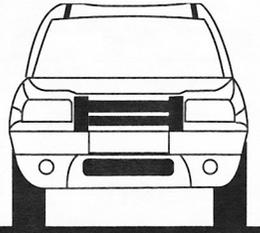


OTTAWA VALLEY LAND ROVERS



NOVEMBER 2002

WWW.OVLR.ORG

VOLUME XIX, NUMBER XI



A meeting of the minds in Vermont. (Rory McDonnell)



**OTTAWA
VALLEY
LAND
ROVERS**

PO Box 36055, 1318 WELLINGTON STREET,
OTTAWA, ONTARIO, CANADA K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLR offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winning.

Membership: Canadians joining throughout the year pay CD\$30 per year, Americans and others pay US\$25 per year. Membership is valid for one year.

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Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

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

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

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RADIO FREQUENCIES

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

ONLINE

<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

UNDER THE HOOD



Lost in the trees, never to return? Hardly. Huntin' gators.

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HEY MAN, WHAT'S GOING ON?

OVLR 2002 CALENDAR OF EVENTS

November

OVLR Social Nov. 18

December

Christmas Party, Hungarian Hall, Dec. 7

We've been mentioning this party all year. There's no excuse for missing it. Remember, we know where you live.

OVLR Social Dec. 16

January 2003

OVLR AGM on the coldest night of the year

August 2003

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

Nothing else is happening in 2003 - or if there is, nobody's told the production editor. A 20th Birthday Party for the OVLR is likely, but that's just speculation.

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

TAKIN' CARE OF BUSINESS

CLASSIFIEDS

2.25

I have a complete 2.25 motor for sale if anyone is interested. Please contact John Green at: lover_55@hotmail.com

1986 110 DEFENDER PICKUP.

67,000 KM, LHD, \$12,000 CDN

Be the first on your block!
Call Kevin at 709-689-4055 or 709-368-8670

1974 SERIES III LWB LAND ROVER

Got to go to a new toyland. Right hand drive. Full canvas top. Virtually new military re-built transmission. New clutch plate. Five good tires (one new). Ex-British MOD with mil. spec. (so I'm told) suspension. Salisbury rear-end and (a real bonus) Overdrive. Extras include a hard cab which turn her into a pick-up truck, and two oil bath air cleaners. \$10K or nearest reasonable offer. Contact: mocha1@starband.net

DAVE'S STILL GOT PARTS

Parts for sale/trade/give-away, to fit Series IIa & III, maybe others.

(a) pair of hand-made, heavy-gauge steel bulkhead outriggers. Sized for surfacemount on existing frame.
(b) full set of custom-made leaf springs for 88" (maybe 109"). Very hefty, and never been used supplied with shackles and bolts.

Come inspect these items in south Gloucester, near Manotick. Beer accepted as barter/payment!
David at 613-822-1315 or dhuddleson@sympatico.ca

IRISHMAN WITH PARTS FOR SALE

SIII and some IIA parts direct from the UK. Most new, some used. Also, chassis rebuilds or complete restorations. Please call Mick McCoy at (613) 754-5234

Three vampires go into a bar. The bartender walks up to the first one and says, "What can I get you?" The vampire says, "I want a pint of blood."

The bartender then asks the second vampire, and he too replies that he would like a pint of blood.

The bartender then asks the third vampire for his drink order. The vampire says, "I want a pint of plasma."

The bartender thinks for a minute and says, "Let me see if I've got this right. That's two bloods and a blood light?" (think you can do better? Send 'em in or Keith gets to keep writing the jokes!)



DAVE'S BABE UP FOR GRABS

Bombardier Iltis 1985
For sale asking \$4,000

The Iltis features a user selectable two wheel/four wheel drive system with a locking rear differential. A permanent four-point roll cage. Four removable doors. A retractable and/or removable canvas roof. A fold down windscreen. Rifle, fuel can and spare tire holders. Storage bins on top of each fender in the engine bay. Water and RFI proof ignition system.

Included extras:
6.50 x 16 Michelin XCL used, some tread left
Extra driver side front door, no hardware
rear seats and seat belts (have been removed to make more room in back for gear)
full set of manuals: service, operators, lubrication, maintenance, & parts (both hard copy and CD, files as pdf.)
For more information contact
David Pell
dpell@nortelnetworks.com
Phone 613 791-2994



GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

LAND ROVER STORAGE OR THINGS WE DON'T DO UNTIL WE HAVE TO DO THEM.

by Andrew Finlayson

Winter Storage: Well since it is that season again I thought it might be of some help to pass on some tips for Winter Storage so here are some inno particular order:

- 1) If possible try to put your Rover away on a nice dry day.
- 2) Thoroughly wash and dry the outside and clean up and vacuum out the inside (I know this is kind of a foreign concept for some of us)
- 3) Hopefully you have already washed the undercarriage and gone to the Annual OVLR Oiler at Kanata Collision (Roys' Place)
- 4) I would suggest making certain that your antifreeze is both clean and fairly new and that it is good to at least -38 degrees C
- 5) Now I would warm up the engine fully and then do a full oil and filter change and go around with some nice little oil can and lube up the locks, hinges and any other little widgets than could use a drop or two.
- 6) I should have mentioned before to fill up the fuel tank and add some fuel stabilizer (available at Canadian Tire etc.) Note: Depending where you store your Rover they may or may not want your fuel tank full.)
- 7) O.K. so now you can put your Rover in its winter hibernation place. Ideally this would be a nice dry flat covered storage area with just a little heat to take the chill off.
- 8) I would inflate the tires to about 40 psi assuming they are o.k. to withstand this pressure or you can jack it up and put the vehicle onto some proper stands. This will help to keep the tires from getting flatspots on them.
- 9) Remove the battery and clean up any corrosion in this area with some baking soda and warm water. It is ideal if you can continue to use your battery perhaps in your winter beater to keep it alive!
- 10) I would suggest taking off your canvas top (if you have one) and storing it away where it is safe and dry.
- 11) Some people like to take out the spark plugs and squirt a little oil into each cylinder and give it a bit of a roll over before they remove the battery too, this is not a bad idea, just remember to put the plugs back in and be ready for a big cloud of smoke when you restart in the spring!

I am sure there are lots of other Winter Storage tips out there that all of you might have, this is only intended as some helpful tips. Please if you have a tip to pass along e-mail me at: dcaf@magma.ca and we will include it in an upcoming 2002 newsletter. 



THAT'S A LOT OF CANDLES.

Don't forget! Land Rover's 55th Birthday Party is taking place the first weekend in August next year. Lots more information will be coming...well, as soon as we have it.

www.landrover55th.com

TALL TALES AND QUESTIONABLE ANTICS

MONTY SAYS, MEET ME IN KILLINGTON NEXT YEAR!

words and photos by Rory McDonnell

Having recently been bitten by the Rover bug, my wife Joanne and I decided to load our 1963 Series IIA 109, "Monty", on the trailer and spend a long weekend in Vermont at KX2002. Monty has most likely travelled more miles on a trailer in the past six months than he has on his own wheels in the last 20 years.

He came to us from his previous home in Thunder Bay by trailer, narrowly avoiding a large bull moose in the process, and then he spent the next few months travelling from the welder's shop to our garage and finally to the mechanics for the big checkup. Sometimes he travelled under his own power, but just as often he caught a ride.

So it seemed appropriate that he should be loaded one more time and holiday with us in Vermont at KX2002.

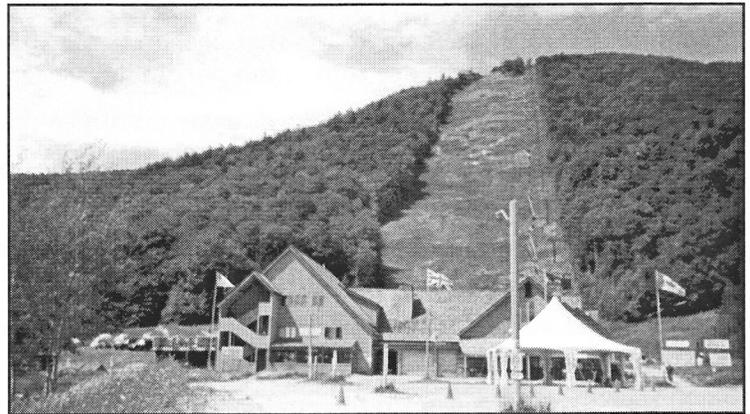
We were looking forward to meeting more of the Land Rover crowd. The people we had met in our search for Monty had been so helpful and friendly that we were confident Land Rover folk south of the border would be to. Without a doubt they are.

Driving through New York state and approaching Vermont, I was keenly aware of the lack of Land Rovers on the interstate. Were we driving 12 hours to spend the weekend with a handful of Roverphiles? Would there be other Canadians there? Was this the right weekend?

Not more than 40 miles from Killington, having turned off the interstate, I glanced in my mirror and smiled as a Range Rover Classic pulled alongside to pass, the woman in the passenger seat displaying an eager thumbs up. We had renewed enthusiasm and pressed on. As we approached Killington they continued to materialize - Discoverys, Range Rovers and yes—a 101 forward control roared by as we pulled into our hotel.

Since the event was advertised as running Friday through Saturday, we elected to check in to our hotel Thursday night and proceed to the base camp at Bear Mountain Lodge on Friday morning. Monty fired up and immediately settled into that wonderful lumpy idle as we backed him off the trailer to head down the mountain.

As we coasted down the steep mountain road I began to wonder if single stage brakes, an inoperative handbrake and steep mountains were a good combination but the wonderful scenery soon drove that thought from my mind.



The trails were easy to find, if a little wide.



"We want the black diamond trail, right?"



Who needs a house when you have a 101?



The old and the new.

For novice Land Rover nuts like us, sitting in the parking lot at the base camp watching the different vehicles arrive was exciting. There were everything from the Defenders that I had only seen in LRE, to at least six 101's and everything in between - heady stuff indeed. We registered and met some of the organizers and participants and then the Friday night dusk trail ride to the top of the mountain was about to form up.

Monty had other ideas though - sputtering and coughing, he was unable to climb even a slight grade. At the urging of the trail ride leader, we hopped in our pickup and joined the ride, the small Land Rover sticker on our rear window seemed little comfort as we joined about 150 of Solihull's finest, winding our way up the mountain.

