were Military models, Dormobiles, vehicles specialized for rally work, rock-climbing and mud slogging. And personal modifications everywhere.

For the more adventurous, there were British style trials and gymkhana competitions, off-road trips, RTV events and technical sessions from basic welding to outfitting a 101 for an extended expedition.

It was a lot of work from President Bruce Ricker on down. From the opening discussions the year before, Dixon headed up the OVLRL contingent. Initial planning about creating ANARC and organizing

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Ted Rose stands triumphant, high and dry aboard the bow deck of "Doc" Dolan's waterlogged Series One, thanks to the easy egress allowed by the large "kick open" door. Back on land, the engine bay promptly burst into flames.

Greek Peak, was done over the Internet with many participants never having met face-to face until April, just months before the event.

Working under the ANARC umbrella, OVLRL member Christine Rose was responsible for merchandise from clothing to hats, coffee mugs, and decals. Andrew Findlayson took care of dash plaques marking the event. Bob Wood watched over quality control and market testing and Dave Meadows handled Canadian registration and bookkeeping. Bill Caloccia marshaled the RTV and Alan Richer took care of the technical sessions.

We came home tired but happy from that one.

As we moved into the Fall of 98', it was obvious the year had been one of incredible growth and change. The constitution had undergone major re-vamping with the Vice-President's position dropped and Secretary and Treasurer combined. Under the new rules, the President, an Events Coordinator, an Off-Road Coordinator and Executive Member at Large would be elected by full members. All other positions were appointed by the Executive.

Membership was still climbing—21 additions in June and July alone—and our increased use of technology was having a real impact on everything from bookkeeping and merchandising to information sharing and newsletter production.

Handling thousands of dollars income and expenses, new memberships each month, merchandise purchases and sales, capital costs, maintenance—and in 1998, bookkeeping for the ANARC celebrations—takes more than a pencil and a second hand to count on. Besides, our accounts had to be understandable to government audit should the grantors of our charter ever decide to look this way.

Our switch to an automated business accounting package the year before meant we could handle all financial transactions in a standardized system acceptable to any audit. Plus it was easier and even the most mathematically-challenged could understand.

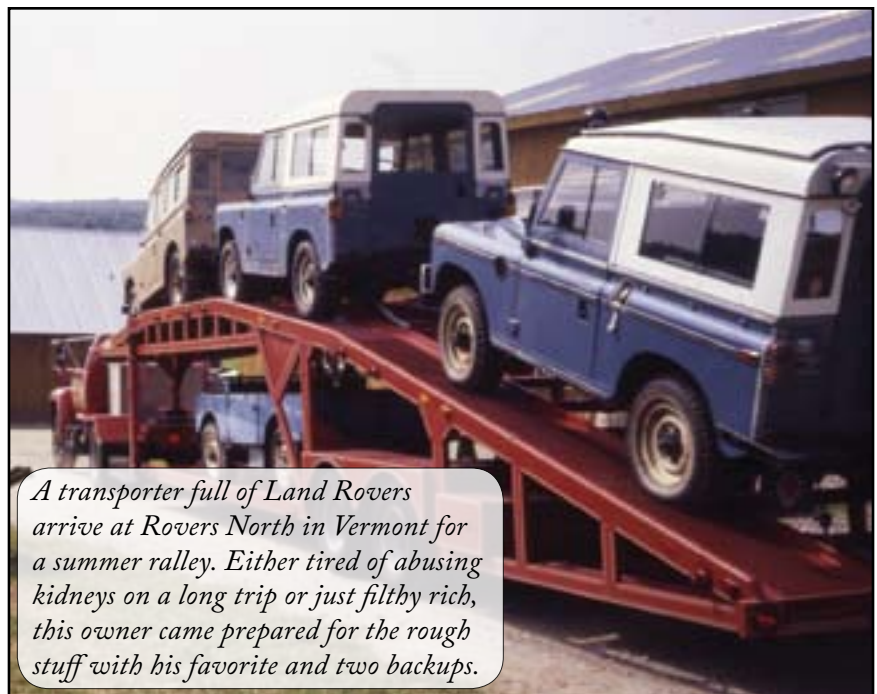
Mostly.

