



Volume XII, Number 2

1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

President: Ted Rose (256-1598)
Vice-President: Dale Desprey (729-8530)

Secretary: Murray Jackson (591-0672)
Treasurer: Christine Rose (256-1598)

10 February, 1995

Greetings;

Again, there were not many common outdoor activities happening this past month. Some are off and having fun frolicking in the snow, others like Dave Meadows are slowly rebuilding his Land Rover (the seatbox is the project of the month). Dale is rebuilding his suffering diesel engine. Mike McDermott is busy in his garage adding drawers to the trailer, with the shelter to be tackled in the Spring when the weather is a bit more co-operative. A number of activities are currently being planned, but dates can be nebulous when some (like the Maple Syrup Rally) depend on the weather. The Birthday Party however will be happening on the 24th-25th of June at Silver Lake. For the procrastinators out there, the deadline for your 1995 dues is slightly past. Please take the time to send off a cheque to the club address with your application form (another copy is enclosed for your benefit). If you have already paid, pass the form off to some other potential member. New members are always welcome. To date, OVLR is the third largest Land Rover club on the continent (to our knowledge).

So, as there's little to bother the membership with, I figure I'll make a few comments about things that just don't seem to be right with the Land Rover world. The first that comes to mind is Land Rover Owner magazine. Now, nothing against the magazine itself, just their pricing policy. For the observant amongst us, between January and February LRO raised the price of a subscription to North Americans from fifty pounds to sixty five. Now, a fifteen pound increase is interesting on its own, but a few calculations can come into play here. At current exchange rates, that £65 works out to \$12.00 an issue. That £15 increase comes with no corresponding increase in the overseas postal rates for the United Kingdom. (It is easy to hop on the InterNet and check these things.) The magazine says that the £65 is a air mail rate, yet does not have any corresponding surface rate. For those living in Ottawa, there is an alternative. The bookstore on Bank Street, Le Maison de Press, sells LRO for about \$7.95 an issue. If you can wait an average sixteen days after the first of the month for your own personal copy, you can save some cash. Maybe LRO will again offer a surface rate before they lose too many airmail subscribers. Of course, didn't we read on the InterNet that EMap paid something like two or three million pounds for the Magazine?

There seem to be some clear heads at Land Rover Canada, if not few over in England. First, for those nationalists amongst our membership, a reliable friend tells me that Land Rover Canada has managed to arrange to have Canadian Land Rovers come in through Halifax, rather than through the United States where everything thus far has been coming from. However, Solihull has refused to listen to some rather reasonable suggestions coming out of Mississauga aimed at the Defender. It seems LRC wanted a aluminium hard-top Defender with a few changes from the American yuppie-spec vehicle currently available. Dropping the roll cage, while rather useful in a roll-over, looks hideous, requires a special hard-top (a \$3,000 option), and is completely unnecessary from both Transport Canada and US Department of Transport requirements. Suggestions went further, asking for a swinging rear door, rather than the tailgate/hatch arrangement we currently have. Another suggestion was to get rid of the optional forward facing seats in the rear and install inward facing bench seats as found on our older Series vehicles. Apparently Solihull couldn't do this at a reasonable price, though why they couldn't just take stripped down left hand drive vehicles with an engine slightly less powerful than those of the Space Shuttle and send it over is beyond many people. In fact the suggestions sound remarkably like the description of a basic Defender available most places except North America. For those interested, there are eight Defenders left in Canada available for sale. With airbag requirements coming in the United States, and the lack of same in the Defender, expect the Defender to disappear in Canada despite the fact airbags are not yet a requirement in Canada. I wonder if anyone ever did a marketing study on a reasonably priced Defender 90 with steel wheels, cheaper seats, no roll bar, a 4 cylinder diesel engine?

A word from the new President...

On behalf of the executive I would like to extend a warm welcome to our club members, new members and suppliers. We are looking forward to a fun, safe, and active year of socials, meets and off-roading.

As we go to press the club is not yet incorporated, but we are in the final stages. With Michel and his father on top of it this should be completed soon.

Following the success of last year's club shirts, we are now venturing into the hats market. These are of the cotton beer store varsity type with club logo and a land rover (borrowed from the letterhead) embroidered on the cap. Interest in the samples was high and they will be offered in a wider range of colours with subsequent orders, but this time around they are dark green, cactus, and beige. The first order is on the way and will be available at the March social. The price will be very reasonable and they should move quickly.

This year we intend to focus on safety. Not that any problems have arisen in the past but if we can prevent any incidents from occurring in the future and be prepared when they do happen, it will be to everyone's benefit. At a minimum we will be introducing certain safety measures very soon, and shall keep the club posted.

Our calendar of events for this year is not yet finalised. Shows such as Richmond and Stowe have been a real hit and will certainly be included. If you have an idea for other events or would like to help organise one, please give me a call. Aside from the socials it would be nice to see at least one activity or event a month.

Also, a note of thanks to our outgoing executive members. Andy for keeping the books straight, a job not many people want, and to Yves for guiding the club through another busy year, and especially his work on the incorporation.

Ted Rose

OTHER NEWS, REBUILDS/PROJECTS, EVENTS, RUMOURS, TRIVIA...

Available clothing: One large sweatshirt, eight golf shirts (L & XL), sixteen t-shirts (various sizes) and six tea cozies (new marketing angle for remaining touques). Contact Christine Rose (256-1598) if interested in any of the items.

Surreal event of the month? Going to the Prescott for lunch one Friday and having Bruce Ricker walk in. He was quickly followed by Andrew Finlayson (former ALROC President, now residing in British Columbia) and Bob Wood. While this in itself was a nice impromptu gathering, I had to get back to work & so left to do some work before meeting Ted Rose at Whispers. Arriving at Whispers and meeting Ted, who walks in but Andrew Finlayson with a friend from Otto's. After a while I went off to the 8 Bells to meet Dale and Ted (again) and with that duty done went off downtown to meet some friends (yes, I do have more than two). Walking into a supermarket to get smokes, who did I run into yet again, you guessed it, Andrew Finlayson...