Saturday dawned hot and sunny - perfect weather to shade myself under Monty's bonnet, staring blankly at the engine and electrics I knew so little about, hoping some helpful samaritan would offer their help - they came in droves. Quickly we had eager folks around the stricken Monty checking fuel and electrical systems. A CARTER Carb? Bad points....get your spare set....spare set? Points materialized quickly from someone who had been here before (and at no charge - put your money away!) We were back in business, thoughts of doing all the trail rides in a domestic steed vanished in our jubilation.

The level 1 trails we registered for were quite challenging enough thank you! A combination of ski slope work roads, forest trails and grass slopes they were perfect fare for two newbies such as us. We were constantly amazed at how Monty chugged up 45 degree slopes in low box first gear, slopes and switchbacks that had us white-knuckled, grinning and laughing. Our exhilaration must have been evident to everyone during stops and breaks as they grinned back at us as we jumped out to take photos and admire the scenery.

While the driving was huge fun, it was the organizers and participants alike that made the event so enjoyable. Both went out of their way to help these poor Canadians in the old Series truck. Along with the trail rides, there were a number of events close to the base camp. Everything from a trials course, teeter-totter, and an articulation ramp. Perhaps we'll try the ramp next year after we swap Monty's grossly overbuilt snowplow spec leafs for a new set of parabolics.

Excellent seminars were part of the weekend as well - we especially enjoyed the winching demonstration by Camel Trophy participant Jim Sweat. Saturday night's banquet featured fine food and drink, excellent speakers and comraderie. We are now firmly hooked on this Rover lifestyle - interesting vehicles, friendly, helpful folks and challenging driving.

Now we just have to get out to OVLR events next year and convince you to join us in Vermont next year! Check out www.vermontexpeditionsociety.com 

Special D-90.com Offer!



Stainless Steel Grille
For metal front nose panel
RNG90110.....\$198.00

For plastic front nose panel
RNG90110P.....\$198.00

NEW Black Grille
For metal front nose panel
RNGB90110.....\$239.00

For plastic front nose panel
RNGB90110P.....\$239.00

Land Rover Badge kit
RNG90110B.....\$ FREE

Purchase a Rovers North Grille and get a Land Rover Badge Kit for FREE!
Offer runs until Dec. 31st, 2002. \$28.50 value.

Rovers North Stainless Steel Grille for the Defender - NOW in Black!



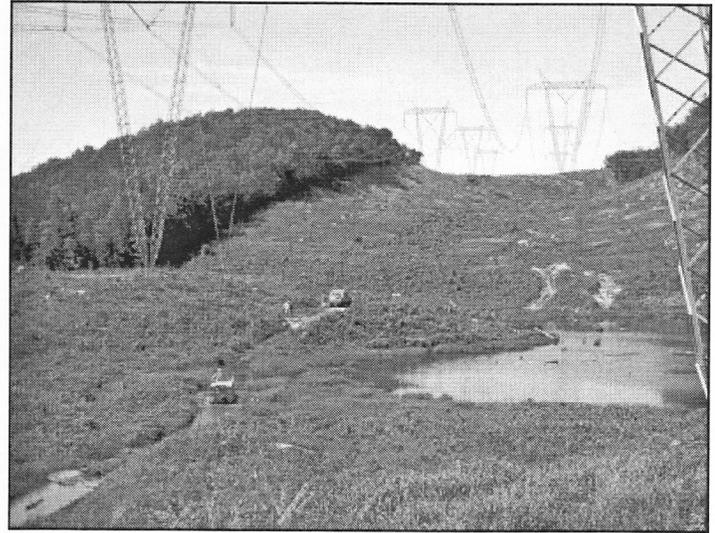


Original Stainless Steel

REMEMBRANCE OF POWER LINES CROSSED



vs.



words and pictures by François Kirouac

It is Sunday morning, the 24th of June. We are still under the charm of the Saturday's promenades and encounters of the 18th OVLRL birthday party. I am ready for some more of this, as is my wife, Christiane, and my two eight-year-old twins, Charles and Benoit in our beloved beast, "Chanceux" (translation: Lucky) a Series IIA Land Rover. It was going to be a one hour promenade (translation: sedate trail ride) before the OVLRL auction.

Bruce Fowler (Timshell, Land Rover 109) with Marty, Rino Granito (black Range Rover) with his spouse and Christine and Ted Rose's two children, plus Thomas Buijs (Aragorn, a '95 Discovery) join with us for morning adventure.

Bruce takes the lead and we are very comfortable about it. After some time, we head for the power line, the heavy off-road section of the trail. We don't know exactly what is going on. Each year, "Lucky" tries the power line with other OVLRL experimental Rovers (read mad and crazy), but we never make it. Nevertheless, Bruce Fowler is leading, which means fun and great adventure. (read: we are in deep shit)

First step: Is there a problem?

A guidance error leads Bruce in a hidden hole going down the first hill. Timshell is almost vertical and it is time for the first winch of the day.