But for the general membership, the biggest improvement came in the newsletter. Dixon's "cut and paste" layout had earlier been upgraded to improve design, graphics, and photos. Spencer Norcross was now putting things together in Reston, Va. and most members were getting their monthly package by e-mail.

And what a package it was.

Prolific writers like Mike Roth, Fred Dushin, Alan Richer, Mike Loiodice, Dave Bobeck and Ted Rose were filling the pages on regular basis. Photos, mainly

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A transporter full of Land Rovers arrive at Rovers North in Vermont for a summer rally. Either tired of abusing kidneys on a long trip or just filthy rich, this owner came prepared for the rough stuff with his favorite and two backups.

by Dixon, Jeff Meyer and Spencer Norcross, broke up the gray on the pages while the amateur photogs among us realized the potential of digital cameras and began to contribute.

The vast world of the Internet provided stories from far away, of other club doings, of Land Rover rallies and homeboy mechanical challenges and fixes. Weird and wonderful bits of information like alternative parts, how to read VIN numbers and what keeps the fizz in a can of Guinness, made regular appearances.

Book reviews by T.F. Mills provided critical insights into everything from repair manuals, expedition preparation and travel guides. Our internet home page attracted hundreds of hits from all over the globe, some looking for something, some contributing a smidgen or two of something new. The flood of information, opinions, technical expertise, travel and things as simple as how to get that sticky stuff off old Series steering wheels gave it a “something for all” flavour.

Magazines like Land Rover World and Land Rover Owner regularly carried stories written by OVL R members and the newsletter won kudos from editors of those and other publications.

By the time the twentieth century was wrapping up,

OVL R membership had reached 250. More Series vehicles were on the road than ever before. Range Rovers, Discoveries and Defenders were a common sight. Purists began to fret that the next generation of vehicles—like the Range Rover III with its monoque construction—would spell the end of the tough Land Rover tradition.

As if to echo those fears, Land Rover announced the end of its sponsorship for the Camel Trophy. For nearly two decades the annual international competition had been the showcase of Land Rover invincibility. From the jungles of Guyana, Borneo and Madagascar to the infamous Darren Gap, the Camel Trophy had been the stuff of legendary vehicles and human struggle.