Some interesting news from afar, a Cadillac 4X4 you ask? Well truth is stranger than fiction, because just such a vehicle is in the works for '96 or '97. Eyeing (enviously) Land Rover's skyrocketing sales, Caddy will enter the "upscale" or luxury SUV market in a few years (as will Jaguar on a Ford Explorer chassis). What other marque typifies mechanical durability, agility and off-road dependability better than "Cadillac"? Oldsmobile tried this a few years ago with the Bravada, but when was the last time you saw an Oldsmobile off-roading in Borneo??? The announcement for Cadillac ran as follows: "THE CADILLAC OF RANGE ROVERS Watching consumer preference trends, Cadillac has seen the future, and it's not a Fleetwood. The company wants to follow the lead of Mercedes Benz and Ford's Lincoln and, like those two up-scale competitors, produce a deluxe sport-utility vehicle for affluent baby boomers. A Cadillac sport-utility vehicle likely would include real wood on the dashboard, a satellite-based navigational system, and appliances to refrigerate and heat food." (Wall Street Journal 1/17/95 page B1)

More Land Rovers in movies (In the next month or so, there will be a amended reprint of an Aluminium Workhorse article outlining Land Rovers in film. (Now if Bob will just find his list...)) From Ben Smith (OVL, California) "First off I must say, there should only have been one. Highlander III is a weak rehash of Highlander (which is a really good film) and only

marginally better than the really lame Highlander II. In the beginning of the movie was a white 110 diesel. At then end, driving through the highlands, they had a Range Rover."

Speaking of Land Rovers and film, for those with extended cable services who would like to see some Land Rovers on the screen, the Discovery channel has been running a lot of recycled nature films from the past. You can see a lot of older Series vehicles running about.

The newest version of the Camel Trophy, titled "Camel Trophy 94 Argentina, Paraguay and Chile" is now available on a 58 minute VHS format tape. Included on the tape is a second short called, "Camel Trophy Overview". For the first time women are included in the Camel Trophy Teams. You sure couldn't tell from their participation in the 1994 version of the run, that they are supposed to be the weaker sex. The women were right in the thick of things whether it was navigating or digging in the pea soup mud. This version of the run looked like a particularly rough and tough track. There were portions of the trail that resembled some of the north country muskeg swamps in Manitoba, famous for swallowing D9 cats. The tape was a gift from our new Land Rover Dealership, Birchwood Landrover. I noticed that the tape was originally a dealer promo gift from Land Rover Canada in Mississauga. Maybe they can be purchased from that source. The Camel Trophy Overview will be of particular interest to series owners with vintage Series I, II and III vehicles. There were lots of shots of old Land Rovers doing their things. The only problem is this part of the tape is only perhaps 5 minutes long. It makes me wonder if some early tapes with series type vehicles are out there just waiting to be added to my library. (David Place, Manitoba, VE4PN)

If you check out the January 95 issue of 'Managing Automation' there's a short article (pp.87-88) on the use of CAMU and other CAD packages for the Discovery. To counter the threat of lower-priced imports in the sports utility four wheel drive markets outside the U.S., Land Rover had to accelerate its time-to-market with a new vehicle. Rover was able to slash development time from the European norm of 84 months to just 36 months, with only 23 months from program approval to volume production by investing \$1.8 million US in modelling software.

From British Pacific: DEFECTIVE PRODUCT WARNING The genuine Land Rover cylinder head gasket for 2.25 litre petrol engines is improperly constructed. Part# ERC6380 (also found in head gasket set RTC3335) lacks 3 critical water passages over the exhaust ports of the #2, #3, and #4 cylinders. The deficient gasket is a composite type, coated in a silver sealing material, and has the logo "CP" embossed in a triangle on the bottom surface. At least two engines fitted with this gasket have been damaged due to high heat and valve failures. If you have replaced a cylinder head in the last 3 months and used genuine gaskets, and are experiencing cooling difficulty, you may have a bad gasket. After market Payen (copper) and Elring (composite) gaskets are fine, possessing the required passages. Anyone buying a genuine head set or gasket set from British Pacific may exchange the head gasket for a composite Elring unit at no charge. Rover has been notified of the problem, but as of this writing has not responded. If you have any questions regarding the nature of the defect, call British Pacific at 800-554-4133.

Advertisements for you collecting them? From Mike Locidice (New York): Here are a couple: 1. Dec 1994 issue of "PC WORLD".. there is a Mobilink (cellular phone stuff) ad showing what looks like a SerIII 88 in a swamp, not quite up to the hubs in water.. an asian guy standing up on the front seat, talking on a cellular phone. 2. Oct 1991 issue of "Apparel Industry Magazine" had an article on casual pants which had a copy of an ad which showed a Series III SANTANA with some bozo on the bonnet leaning against the windscreen. Someone was confused - there is a grill badge with a Union Jack on the Santana! 3. 1989 - some woman's magazine (haven't a clue as to what one) had an ad for Hunt's Tomato Sauce - Hunt's Great American Cooks. Insert B&W photo shows a Series III (maybe a 109?) - a bit mud spattered with a short woman leaning against the left front wing. Text above the photo reads "This is Janet Hill. Co-founder of a 4-wheeler club. Pianist at church. She uses Hunt's."