Second step: The famous mud hole

Bruce crosses it brilliantly with winch help. Then, he places "Timshell" on top of the rock hill and helps the other three. (Rino take this opportunity to dig an elephant trap)

Third step: Choice

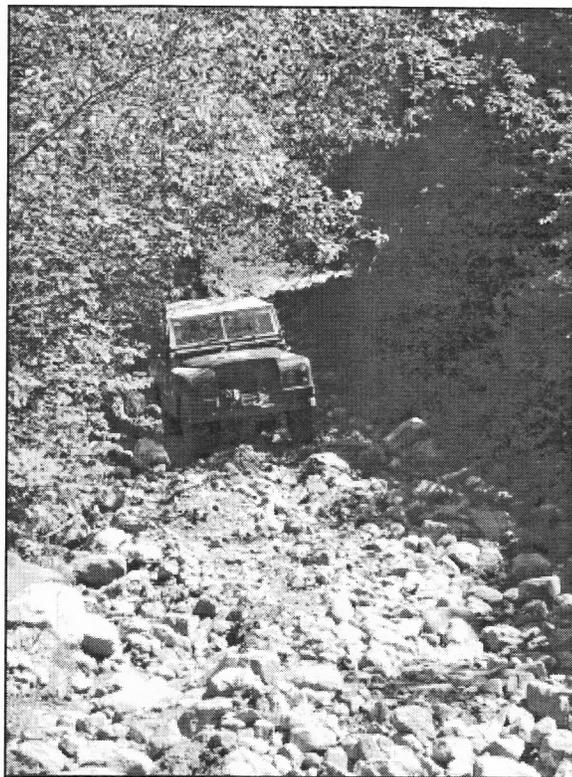
We are now as far as we ever got. Now, we face going forward (killing fields) or going backward (elephant trap). Thomas finds, a bit further on, a path in the woods full of fallen trees, stumps, mud, holes, tight turns, but not really large enough, (read paradise) We scout it, and after half an hour of walk, it seems to go nowhere. So of course, we decide to go on the road which seems to go nowhere!

Fourth step: Stumps

"Lucky" slips on a large fallen tree and hits a hidden stump. The transmission brake explodes to little parts. (we actually found 16 fragments!)

Fifth step: Hole, mud and steep turns

"Aragorn" dives into a hole of mud, doing a tight turn, going up around a tree. His winch is dead and "Timshell" is far away opening the trail. We have to improvise, with Rino in the back, a very complicated circuit of ropes, cables and all the available accessories, and after over two hours of pushing, pulling, digging, filling and praying, and after a



Lucky passes the point of no return.

twisted Discovery's direction rod, we finally all made it to the next step, the super slalom around the stump field.

Sixth step: Water hole before the stone wall

"Aragorn" must stop in the end of the hole before leaving all his left side in it. We winch him carefully and everything is ok. Rino, after carefully watching, got through it the V8 way and flew over the stone wall. Disconcerted by the obstacle and last to go, I decide to let "Lucky" drive through it himself. This damned Land Rover proved again that it is a better driver than myself! It went through it choosing some funny way I would never imagine.

Seventh step: Fallen tree

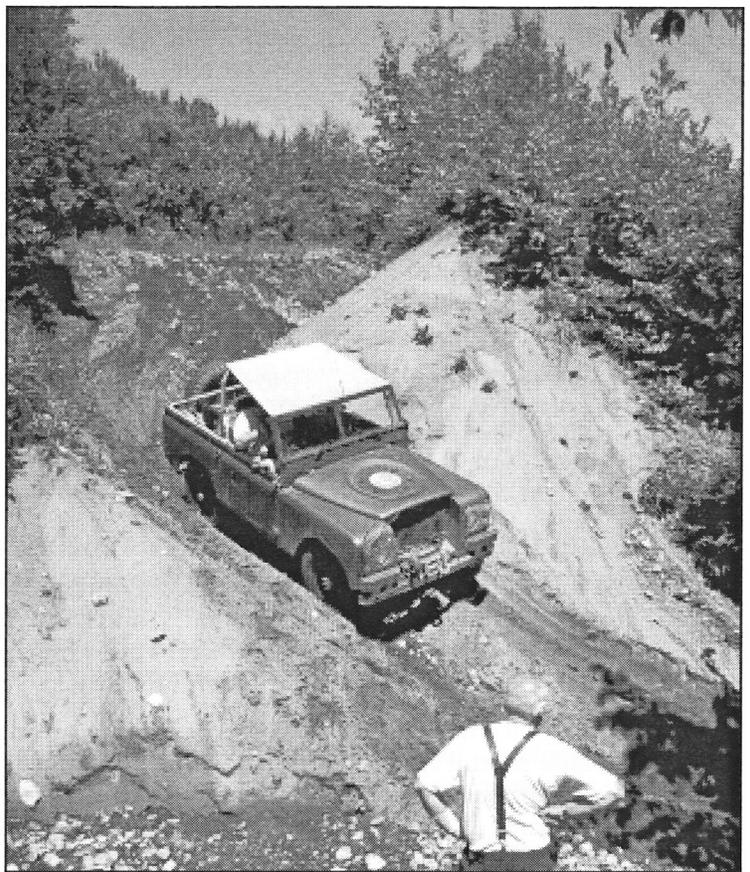
30 minutes of right and left turns within 20 feet convinced Bruce to plan for a power steering when he comes back!

Eight step: Down to hell

Bruce, our courageous guide, went down the next hill, just to realise in the middle it is washed away. "Timshell" is vertical again. (I suspect it likes it) A winch turn again and Bruce is back in it with a new heading and made it easily. "Aragorn" is not so lucky. While "Timshell" is away looking for the trail, a misguidance headed Thomas directly to a stump at high velocity



Passe-montagne goes down.