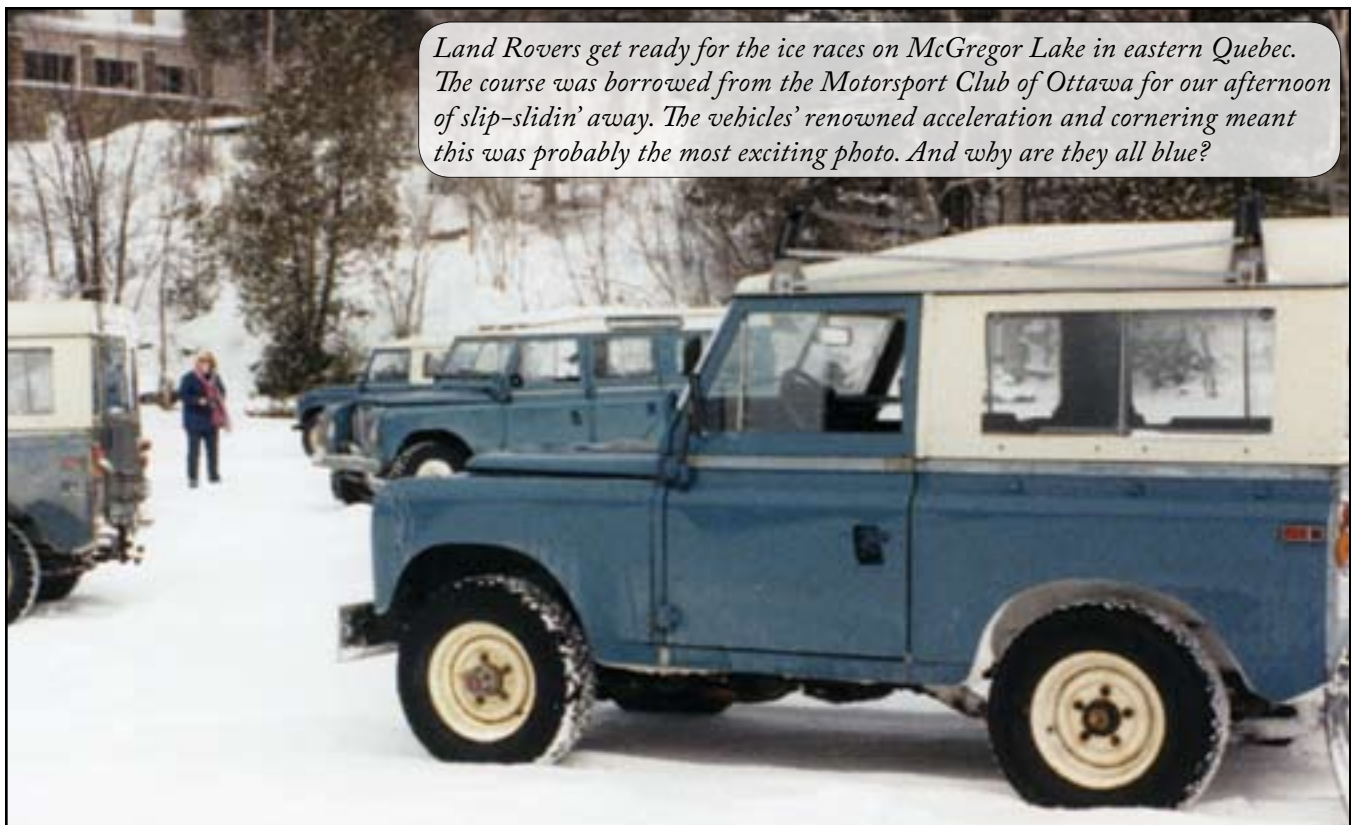
Land Rover said the event had grown to include so many sporting activities other than four-wheel drive vehicles, that it no longer met marketing objectives.

Rumours abounded that BMW was thinking of a monoque Defender.

“Pooh” shouted the Purists.

Amid the din, someone asked: “What’s a Freelander and will it be coming to Canada?”

TEASER FOR NEXT MONTH—HAVE WE PEAKED?...



Land Rovers get ready for the ice races on McGregor Lake in eastern Quebec. The course was borrowed from the Motorsport Club of Ottawa for our afternoon of slip-slidin' away. The vehicles' renowned acceleration and cornering meant this was probably the most exciting photo. And why are they all blue?

Moab or Bust

BY BENJAMIN SMITH

Over the past year post after post was placed on Land Rover email lists and forums about the upcoming Solihull Society's National Rally in Moab, Utah. A few OVL R members started thinking about attending. The excuse was, since it was Land Rover's 60th birthday maybe it was reason for some extra effort. Discussions ensued at Bruce Fowler's Winter Romp in February and also at the Birthday Party in June. As the price of fuel rose to unbelievable highs a few bailed, but others continued planning. Moab is the Mecca of off-roading in North America after all.

As September rolled around it became clear that the OVL R members planning to attend were all going to take different routes to reach Moab. Carlane Riston flew down to Maryland to ride with Quintin Aspin in his red SIIA 88. After an evening of last minute repairs by Q and Mike Loiodice (and into the wee hours for Mike), they set out on Wednesday the 10th with a plan of driving blue-lane highways and avoiding the Interstates east of Denver. The plan included six driving days for the 3,350 km trip.

Eric (x231) Riston flew down to Nashville, TN to meet up with Scott Preston and his tan SIIA, coiler, 300 Tdi 88. That pair left on Friday the 12th and met Q and Carlane in St. Louis, MO on Saturday. From St. Louis they headed north to US 36 and west for Denver.

J-L had prepped Brutus on Friday and headed south on a 660 km trip from Ottawa to my house in NJ. He arrived at around 10:45 pm without issues. The original plan was that we were going to drive together in Dora, my blue SIII 88, but he had enjoyed driving Brutus so much he was tempted to drive to Moab and back in Brutus. He said that he'd sleep on it. I didn't believe that he wouldn't drive.