More titbits from the automotive press: "Car & Driver's" Ten Best/Worst list for 1994 mentions the Defender 90. Unfortunately, the D90 filled two of the ten categories for worst performances of the year: Top speed...Land Rover Defender 90, 86 mph and Interior sound level @ 70 mph...Land Rover Defender 90, 86 dBA

Some overseas trivia. First from the UK a short quote from The Guardian (UK), reporter Martin Wainwright telling about his experience when trapped on the M62 over a week ago when the Midlands and Pennines were hit by a blizzard during

evening rush hour. "Midnight on the M62 saw Leeds and Manchester evening rush hour frozen into the landscape seven hours after we were all due home... The police Range Rovers whispered and crumped on the snow past the stranded pretend Jeeps, whose drivers hadn't yet the same mastery of four-wheel drive...". From Associated Press we have to this growing bit of trivia, photo in the local rag the other week showing a long column of Jordanian Army Humvees doing their thing in the desert. The best and most interesting part was the Land Rover 90 leading the whole thing. No fool, that commanding officer.

Sandy Grice of the Virginia Land Rover club had an interesting meeting the other week. Seems he was shopping in a trendy neighbourhood district, and parked right in front of a Range Rover. As he was dismounting, the driver showed up and Sandy attempted to start up a conversation. He looks somewhat askance at Sandy, attired in fresh 90 weight as it were. He then pointed out the familiar, oval logo on both vehicles, to wit, this other chap replied: "What's it doing on yours?" Fortunately for him, Sandy hadn't been to the gun store yet and was fresh out of ammo or this guy "would have had one more hole in his pointed head".

David Place (Manitoba) writes "For those looking for a great heater at low costs, visit your local wrecker (breaker in the UK :-)) and buy a GM Van heater for the rear of the 1979 era Vandura full sized van. This heater mounts wonderfully on the seat box in the rear of the vehicle. It comes with two speed fan and I used about 12 feet of 5/8" hose to connect it. I connected the heater into the same switch I use on the fire wall heater and together these two heaters keep my vehicle warm at Manitoba type temps -35c."

SPECIAL BUY ON LAND ROVER VEHICLES? What is causing a wee bit of a fervour on the Internet this month? How about an advert reading along the lines of: 1992 Land Rover 110's for US\$15,750 and 1992 90's for US\$15,450. Quantities are 600 initially for the 110's, 1,200 to follow and 90 90's available. All are unused, and military spec. There are LHD and RHD vehicles available, they come in olive, white, camo, or sandy colour. An engine choice of: 170hp 6.5l turbo diesel V8 for the 110's and 6 cylinder gas (some turbo diesels) for the 90. You have to buy a minimum of 25 of these, the price doesn't include import duties [this seems to be glossed over, as the customs duty has large implications. Many of you might not be aware, but when importing a NEWER vehicle the customs side of things will be a HUGE hassle and can become quite \$\$costly\$\$]. Unlike an older Land Rover which has no real "book" value for customs to dispute with you, the newer Defenders (as well as all new cars) have a book value. What you might not be aware of is that this duty is 25% of book value.] though there is a three month warranty available. The company selling these things has conversion kits to add CD players and all sorts of other things. Sound to good to be true? Well, that is the problem. Some say that the vehicles exist, some have phoned contacts with the U.S. State Department, the U.S. Department of Defence et cetera. They are to be sold by a company called Autobus. They were purchased by the U.S. Government under a Blanket Purchase Agreement (BPA). The vehicles are outside the Federal Property Disposal System(s) within DoD and other "official" organizations, so only a few select individuals know where the vehicles actually are and what organization is selling them. Autobus was probably contacted by the seller to act as a broker. And the Rangers bought some Land Rovers back in 1992 and other federal/pseudo-federal organizations were allowed to buy from the Army BPA. Some clandestine group may own them (Delta Force or CIA) that disposes of their own equipment. The vehicles could also have been part of an international force that has been disbanded. It was thought that at one time there was going to be "international" forces after the Gulf War, but no one is willing to admit to this. Some people on the Internet have been scrambling for more information with claims and counter-claims. For those of you ready to buy, keep in mind the wording of the advertisement: "All vehicles are built to military specifications with California EPA and DOT approval". This sentence actually means that the EPA and DOT does not disapprove of the specifications that the military uses for its vehicles. It also does not mean that the vehicles are DOT and EPA approved, because the military is exempt from EPA and DOT standards. These vehicles may, or may not, have been EPA and DOT approved. If they were within any Federal Disposal System and were not EPA/DOT approved then they would be scrapped. Scrapped could mean cut up with a torch and later melted down to form something else. These vehicles could exist, there is no doubt, but does anyone know where they are? At US\$16,000 for a 1992 military spec Land Rover is quite the deal, but is it for real? This should all be cleared up by the next newsletter. All indications thus far point to something a little shady...

Some figures on LRNA (don't know whether or not this includes LRCanada) sales for 1994:

Range Rover	- 4,082	Defender 90	- 1,468
Discovery	- 6,495	Total sales	- 12,045 (4,907 in 1993 for a 145.5% increase)

For the model collector: Matchbox has come out with a remake of a 1948 Land Rover Fire Engine. It's 1/43 scale, and costs \$26.95. It's only available via mail order, or through one of 4 Matchbox Collectibles outlets on the east coast. The phone number to order or get more info is (800) 858-0102.

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Future Events: (Expect this section to grow as more events from farther afield are added for our long distance membership.)

Sunday, February 19th Winter Safari XI

A winter off-road at the Mowry Farm in West Lebanon Maine. The day will be spent in the woods regardless of sleet, snow, or rain. Days end is back at the Mowry Farm for pizza and beer, socialising etc. The video of the evening will be the 1992 Trans Canada/Alaska Tour Videos. For more information write or call Ron Mowry, PO Box 1023, West Lebanon, Maine, USA, 04027 or (207) 658-9064

Monday, February 20th Social at the Prescott

Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake.