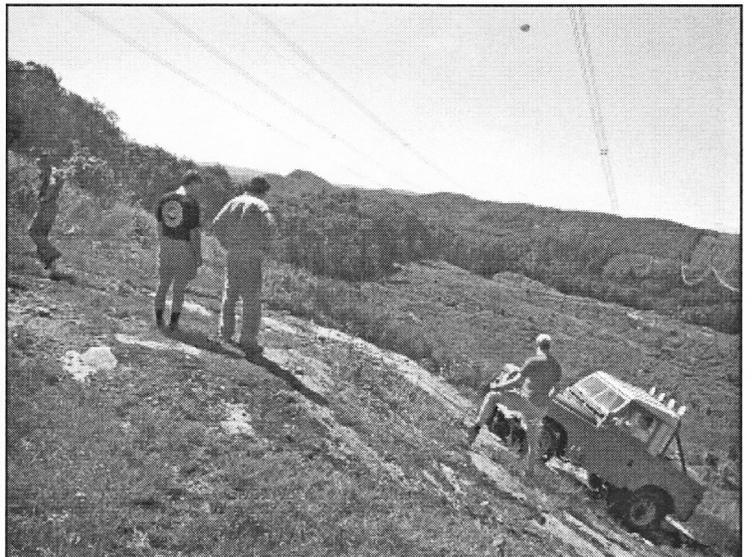
Lucky has fun in a sand pit.

which crushed his ARB bumper and his right wing. There will be over \$2,000 damages.

Final step: Hope after all

Rino looks at his GPS and announces we are less than a thousand feet from Highway 7. Joy replaces fatigue and with the help of expert guidance from Bruce, we all got through terrain which would have previously been very difficult, with ease and rapidity.

Is there a moral? Of course there is. The OVLRL would not let you down. Check the next page.



Blue Bayou, enter stage right.

Epilogue:

Ingredients for adventure:

- Try to have a experienced guide (Even better if he is crazy)
- If Bruce Fowler proposes a Sunday morning promenade, bring food and beverages for two days, a spare gas tank, cables, winch and all the recovery accessories you can imagine, CB, GPS, Muskol, blanket, first aid kit, and anything you can think of for crossing the Kalahari desert.
- Bring with you some of Christine Rose kids, so a search party will look for you if you disappear.
- Take good care of your winch and try to have a mechanical one in the group.
- Bring with you a lot of patience and sense of humour
- Don't go crazy about damages. Except for "Aragorn", the Discovery, damages where very small. (Rino's Range Rover has small new aerodynamic features) but almost all damages could be avoid with more careful driving.

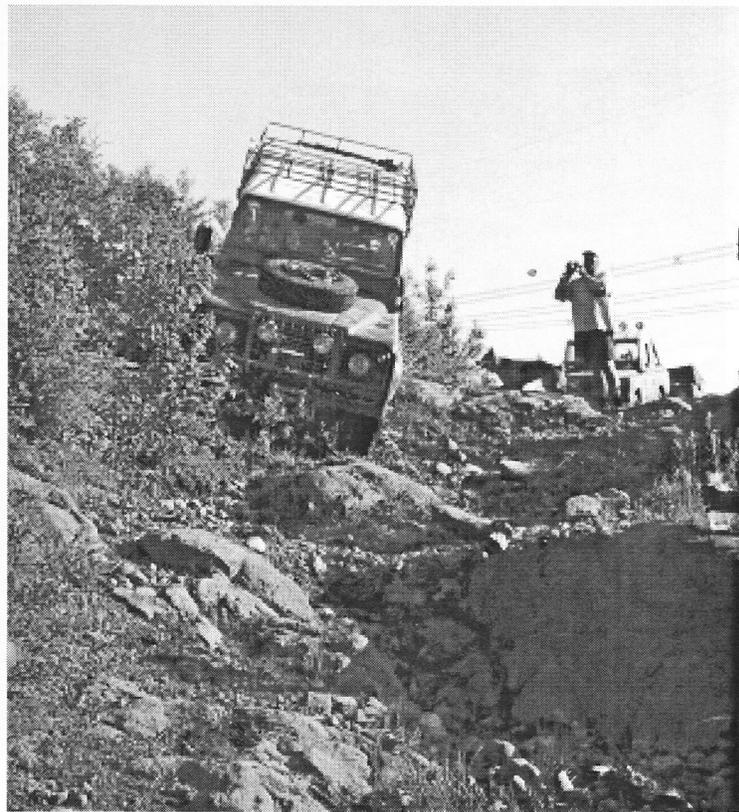
Fortunately, we had all that and the Sunday morning ballade (same as story) has become a wonderful adventure. This trail is now almost practicable. With the permission of the owner, it could become a very interesting part of the trails. Long life to the OVLRL!



Lucky hunts for alligators. See next page!



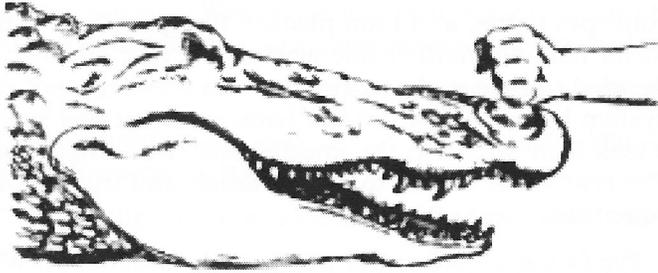
OVLRL eye exam! Can you see the a truck right at the top?