We got up, loaded Dora and both trucks were on the road by 9:30 am. Like Q, our plan was to take back roads including mostly rural roads in Pennsylvania, then US 24 to US 36 and Denver.

Bill Fishel of the Fort Pitt Land Rover Group (and OVL R member) had spent the previous six days working on his green SIII 88. It was a list of issues too long to list here, but it involved major components and he persevered. He set out Saturday from Ohio on a solo journey on Interstate 70.



I-70 on the east side of the Eisenhower tunnel, Colorado

Not members of OVL R, but known to some in the club are a group calling themselves NJLR. Eric Choi in a Disco II, Cristina Calado and Peter Kim in a '94 D90 (that they had just purchased earlier in the week), Ryan in a Disco II, Dan in a D90, Jarick and Barbara in a Disco I, and Christie and Gordie in a Disco I. They set out from NJ late Saturday morning with a plan to take I-70.

In the older days of Land Roving, groups like this would set out at their random times. Once you arrived you'd find out who got there before you and worry about those that had yet to arrive. In this day and age all groups were in contact via cell phone and email. Text messages were sent back and forth. NJLR had a blog. We had a blog to post photos, comments and mechanical failurs. www.moab-or-bust.blogspot.com. Mike L. had stayed behind and administered the blog so that he could live vicariously through our adventures. (We'll drag him out next time.)

Saturday showed good progress. The Q group got to Lebanon, KS. Ben and JL got to Canton, OH (762 km). NJLR got to Dayton, OH after delays from Jarick blowing a power steering line and the field repairs thereafter. Bill's location was unknown.

Sunday found the eastern groups driving through the remnants of Hurricane Ike. Dora's wipers started acting up. First the fuse popped—repeatedly. In a parking lot after pulling part of the dash I found the wire that was giving an intermittent short and taped it. Back on the road not 10 minutes later the driver's wiper came loose. I found a gas station and parked under the awning to stay somewhat dry while

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Moab or Bust *(continued from page 11)*



Trailhead for Hell's Revenge

I worked. I knew that the set screw had sheared in the past, so the wiper arm had to come off. The motor shaft was badly chewed up. The passenger side had an adapter for a D type motor shaft that I had installed just before the trip. With file in hand I modified the driver's side and used the passenger arm on the driver's side. Ugly but it worked ... for the first 10 minutes. However, I found that I could see enough to drive through the water on the windscreen.

We pushed on for another 45 minutes until the rain turned into a torrential downpour and I couldn't see through all of the windscreen splashes. At the next turn off and I pulled into a parking lot. In the driving rain I did some more filing and made a better fit. The wiper was great for the rest of the trip and gave no more issues. JL and I continued on and made it to Macon, MO (1,114 km) for the night. NJLR got to Topeka, KS. Bill was somewhere in Kansas ahead of NJLR and the Q group had arrived in Denver.



Mike Malone heading up a slickrock hill

For JL and I Monday was the prairies of Kansas and Colorado. Lots of flat and rolling hills with a strong headwind. In the early morning we got out from under the clouds of Ike and into bright sunshine. We saw lots of flooding from the storm. Farmers' fields were lakes, rivers were swollen, and a few towns had their police out detouring traffic around flooded streets. US 36 is mostly one lane in each direction. The 65 mph sections are interspaced by 30 mph sections for each little town. JL commented, "Now I know why auto hauler trailers are so cheap in the midwest—every farm has at least one."

For us the main adventure of the day was fuel ... or a lack thereof. We were both getting low as we crossed from Kansas into Colorado. We thought that we had good reserves so we passed up a dusty, no-name gas station in a town called Idalia, CO (population maybe 30) near the border. There were plenty of towns ahead of us spread apart by about 10 miles each. No gas in the first hamlet and nothing in Joes. The map ahead showed towns of Cope, Arickaree, Anton, a longer distance to the town of Last Chance, and then nothing for a long distance. I knew that I couldn't make Last Chance as the needle on the 2nd tank was getting to Empty. I asked the GPS for the nearest fuel. It said that there was a Sinclair in Cope. Off we went.