Monday March 6th Executive Meeting

Another planning session by the Executive in my dungeon. All are welcome, though BYOB is preferred. (DD)

Saturday, March 11th Ottawa Valley Triumph Club 3rd Annual British Car Dart Tournament

The tourney will be held at the Kings Stag, at the corner of Colonnade Road and Prince of Wales (Highway 16) and will start at 2 PM. Teams consist of 2 players and the game is best of three "legs". As last year there will be a \$5.00 fee per player to cover trophy costs and door prizes. Last year, 5 clubs showed up with 12 teams. (Dale represented OVLR & even won something last year) For additional information, contact Clive Law at 820-7350 in the evenings.

Monday, March 20th Social at the Prescott

Monthly social gathering back at the usual location, the Prescott Hotel on Preston Street just north of Dow's Lake.

Mid-Winter First-aid / CPR course.

Details in a future newsletter

Off-road

A mid-Winter off-road currently under general discussion for those with Land Rover that will start at

colder than normal temperatures. (Sorry Dale, the Fires of Hell won't get your diesel going, but if you talk to Harry...)

Alternator Workshop

To be hosted by Ernie Ferguson, a session on rebuilding alternators, starters and generators. A date will be supplied in the March newsletter

Fire Extinguishers

A session on fire extinguishers, details to be announced in the future.

Early Spring "Light" Off-road - Road Building Revisited

The "light" <cough> off-road road building revisit scheduled for this Fall has been rescheduled to the early Spring. Details are still sketchy, it will happen, but like last year, participation will be limited.

Early Spring Exploratory off-road to Wendover

A "light" medium off-road to examine the suitability of using George Kearney's place for various off-road ventures. Fifty plus acres backing onto Larose Forest criss-crossed with trails et cetera.

Spring (When the snow is melting and the sap is running) Annual Maple Syrup Rally

Traditional brunch/snowy off-road in deepest darkest Quebec. Last year it was held on April 10th. The exact date and weekend will not be known until the March newsletter at the earliest.

May (probably) Engine Tune-up

Details to follow. Dates, times and schedules to follow in subsequent issues. Discussion is underway to make this more oriented to being a scrutineering session for your Land Rover and what repairs should be undertaken to get it ready for the heavy off-road session at the Birthday Party in June.

June 12th Annual OVLR Birthday Party

Date: June 24th and 25th

Place: Silver Lake (about sixty (miles or kilometers) south west of Ottawa)

Gen'l: The site of the 12th annual OVLR Birthday party will be more varied than past years. The property abuts onto two lakes. (ie fishing and swimming will be possible) There will be two campsites available on the property, one smaller one beside the lake, a much

larger one a few hundred yards "inland". There are a large variety of trails from the very light off-road variety (street tires required) to medium and very heavy off-road trails. The property adjoins the Silver Lake Provincial Park, so there is a more civilised campground available for those who prefer showers and other wussy things. For the real degenerates, there is also a motel very close by with both rooms and cabins for rent.

Note: The heavy off-road is just that very slow and heavy. As a result, basic requirements for vehicles will be set for participation in the heavy off-road. Expect scrutineering, being required to have a fire extinguisher, and a basic first aid kit. More details to follow on this aspect in future newsletters. More details to follow. Times and schedules to follow in subsequent issues. The co-ordinator for this year is Jason Dowell.

July 1st & 2nd 8th Annual Downeast Land Rover Rally Mid-Coast Maine. The most important day is Sunday at the Owls Head Transportation Museum. There are no participation fees.

Saturday: BBQ at Ducktrap midday, Whales Tooth Pub in the evening

Sunday: Owls head Transportation Museum 9am - 4:30pm. 70 to 100 Rovers, airshow and more Whales Tooth Pub - dinner - evening

Monday: Acadia Nat'l Park, Desert Island, Quiet driving, no 4WDing, antique stores, costal villages.

Tuesday: Breakfast at Ducktrap. Fireworks in Thomaston Me. at 9pm.

More details: Myles Murphy, RR2, Box 23, Lincolnville, Maine, 04849, USA or (207) 789-5303.

August Revisit to last years Calabogie off-road venture.

A Letter from Ian Harper asking that an Off-Road Directory be created

When I first bought my Rover 3 years ago, I was looking forward to doing some off-roading in Southern Ontario. I had no idea at that time that there were so many fences and NO TRESPASSING signs. Apart from club meetings, (of which I admit that I have not been able to attend a lot) my only forays into the mud have been for the most part unintentional, or looking over my shoulder for disgruntled land owners. Last year, Bert Coates indicated that his organization "Tread Lightly Canada" was being set up to address this issue as well as acting for responsible recreational off-roading. Nothing as far as I know has been done in this area, so it is time to take matters into our own hands.

I would be willing to set up some kind of directory/map book of places that are accessible and suitable for off-roading or "Greenlaning" as it is called in Britain. Obviously we don't have the system of bridal paths and old trade routes that they have in place, but surely there are trails or unused acreage that could be available to us, not necessarily as a club to hold events, but just for individuals interested in doing a little ecological off-roading.

All that this would take would be for each member to pick one or two favourite off-road places, and then research could be done to either get permission to use the area, or to contact the owners for their permission at which point a directory could be set-up and made available to club members exclusively for their own use. For instance, I could make known the areas in and around Stratford, so the next time you're passing through the area, there will be an excuse to bring the Rover!!

I'm sure that some of us get discouraged from time to time by the lack of suitable areas to use our vehicles to the fullest, and by doing the legwork to check all of these out beforehand, we will be seen as responsible off-roaders, and not someone who just bombs around in a Ford Bronco with huge tires carving up the terrain!

As I have said, I would be willing to do all of the co-ordination work and putting together the final (outgoing) product, and with a little help from some of you to check out the areas that you would like to suggest, it would be very easy to come up with useful information for all of us.