Dave dives in.

HOW Y'ALL CAN RASSLE FREE FROM A GATOR.

from *Worst-Case Scenario Handbook* by Joshua Piven and David Borgenicht



Bill Rice braves certain death - or did he already know how to escape?

Although Bill Rice did not encounter any alligators in that pond in last month's newsletter, gulp, what if he did???

Here's what Josh and Dave say in their seminal book *Worst Case Scenarios*:

1. If you are on land, try to get on the alligator's back and put downward pressure on its neck. (You can use the front wheels of your Series I for this, too.) This will force its head and jaws down.
2. Cover the alligator's eyes. (See if he'll wear your wrap-around Vuarnets.) This will usually make it more sedate.
3. If you are attached, go for the eyes and nose. Use any weapon you have, or your fist.
4. If its jaws are closed on something you want to remove (for example, a limb) tap or punch it on the snout. (I'd go for a round-house if it had MY arm in its mouth!) Alligators often open their mouths when tapped lightly. They may drop whatever it is they have taken hold of and back off.
5. If the alligator gets you in its jaws, you must prevent it from shaking you or from rolling over—these instinctual actions cause severe tissue damage. Try to keep the mouth clamped shut so the alligator does not begin shaking.
6. Seek medical attention immediately, even for a small cut or bruise, to treat infection. Alligators have a huge number of pathogens in their mouths.

HOW TO AVOID AN ATTACK, UH ATTACK ('BOUT THE SAME THING, IF YOU ASK ME.)

While deaths in the United States from alligator attacks are rare, there are thousands of attacks and hundreds of fatalities from Nile crocodiles in Africa and Indopacific crocodiles in Asia and Australia. A few tips to keep in mind:

- Do not swim or wade in areas alligators are known to inhabit (in Florida, this can be anywhere).
- Do not swim or wade alone, and always check out the area before venturing in.
- Never feed alligators.
- Do not dangle arms and legs from boats and avoid throwing unused bait or fish from a boat or dock.
- Do not harass, try to touch, or capture any alligator. (One might consider this natural selection)
- Leave babies and eggs alone. Any adult alligator will respond to a distress call from any youngster. Mother alligators guarding nests and babies will defend them.
- In most cases, the attacking alligators have been fed by humans (or simply, fed humans) prior to the attack. This is an important link—feeding alligators seems to cause them to lose their fear of humans and to become more aggressive. 🐊

ALASTAIR'S TAKE ON LATE-FALL

by Alastair Sinclair

For the first time this fall there was a thick coating of ice on the truck. Being without a garage, my trucks are always wet, covered in leaves and generally dripping something until spring comes back some time in mid-May.

The Series truck always started and I was in the habit of always letting the old girl run for a few minutes before heading off in the cold, dark mornings. Those of you who've been following my Rover experiences will know that I've mothballed my Series Rover for the first time in five years.

I will miss the sound of wet leaf springs crackling away the morning frost. Like most old things, the Series trucks feel the cold and it's a part of the personality that makes each one different. They all have their little quirks and tricks they play when the temperature drops and you inevitably become your own conductor of sorts: stoking the fire, adjusting the radiator muff, topping up, bleeding off, welding up and monitoring the gauges.

For example: gear oil will be very cold on your hands but will not freeze until about minus 68 celcius. Used motor oil seems to freeze instantly and despite the nasty sound the best way I've found for getting frozen drums brakes unstuck is to put it in low range first and gently let the clutch out. I never had an electric plug for the block heater outside the places I've lived and when it got really cold the oil would be too thick for my old starter to turn. I can't use the hand crank because my winch mount is in the way. Other than getting a boost from a friendly neighbour, the best thing I've found is to keep a cheap blowtorch in the back and to gently toast the side of the engine block. If you get down in there a little the heat seems to soak down to the pan and the oil loosens up and the engine will roar to life.

I will miss (sometimes, maybe) all of these things that used to make me late for everything and anything on a regular basis, but I am looking forward to the ease of turning the key on the Range Rover I've now had for seven months and recently got going. Well, no one can accuse my Range Rover of being brand new, with just over 245,000 km on the clock, but I still expected it to take to the cold a little better than the Series. This morning the engine turned over pretty sluggishly and

the whole thing seemed to be saying 'let me go back to sleep'. And it barely dropped below freezing last night!

The heavy frost gave a chance to test out that fancy front defroster and the standard rear defroster, new concepts to me, and I am pleased to report that in true Rover fashion, neither one works. The rear silencer has decided to take early retirement and the weight of the system hanging down at the back means it has sprung a leak somewhere in the middle near the transfer case. The rear wiper seems to work though and that's worth something.

I've found a hole under the passenger side rear wheel well, right near the seat belt anchor (!!!) so I'll need to get that welded up. I'm looking forward to the oiler this fall to give her a real good bath before the winter.



Breaking the ice comes naturally.