Twelve miles later we found the station closed. The weeds had grown over it. It had probably been closed for years. I asked the GPS for the nearest fuel. To the east, to the north and to the south—none to the west for 90 or so miles. In fact the closest fuel was 26 miles away directly south ... on I-70. That's almost 2 gallons for a Series. I didn't know if I had 2 gallons left. With the sun slipping towards the horizon we headed out. 4th + overdrive at 45 mph using as little fuel as

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J-L having fun

Moab or Bust *(continued from page 12)*

possible. 5 miles. 10 miles. 15 miles. 20 miles. Down into a wash valley. I winced as I put the gas pedal down to climb out. 22 miles. Down into another wash valley. Climbing out the engine starved of fuel and stumbled. I popped the clutch, blipped the throttle and she revved, so I dumped the flywheel energy into the tranny. Somehow she made it up that hill. She ran for another mile or so in the same manner. Clutch, blip, dump clutch before finally cutting out for good about 100 yards from I-70. I rolled to within sight of the gas station, but, alas, it was on the other side of the freeway. I didn't have the gas to climb the overpass. JL took his gerry can and returned with fuel. As I was refueling the full moon rose over the hills. Then it was a 225 km dash up I-70 into Denver to OVLRL members Russ and Leslie Wilson's house. We drove 1,189 km on Monday.

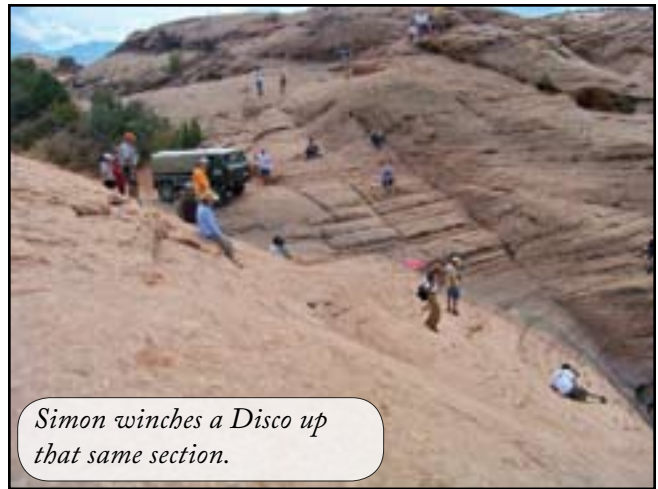
NJLR caught up with Bill Fishel during the day on Monday and traded plans. They headed to a campground near Golden, CO. Bill caught up with them later that night. The Q group arrived in Moab.

Tuesday was an uncharacteristically uneventful day. The drive up I-70 towards the Eisenhower Tunnel (11,158 feet), then Vail Pass (10,666 feet), and followed by the decent down Glenwood Canyon was spectacular. It featured mountains with snow covered peaks and other amazing views. The uphill segments were a bit tough on Dora. I found myself in 2nd gear plus overdrive at 28 mph as my slowest speed. JL's couldn't go that slow due to heat from the torque converter, so he zipped on up the hills at 75 mph to wait for me on the other side.

After the Rockies you are in the desert—equally spectacular. We took the back way into Moab on UT 128 down the Colorado River and through the canyon



Simon and John from Toronto



Simon winches a Disco up that same section.

by Castle Valley. Utterly amazing. 572 km driven for the day. We arrived in Rally Central at 6:30 pm. Registration started at 7:00 pm.

NJLR and Bill also pulled in on Tuesday. Mike Malone drove down from Salt Lake City in his '81 Range Rover 2 door along with Bill Caloccia who had flown out from Boston earlier in the day. Jeff Berg and Michelle had been out west for Burning Man with their RV towing Finsup the SIIA 88. They were already set up in a campground.