Please let me know if you are interested in either helping or making suggestions, and I can get a sense of whether this is possible. I can be reached at: 106 Cobourg Street, Stratford Ontario, N5A 3E6 or telephone - (519) 273-7771 or fax (519) 273-3993.

The time has come, the Rover said, to speak of many things. Of Series Ones and sealing wax and why your rad's boiling hot.

Membership Renewal (1995)

Last Name: _____ First Name: _____

Address: _____

City/Town: _____ Province: _____ Postal Code: _____

Phone (H) () _____ (W) () _____ (F) () _____

Occupation: _____ Hobbies: _____

Vehicle Description:

<u>Year</u>	<u>Series</u>	<u>Wheelbase</u>	<u>Body</u>	<u>Options</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, the undersigned, hereby acknowledge that Ottawa Valley Land Rovers (OVLRL), its elected officials and members, will not be held liable for any damage or injuries that may occur during an event or related activity organised by the club. While every reasonable precaution is taken, members attend club events at their own risk and are expected to act in a safe, responsible manner and reflect the principles set out by the constitution.

Signed: _____ Date: _____

Ottawa Valley Land Rovers has a fixed renewal period of January 1st each year. Those joining throughout the year pay a pro-rated membership fee until they reach the annual renewal period. Please refer to the table below to determine what membership fee you should enclose:

January - \$20 April - \$15 July - \$10 October - \$5.00

Complete and return this form with your cheque to:

1016 Normandy Crescent, Ottawa, Ontario, K2C 0L4

1995 Membership is due!

OTTAWA VALLEY LAND ROVERS

Ottawa Valley Land Rovers is celebrating its 11th year of operations this summer. As a club it is a vibrant organization and one of our projects this year is to incorporate.

The Land Rover first came to Canada in 1949 and was last sold here commercially in 1974. Like the U.S., Canadian demands for improved emission and crash standards made it financially unrewarding to continue marketing a vehicle with low sales volume.

The vehicle is currently sold all over the world with a large portion going into military service. Land Rover returned to the North American market in 1991 with the 110 wheelbase and the new Defender 90 inch 1994 is now sold in Canada. The Discovery has been launched in Canada early in June 1994.

Now a little about us. Ottawa is the nation's capital, situated roughly 100 miles west of Montreal and 250 miles east of Toronto. Metro Ottawa area has about a million people, about a third of whom work for the federal government. It is an area of flat farmlands and forests south of the Ottawa River and rough mountain ranges to the north in Quebec. Summers are hot and humid. Winters are snowy and frigid. The perfect challenge for 40-year-old Land Rovers.

Prior to organizing ourselves as *OVLR*, the Ottawa group had been around about five years as a bunch of friends who shared a common interest.

Today, the membership stands at 85, two thirds of whom live in the Ottawa Valley with the rest scattered from sea to sea, the US and Britain.

We offer a variety of activities throughout the year ranging from mechanical seminars and off-road rallies to social events and family-oriented outings. In addition to the club's monthly newsletter that looks at events in our own area, we exchange information and stories with other Land Rover clubs in Canada, the U.S. and abroad. Members receive discounts on parts ordered from several North American suppliers and can expect next-day delivery on most items. We also organize bulk purchases direct from Land Rover in England when there is sufficient demand.

We maintain a stock of essential parts for emergency use, specialized tools, camping gear and off-road equipment. The club has a full selection of parts catalogues from North American and British suppliers and shop manuals for all series. Several licensed mechanics and experienced members can offer guidance and arrangements can be made for jobs ranging from minor electrical and mechanical work to complete, frame-up restorations.

Our off-road activities come in several categories. The light version, 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, several days across public land navigating by compass, topographical maps and aerial photos, involves bridge building, river barging and driving conditions ranging from swamp to rocky hill winching.

We do a lot of travelling to meet Land Rover enthusiasts. Regular treks include the Rovers North rally in Vermont, the Atlantic British gathering in New York and our annual meeting with the Toronto club. In addition to our regular round of rallies and events, club projects for this year include completion of a full-service kitchen trailer (it will feed 50 people in the field) and preparations for a June birthday party at a farm near Ottawa.

Our annual \$20 dues are used only for the production of our monthly newsletter. Funds for other projects are raised through activities like garage sales and vehicle undercoating workshops. Club events are conducted on a "user pay" basis. Last year's budget totalled more than \$6,000.

If you're ever in our neighbourhood, please give us a call.

Meanwhile, *Happy Roving!*

OVLR

LAND ROVER CANADA NEWS & PRESS RELEASE:

Land Rover Canada has no press release this month.

Know Your Rovers: by Myles J. Murphy

Myles' column didn't make it through the post office this month in time to be included in this newsletter.

Dear Diary by Bill McLellan (I just happened across this while visiting on a run south of Ottawa to check out some Land Rover stamps that Bill had managed to find in Toronto.)

So much has happened since I last opened these pages that I hardly know where to start. My wife (upon whom be the peace) says my biggest problem is a tendency to go overboard or to be too enthusiastic about marginal projects. She has certainly been saying so, long and loudly, ever since Land Rovers started taking up residence behind the barn. When the first one appeared (and who can ever forget that eventful day) she was solemn and carefully non-committal. When four more showed up the next weekend, (or was it two weeks later - Oh well, no matter) she was more open in her criticism. When number six arrived late in the fall and winter began to close in on all six of these machines still in the same condition when they arrived, well, I will let you fill in the dialogue for yourself.

It is probably just as well that the 88 frame we bought from the same person who sold me the 109 diesel was towed directly to friend Harold's garage. There it sat for a couple of months, annoying both him and his wife. It is interesting to note however that the continued exposure to even just the frame of a Land Rover manages to exert a certain primitive influence over people. This was forced upon my notice just last week when Harold... At this point one must visualize the rather large single malt I just drank as the implications of what I was starting to say really sunk it.