A comprehensive power wash of the truck last night revealed memories of trips past and how the more complicated body on the Range Rover, especially the doors, seems to be, the better at catching and retaining mud than the simple frame structure on the Series trucks. Another thing I hadn't considered was that you can't hose out the interior on a Range Rover. I'll need to tackle the inside at some point but for now I'm going to focus on getting all the

little things tackled to make it practical and stop it from rotting away on me.

What I did find out is that the fancy front windshield defroster isn't a luxury item. The Range Rover defroster vents at the front don't have enough power to push the air all the way up and demist the whole windshield. The large size of the interior, as well as that mammoth radiator, means that a Range Rover takes a while to heat up.

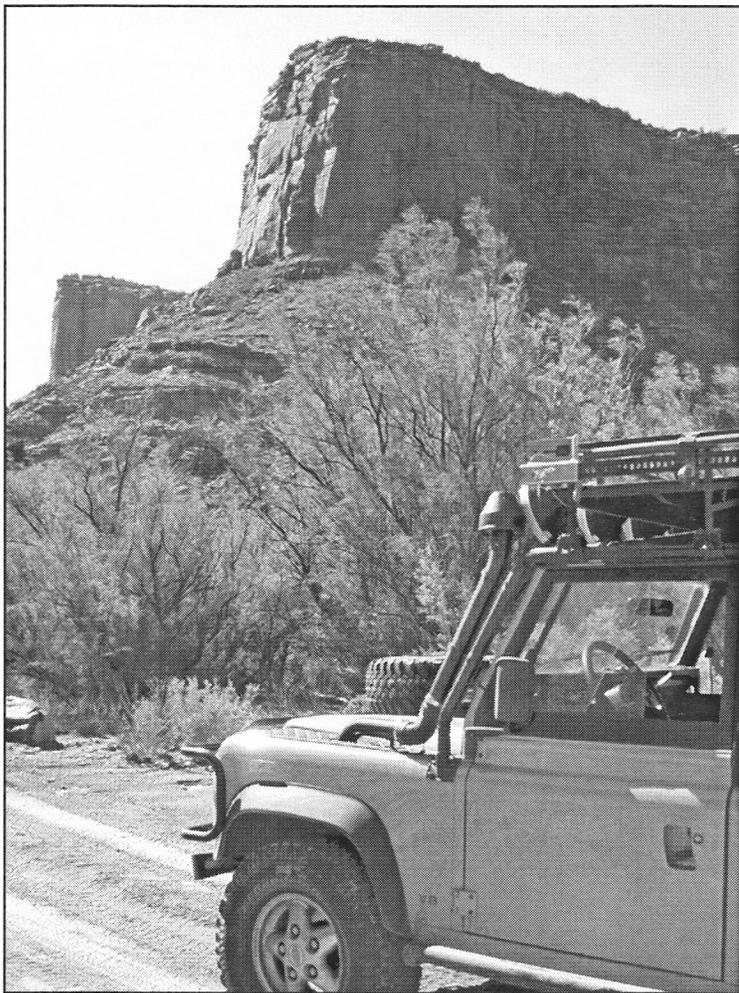
Mine is not one of the fancier one's with heated seats and I'm finding that the gauge is barely off the resting mark by the time I get to work and the heat coming out from the vents is not substantial. Apparently the sucker who bought it new gets the same heater as a Series driver. So, I will need to get the front defroster and rear defroster thing figured out as the heater alone doesn't seem sufficient.

I've never owned a 109 station wagon. I wonder if the same problem occurs. The shorter windshield on Series trucks just takes the heat better, as it's closer to the

(continued on next page)

MORE POSTCARDS FROM MOAB

By Keith Tanner



Kane Creek trail and a very well prepared D-90.

Interested in more reports of an OVL R member in Colorado and Utah? There are loads of photos and stories at <http://keith.miata.net/postcards>



Don Piburn checks for alligators in his ambulance.



On Poison Spider Mesa.

ALASTAIR VERSUS WINTER, CONT.

whole thing, and I thought for a while about cutting the roof down on the Range Rover, hot rod style, but it might look funny. Anyone tried this?

I'm starting to get that wiggle from the rear end on the highway and. I've put a lot of miles on bad roads on it and it's seen a lot of gravel. Does anyone out there have this problem? It's especially bad on ruts or heavily travelled highways where the pavement is caved in or grooved from heavy trucks. What am I looking at to cure this and if any of you have experienced this what is it like on snow and ice?

I'm looking for an exhaust system for a '91 from the

cat back, a front spoiler in good shape, a fog light, a set of mud flaps and a fuse box cover. If you have any of these things kicking around, please let me know and I'll be happy to take them off your hands. If anyone has a used dog guard with hardware that will fit I will consider painting houses, digging ditches or any other suitably labourious task. If any of you who've been through a few winters with one of these trucks and have any special tips please send me an e-mail (listed in the front page of the inside cover or give me a call). I'd appreciate any advice that will help me make this one last.

Until next month I'm looking forward to seeing you all out at the oiler.



by Shannon Lee Mannion

We couldn't have planned it better had we planned it. Although we had every intention of holding the annual Frame Oiler at a time when the oil would actually flow, say late-August or September, the months slipped by blissfully until it was, oh, late-October and someone scratched their head and said, "I wonder when we should hold the Frame Oiler this year?" Well, why not a cold, rainy day at the end of October or maybe mid-November.