The Solihull Society is a well organized club and the Rally went like clockwork. Event central was the Spanish Trail Arena on the south end of town. Here they held registration, vendor day and the start of all the trail rides. Everyone attending the rally stayed somewhere near town: many in hotels, some in campgrounds in and around town, a few rented houses, and some camping out in the desert.

For each organized trail-riding day the club had 20 designated leaders covering trails varying from trivial to mandatory lockers, large tires required and damage likely. Groups were limited to 12 or so trucks and more leaders were available if needed. The instructions said to start lining up at 7 am, with the groups heading out at 8 am sharp. They meant it. Pulling into the arena parking lot was a sight to behold with 230 (or so) Land Rovers all lined up and ready to go. The first day I was delayed and drove over at 8:15. I was lucky to see the OVLRL group heading down the road in the opposite direction. I did a quick U turn and joined the convoy.

Wednesday's trail was called "Hell's Revenge". At the head of the trail, after driver briefing, Dora refused to start. She turned over and didn't catch. I tried again. Nothing. The third time the starter barely turned over

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Moab or Bust (continued from page 13)



D110 on the optional Hell's Gate. It's much steeper than it looks



Dora overlooking the Colorado River



J-L making an optional section look easy

and stopped. After that just a click of the solenoid and nothing else. I got a pull start and we set out.

The trails are sandy in places, but with lots of time on the "slickrock." This is a misnomer. You have gobs of traction. If your tire slips, you hear a little squeek and it grabs again. On the rock there are paint marks to follow the trail, but the tires leave black lines that are easy to follow. How can I describe driving on a ridge that is not much wider than a truck with drop offs to either side? Or long climbs up rock faces where all that you see is sky in the windscreen for hundreds of meters? Steep descents on rock faces in 1st low screaming at 4000 rpm? Countless rock ledges that you climb up with no fuss?

About 30 minutes onto the trail we stopped because Mike Malone felt that there was something wrong with his Rangie. First one, then another climbed under to take a look. The attachment bracket for the Boge unit had mostly ripped free of the axle/differential case. Since permitting the axle to rotate would be unpleasant, ratchet straps were enlisted to hold it in place. They had to be re-adjusted through out the day as different attachment ideas were tried.

During one of our waits a 101FC and a dark green SIIA 88 appeared on the trail behind us. Both had Ontario plates. When they pulled up I walked over to say hi to Simon and John from Toronto along with Simon's Dad from the UK.

Lunch found us at a parking area by an overlook to the Colorado River. Next to the lunch spot was an optional trail called "Hell's Gate". The trail features a steep decent down a V gully with a ledge to drop down near the top and then smoother down to the bottom. The way back up was driving another V. Tires must be placed exactly so that one doesn't fall to one side or the other. Then there are the ledges to climb up. Did I mention that it is a 30 degree slope that you are climbing? Only 4 trucks tried it: a D110, 2 Discos

and John in the 88. Simon came down with the 101 to winch the 88 and one Disco a foot or two past nasty bits. No damage though.

Then more of the trail as described above. Towards the end of the day, we came to ledge that you have to drop off. Everyone went left of a table rock. JL went right and dropped his right front wheel much farther than he expected. In slow motion Brutus tipped over on his side. Brutus was so well balanced that Mike Malone only had to push with one hand to tip Brutus back upright. The only damage was a slight crease to the passenger door. Once back in town we dropped off the Rangie at the welder's for repairs.

Back at the campground I got cracking on Dora. I assumed the issue was that the starter had failed. Out it came. I found a short between two of the case mounted coils due to a wire bending to touch the next coils. I bent it back and knocked off a weld bubble. Upon reassembly, jumper cables showed that the starter worked. I was then off to find a late dinner since I could install the starter in the morning.

Thursday morning dawned and I was back attending to Dora. I figured that I should check the starter before I installed it knowing that if it didn't work I'd be angry at myself for not checking. I checked with Dora's battery and it wouldn't turn over. Nothing! I took it apart and put it back together. Nothing!! And again. Nothing!!! Bill Fishell suggested trying it on his truck with his battery. The starter spun like a champ. Oh, I've got a dead battery too, says I. Starter was installed. Bill gave me a jump start and she fired right up. Excellent! I thought (hopefully) that she could charge back up during the day.