Last summer when we were towing the first Land Rover home Harold was loud in his condemnation of these vehicles as a type and a class and everything else. From the depths of his garage he dug up an old parts catalogue from the early 1970's with supplement and gave them to me with the warning that he never wanted to work on one, ever. As a matter of fact, exposure to just the 1 machine, as I recall, led to a hangover that his wife still talks about. All last fall, as he restored a Toyota LandCruiser he taunted me on the fact that the six Land Rovers were still sitting there, doing nothing but fall apart, while his Toyota would be ready to go duck hunting. He did rebuild the body but the engine refused to co-operate and the LandCruiser sits there in his yard beside my Fiero, but that is another story.

Then a Land Rover frame, and just an 88 frame at that, sat in his yard for months. Last week when he came over to pick up the 88 Series III which has been chosen as the first restoration project I noticed a change in this man I have known for so long. I paused here for another long drink. Not only was this man willing to work on a Land Rover, he is also getting a plasma cutter so he can build frames now that he has a template and... Here I had to pause to open another bottle... he said, and I quote "Check with me before you dispose of the black 109."

Here is an example of the mountain going to whoever indeed. Why, you could have knocked me over with an empty bottle, as would have been the case if my wife (upon whom be the peace) had a more accurate throwing arm. He actually said how much fun it would be to tear around some of the trails in Limerick Forest in rebuilt 109's, or try to get down the Scotch Line that used to run between Merrickville and Oxford Mills and is now largely lost and forgotten. It might just be an interesting summer indeed. This weekend we strip down the 88 to start the rebuild. We will have to see if this change of heart survives the exposure to the real thing.

NEW MEMBERS:

- John Hong, who sends a Christmas picture of himself in his red, late IIA 109 pick-up complete with wreath on the wire mesh grille, a poinsettia in the spare tire, and himself wearing a red and green elf hat. John is currently residing in Santa Clara California, in exile from Massachusetts

FOR SALE/STUFF WANTED:

- Ted Rose has eight years worth of "Snap-On" calendars for sale. Give him a ring if interested. \$100 or best offer.
- George Kearney has a 109 pick-up for sale, rebuilt frame, engine etc. \$3,000 firm. He also has a hydraulic wood splitter for sale. \$1,500 or best offer. George can be reached in the evening at 673-2986

GENERAL SERVICE By Robin Craig [Editors note: Robin is back from the hospital where he was the donor for an unrelated bone marrow transplant. Anyone can get on the registry to be a donor and if you are interested, give John Mazerral (567-2028) a ring. This operation will give the recipient, who would otherwise die, a 60-40% chance of survival.]

I spent most of this month checking the calendar to remind myself that it was not April. A number of different organisations were offering for sale via the Internet, amongst many places, a large number of military specification 1992 brand new Defender 90's and 110's. They were a surplus batch that were being sold at bargain basement prices as long as you bought a minimum of 25 of them. Depending on whom you talked to or received faxes from, the vehicles could have anything from GM 6.2 litre diesel engines through to what I was told was a "British Leyland 3.5 litre six cylinder diesel". To top it off these 2 door soft top vehicles could be "readily" converted into 4 door station wagons for \$2,000!

Yup, we got them, says the fellah on the phone, fly on down and we'll show you them, still in the crates don't you know! Well, some of you know me well enough to know that I really went to town with these clowns! I asked for VIN numbers, could a satisfied buyer call me and let me know what he bought? Who were these vehicles originally bought for? Where are these vehicles right now? Not one answer. Everything hinged on giving a purchase order and a deposit.

In the end I was given so many different answers to the same questions I was left with only one conclusion. Just as I had thought from the beginning it was a hoax or scam. Just who was zooming who will be left unanswered at the moment. But suffice it to say not one person I spoke to had ever seen any of these vehicles.

In order to get to talk to these people required some bending of the truth as to just who I was and as to my motive for requiring such detailed information. I felt totally justified in doing though, considering the claims that were being made.

Had my personal time and resources been larger I would have called their bluff and flown to wherever it is they think that they have these phantom vehicles.

During the course of my quizzing of these people a total of 2000 Land Rovers was arrived at by their figures. That is one hell of a surplus, or administrative error as they called it. Remember what Mommy used to say, "if it sounds too good to be true you know it is too good to be true." This is an application of that piece of sage advice.

For the longest time I have had a healthy disregard for the quickie book reviews that are seen in the likes of LRO and LRW and other 4 X 4 magazines around. For the most part, if you ever compare reviews of the same book, you will find that they are very similar and nearly always not attributed to any one in person. If you have not already worked this one out, it is because they were all written from the same publishers "pumped up" flyer that accompany the book. As a number of you know the military Land Rover is my real passion, hence I feel well qualified to comment on this book. The following book review hopefully will start to alter this trend.

The names Bob Morrison and James Taylor should by now be known to just about all of you when you hear the name Land Rover. Bob is a photo journalist specialising in military subjects. For a number of years now he has been Land Rover Owner magazine's military specialist writer. He is also an accomplished author on subjects other than Land Rovers with four non Land Rover books to his credit with a number of others in the pipeline. Land Rover employs him to write the military section of the factory's own publication.

James Taylor is for most people the foremost authority on the Land Rover family of vehicles from the board room to the factory production history. From very early on he has been the mastermind behind the "Land Rover Story" which has become in my opinion some of the most interesting reading in Land Rover Owner magazine. His books on Land Rovers and Range Rovers and Discovery's have become definitive works on the subject.