Mid-November was already booked at our choice location, Roy Bailie's Kanata Collision, so we compromised and called for a meeting-of-like-minds and potentially rusty frames on the last Saturday in October. Ah ha, everyone chorused, works for us!

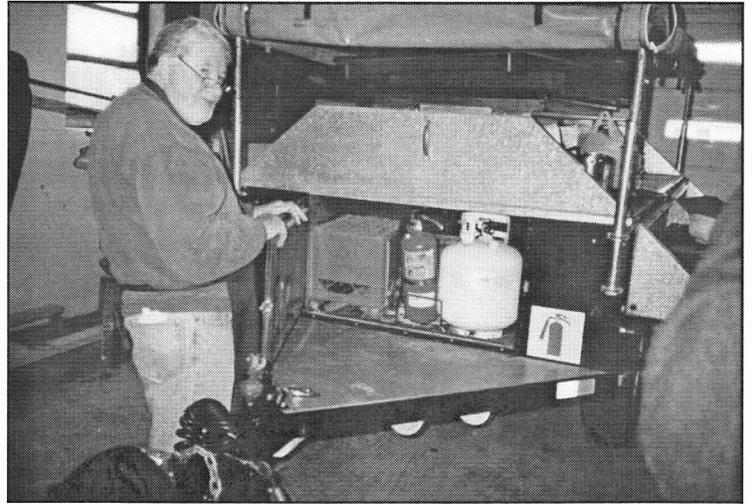
And, despite the absurd weather, things went spankingly well.



Remember, the life you live may be your own.



Most Series vehicles are self-oiling...

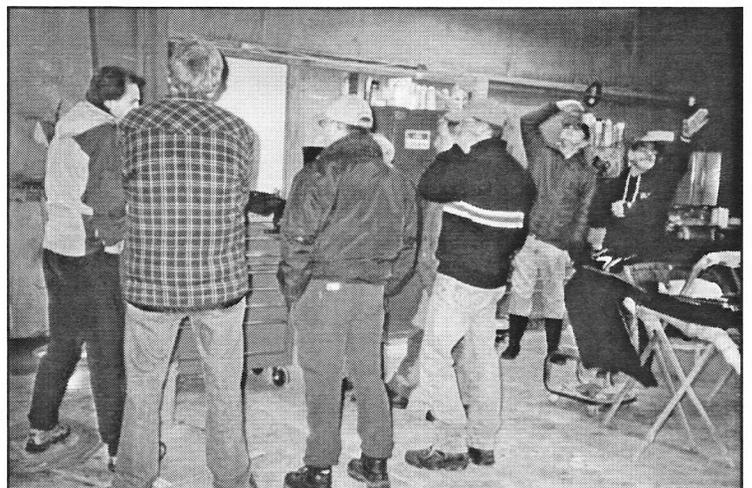


Dave, preparing to feed the starving masses.

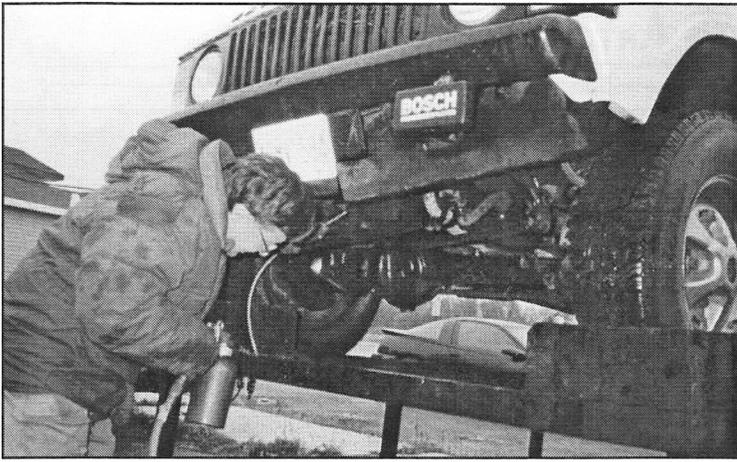
The Bob Wood Sighting Society was there, almost full membership, but alas, no Bob. Not even a Bob, however, there were two Roys, a Ray (new member!) a couple Daves, ditto Kevins plus a host of others and gratifyingly, Yves aka Plastic Baggie Man.

Such was this event's success, replete with our official OVLRL Chef Dave's superb chili (thank-you, Sir), we had a guy come all the way from Switzerland with his TD5 to catch the action. Really! He was a month at sea just getting here. Stay tuned for December's newsletter because there'll be a big story on how he has managed to live in and on (wait for the story!) his truck as he travels around North America.

In the meantime, snuggle your Land Rovers into their winter obscurity and think happy thoughts of Spring.



The two in the back seem to know something the others don't.



"Why is 90wt leaking out? That's not what I'm using!"



Always carry a spare. A spare mode of transport.



The bridge to nowhere.



Yes, post fumes. Kids, don't do oil.



Yes before the fumes hit him.

MORE FINE ART.

photos of the OVL R Birthday paint jobs by François Kirouac



Charles and Benoît on a fresh canvas.



No matter how colourful you think this is, it's more.



Funny, Lucky doesn't LOOK like a Jeep...



Bruce's Landy is better labelled.



We understand the Rolls crowd does exactly the same thing...



The Love Boat and its proud captain.