Off to the Spanish Trails Arena to line up for the trails! Today's trail was to be "Porcupine Ridge". Q's 88 and Mike M's Rangie were missing. I was told that Q's 88 wouldn't start that morning. They were back at the hotel

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Moab or Bust *(continued from page 14)*

debugging the issue. In the end the reason was that the coil had failed overnight. Dora still wouldn't restart, but careful parking on uphill areas or a pull start from Brutus got her going. The trails were spectacular.

Two hours later Q and Mike caught up to us on the trail. We mentioned my battery woes. Q said, "Have you checked the water in the battery lately?" Ummm, no. I go check. I add water. I add more water. I added about a gallon of water! I turned the key and Dora started right up! However, the charge light remained on weakly. It grew dimmer over time. She only started that one time. We then used a booster pack that was volunteered to start her. She always started right up on the booster. At least the alternator was putting out enough voltage and current to run the coil and petronix ignition throughout the day.

The trail takes one up a valley on the edge of a ravine. There was one particularly nasty ledge to try to climb up on. Lots of people needed tugs. Jeff Berg's 88 made a horrendous bang—probably a tooth on the front diff. The same happened to Dora, but quieter. It only started binding up the drivetrain later on in the day. The trail continued to a scenic overlook over Castle Valley. Stunning. Thousand foot drop offs.

Dora was making some noises so I climbed under and found that the nuts for the parking brake tensioner were missing and the assembly had sucked into the brake drum. New ones were fitted. But by the time that we got back to the road, dusk was falling. Dora was running, but the instruments were reading funny, brake lights were dim, and don't even think about head lights.

We drove down the road with the Rangie in front, Brutus and Scott's 88 in rear and me running dark in the middle following the tail lights ahead of me. After a while we ran with a flashlight so that the Rangie could see us. We got down to the first stop sign in town and stopped to plan. We tried to use the booster pack to support the head lights. The electric system crashed within 100 yards. Dora died and refused to roll start, so I coasted into a parking lot. We piled into the remaining Land Rovers and set off to the campground to find a battery to liberate. Bill Fishell was out and his was borrowed. Dora started right up and ran the mile or so back to the campground without incident. We refitted Bill's battery without his noticing it's time of being AWOL. ("Hey Bill, you really should have a battery tie down." "I know, you see ... wait how do you know?" "We borrowed it last night. Thanks dude!")



Mike Malone and Bill C

The Moab National Rally has organized trails on Wednesday, Thursday and Saturday. Friday is the vendor day and also a day to fix broken items. I had a brought a spare AC Delco 10SI alternator. I bought a battery in town and fitted them both. Dora started right up and was happy at 14.8 volts when running. She ran around town all day with no issues (in 2 wheel drive). But with the blown front end she was out of commission for off-roading.

Saturday, I joined the NJLR group. After much discussion and delays, in the end we did Porcupine Ridge. Cristina let me drive her D90 all day, so I didn't complain. I lead since I had been on the trail before. Q, JL, Mike, Bill, Scott, Eric, Carlane, Jeff and Michelle ran a trail called "Fins-n-Things". They all came back saying how amazing that it was. Saturday night was the final banquet dinner with raffle prizes, etc. which marked the formal end of the rally.

All good things must come to an end. Most people headed for home Sunday morning. Q and the others spent Sunday driving in Arches National park. For JL and I it was time to head home too. We had three uneventful driving days back. 1,114 km on Sunday, then 1,263 km on Monday and 1,019 km for me on Tuesday. J-L and I parted ways on Tuesday at Columbus, OH since he was heading north and I east.

Scott headed east on Monday with Carlane and Eric to catch a plane in Denver and him to drive back to TN. Q, Bill and Mike headed to Salt Lake to catch planes. Q left his 88 with Mike for future adventures. NJLR spent some time exploring Colorado before heading home in two groups. One group took I-70 and the other following OVL's western route on US 36.

All in all it was an excellent adventure. Who is up for convoying to Moab in 2010?

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