For a number of years they have both wanted to put together a book solely devoted to the military variants that are in use today. Finally their combined skills have appeared in the form of "Modern Military Land Rovers in colour 1971-1994". Published in hardback by Windrow and Greene, the book is in hardback and an unusual size of 9 1/2 inches by 9 1/2 inches. It contains 128 pages full of informative text and colour pictures.

The book offers two views of just about each vehicle that is shown, so by skilful photography, one is given a complete look at each example shown. The accompanying text explains the *raison d'être* for each of the types of Land Rover shown and gives good account of the variety of roles the vehicles fill. The use of "fact boxes" and "specification blocks" complete the information in each section.

This book is written in a friendly free flowing manner that is devoid of a lot of "tech-speak" that so many of the specialist books these days are filled with. The military terms that are used are well explained and do not clutter the book. It starts off with the series 3 vehicles and goes right up to present day 90, 110's and 130's. Range Rovers and Discoveries have been deliberately omitted.

The variety of vehicles is well covered. From the immaculately dressed spit and polish ceremonial Land Rovers, to the dented and dust covered everyday military workhorse and just about everything in between. Vehicles built in such far away places as Australia, Turkey, Spain are right in there along side the British built variants. A large number of the pictures are of the vehicles earning their living, hauling men and equipment; towing trailers and artillery pieces.

Included is a look at Land Rovers used by the Royal Ulster Constabulary which is technically a civilian police force but operates in a para-military role in Northern Ireland. A number of United Nations owned vehicles are covered.

In my opinion this is a book well worth spending your hard earned dollars on. The pictures and text compliment each other handsomely. The detail that has been put into this book is typical of the quality I have come to expect from Taylor and Morrison. It covers the subject matter thoroughly and will appeal to anyone who is interested in Land Rovers, military or civilian.

As the title of this book hints, there is more than a likelihood that there will be at least one if not two more books devoted to military Land Rovers by this duo going back in time to 1948.

This book retails in the UK for 17.95 Pounds and is readily ordered through most major Canadian book stores by quoting the ISBN 1-85915-026-8 and the title. I would like to point out that both the authors are known to me and the book was provided by the publishers as a review copy. In case you were wondering these factors have in no way influenced my feelings on this book. Wait till next months book review!

If you want to get your fill of civilian Solihull products in picture and print then snap up the inaugural issue of "OPEN ROAD" magazine which is on the news-stands now. It has articles on Discoverys in Australia, on the La Ruta Maya expedition in Belize, Camel Trophy action in South America. The new Range Rover is featured in an article as well. There is even a colour advert for the Discovery. All that for \$4.95 plus taxes!

All the best, Robin Craig

GENERAL SERVICING: Your seats beginning to resemble a mass of duct tape? Are your seats better suited to act as mice and rats nests that they almost exactly resemble (not counting the wiring harness behind your dash <hint>). If you don't wish to go the United Kingdom route and order some aftermarket County seats, Mike Rooth writes on how you might actually rebuild what you already have.

"Cushioning the Shock" by Mike Rooth

The black vinyl seating fitted to S11 and 11A Land Rovers, (The so-called "Standard" seating) is pretty hard wearing and, to my mind, practical, but there comes a time when age and usage tells. In my case both driver and passenger seat cushions were not only a disgrace to the eye, but were depositing muck on whatever was worn when seated, with consequent

complaints from the Domestic Authority. Clearly, something Must Be Done. Now, the current price of seat cushions is around 13 pounds each, and having seen one example, I'm not too sure that this isn't plenty to pay. In the event, I got in touch with a friend "in the know", who gave me enough black vinyl, of vastly superior quality, to do the job myself. Whilst the result is obviously not up to professional standards, it looks fine, (I'm told I tend to be over critical of my own work), is certainly comfortable, and due to the quality of the material, will probably outlast the ready made version. Further, its a job you can do in the dead of winter, indoors, without incurring the wrath of the D.A. Unless of course, you break the sewing machine!

Costing the job is, of course, very much up to you, but I venture to suggest that you could probably afford to buy a better vinyl than you would normally get, the job is out of the normal run of greasy finger maintenance, and its good fun. Plus, you get a virtuous glow through working on your vehicle all nice and cosy when its minus brass monkeys queuing at welding plants outside. We will draw a veil over my attempts to overhaul the old hand driven Singer stored in the garage for years, suffice it to say the thing did work eventually, and I'm convinced sewing machines are inventions of the devil!

You will need a needle suitable for leather, and thread to match. In effect, I threw myself at the mercy of the local sewing machine shop, then what I was doing, and they supplied the needful. If the cushion needs "bolstering" a bit, you will need some foam, but try and get some hard stuff. Have a look at what's in there, and get something about the same consistency. I reused the existing stuffing, and added a layer of thin stuff on top.

Remove what's left of the old covering, by carefully easing out the staples from the seat base. You'll need them out anyway. Beg, borrow or steal a staple gun. This item is essential. The seat base may look like junky fibreboard, but in practice, its so hard I'm surprised it hasn't been used as armour for main battle tanks before now! Anyway, you can't get a nail into it, so don't bother trying to tack it up. It will have to be stapled.

With the original cover removed, measure up. There are three pieces to each cover, the top, (you sit on that bit), and two sides. Get the length of the top, back to front (don't forget to allow enough to tack to the base) and the width, plus an inch or so either side. For the sides, make a paper template, one will do, but when cutting out, DON'T forget they are handed. Again, allow an inch or so round the edges. As with most things, the rule is "Measure twice, cut once".

Take the top piece, and on the reverse side, mark the width of the cushion more or less exactly. Fold the excess you have allowed, up to the lines, and pin it. You will be making the thing inside out. Now, on the two sides, again on the reverse side of the material, mark the exact outline of the sides. This is the shape of the cushion, and will be the line to which you sew. Its a good idea to pin the bits together, and remove the pins as you sew. The pins are a sod to get through the vinyl, but it makes life so much easier, and the pinholes disappear when the pins are removed.

You will be sewing through THREE layers of vinyl. The top, folded, is two, and the side is the other. This is so that there are no cut edges showing on the finished job. Work with the reverse side towards you. Go slowly. Start at the back. When you come to the "corners", that is where the finished cushion top goes from vertical to horizontal, take a "pinch" of material towards you (from the back, don't forget), lay the pinch flat on the seam, and carefully machine over it. This gives rise to a "tuck" in the finished job, but it isn't unsightly. You DO have to be a bit careful, though, because at this point you will be sewing five layers. Now do the other side. It can be a bit of a fiddle to get all the stiff material under a normal domestic sewing machine (That's why upholsterers have big ones), but it can be done.

When finished, turn the whole caboodle right side out. Take the seat base and filling, and pull the completed "envelope" over the lot. Work on the floor, here. Make sure you have enough overlap all round to take the staples. Start by stapling the back, or front, doesn't matter which. Make sure the corners go where they are supposed to, more or less. This is a matter of eye, and common sense, really, its much easier to do than explain. Pull tight, and staple the opposite edge, front or rear, whatever. Pull the sides tight, making sure the seam is more or less straight and even each side. In practice, unless you are very good, or lucky, the seam will wander a bit, mine does, but it really isn't so noticeable in use. The whole thing should be tight over the stuffing with no creases.

If you have removed the leather locating strap, replace it, and refit the seat. This strap is removed by poking a thinnish screwdriver into the middle of the plastic "snod" that fixes it to the seat base, until the snod centre disappears into the guts of the cushion. The strap can be pulled off, and the little centre retrieved from the other side. Use plenty of staples. Land Rover did.

In fact, my passenger side seat cushion was a complete write off, and I made a new base from half inch ply, with wood battens on the underside to locate it fore and aft. Large air holes were drilled in the base. I used some genuine Dunlopillo (from an old bus seat) for stuffing. The passenger has now gone up in the world by at least two inches! Don't make my mistake of making the stuffing higher in the middle than at the sides. The effect is quite alarming. You want it level.

I haven't done the seat backs. They are a different kettle of fish by the looks of them, although I don't see why it should be possible to recover them, too, given some thought. The problem really is the metal backs to the squabs, and how to fasten the new vinyl into these. One method that springs to mind, is suitably cut bits of hardwood hammered into the channels round the edges. I've got enough vinyl left, so I may try that one day. In the meantime, it's about time that centre seat was done.

How big a winch do you need?

How big a winch should you have for your vehicle? Well a general rule of thumb is 2.5 times vehicle weight. So for an 88" a winch with a 8000 lb stall would be appropriate, for a 4,000lb 109", a 10,000lb winch would be appropriate. There is nothing wrong with having a stall weight greater than 10,000 lbs for your 109 or on a 88. The 2.5 times vehicle weight is a minimum recommendation.

One thing to note. When the vender states that a winch has a 8000 lb stall, that is for cable on the first wrap on the drum. The winch is only able to put out a certain amount of torque. Looking at this from the physics side, Torque = force x distance. So if we look at the spool of cable on your winch, the distance for the equation is from the center of the spool. So as the distance from the center increases the amount of force that can be applied decreases. For example, on a Warn 8000 lb winch, the spool radius is about two inches. The cable is about 3/8 to 1/2 inch. So every wrap increases the distance from the center of spool by about 20%. So if I could expect a 8000 lb stall on the first wrap, I would see a 6400 stall on the second wrap and a 5100lb stall on the 3rd wrap. (a ~100 foot cable takes about 3 wraps to be fully spooled.)

DeCoking your engine without tearing it down. A couple if ideas...

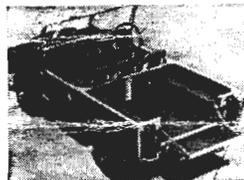
After years of use and abuse, the Land Rover engine will coke up. Coking up is where carbon deposits build up around the head. This build up can result in lost compression, the development of hot spots which impairs cylinder performance et cetera. One way to decarbonise the engine is to pull the head and scrape the stuff out. However, there are simpler measures that can be taken to help alleviate the problem. As suggested on the Land Rover mailing-list and some OVL R members decarbonizing can be very simple. You need a about a pop bottle full of hot water. Start the engine and let it come to temp. With the engine on fast idle, you pour a little water into the carb through the air intake hole. Keep the engine from stalling by revving up the engine with the carb. linkage. The main problem is that you will smog out all your neighbors! I think they used this method to produce a smoke screen in the second world war. Don't let the engine stall or you will have problems re-starting it. No big problem however because after a few minutes the water will have gone up as steam and it will start fine. Don't use cold water or you will crack something. Pour a little water in at a time till the engine regains its revs and then add more till you have used up all the water in the pop bottle. The job is done! A second approach is to dump automatic transmission fluid (ATF) at high speed into the carbs. Engines that had the ATF treatment were torn down later. As one witness reported "Boy was it clean. Even unstuck his rings for a while.". Mileage will vary...

Series Parts for Land Rovers from Land Rover itself?

Yes, Virginia, you can get Series parts from your local dealership, however they seem to have problems getting them. WHY? Seems when Land Rover North America was set up they only loaded their computer with the newer parts, and not the Series Parts. Initially Land Rover realised that there would be a problem between Series owners and the new owners so insured companies such as Rovers North would supply Series parts while the dealerships supplied the new parts. The end result, the dealerships have the parts on fiche and can get them, albeit with a bit of foot work on their part.

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Regards from the Newsletter editor:

Dixon Kenner (613) 723-6718 (h) (613) 943-0589 (w) dkenner@emr.ca