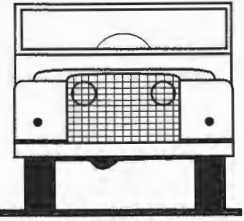


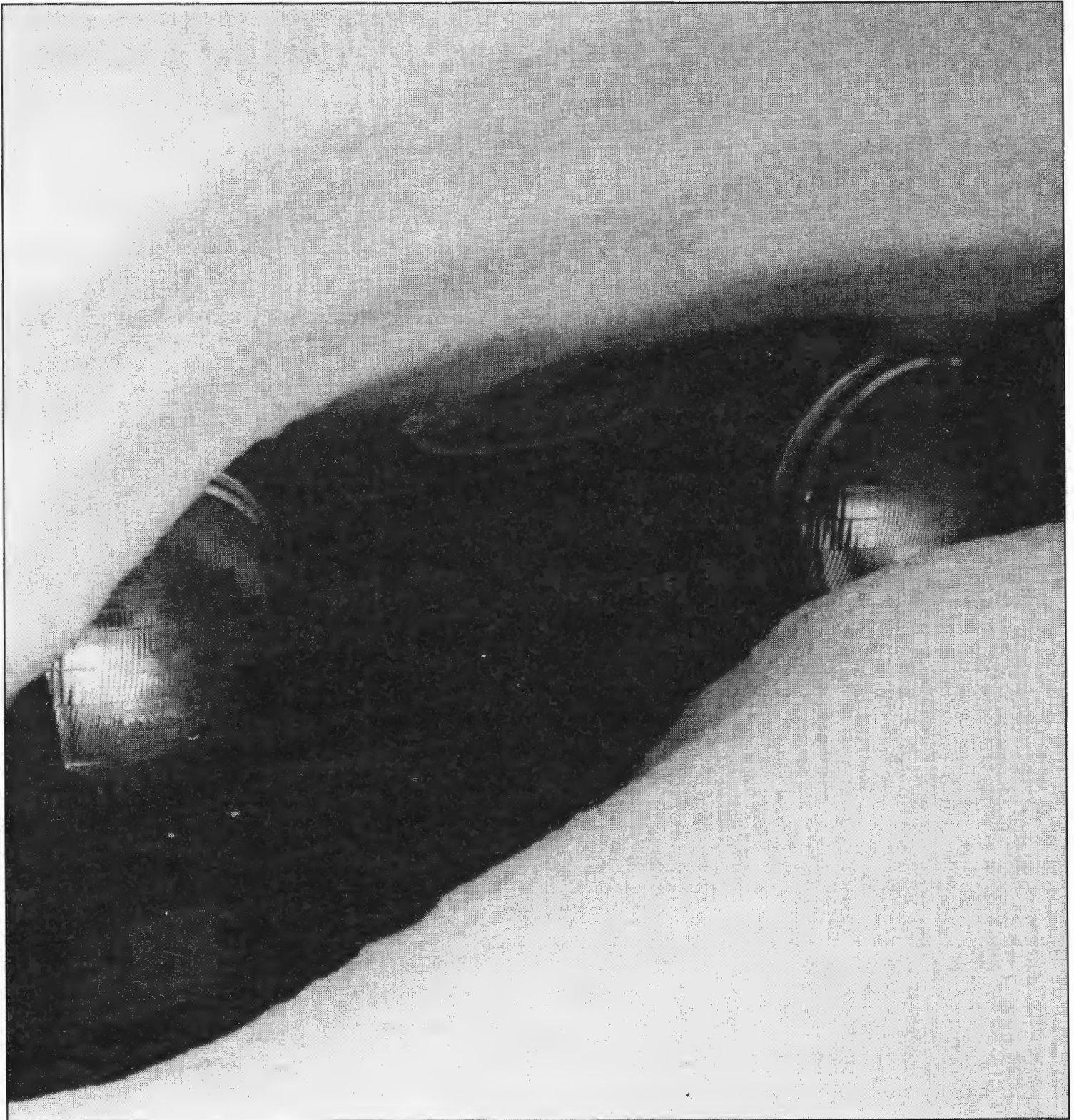
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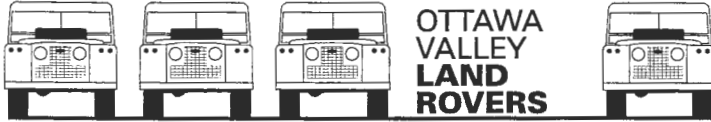


15 March 2001

www.ovlr.org

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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 winching.

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.

The Ottawa Valley Land Rovers Newsletter

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at 1631 N. Barton Street, Arlington, VA 22201, USA. Please include captions and a return address with photographs.

Deadlines: Submissions to the OVL R Newsletter must be received by the first of every month for inclusion in that 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 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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The OVL R Newsletter

EDITOR:

Dixon Kenner
(dkenner@fourfold.org)
(h) 613-722-1336

PRODUCTION EDITOR:

Spencer Norcross
(spenny@fourfold.org)
(h) 703-516-9899 (w) 703-243-3733

CONTRIBUTORS:

Mike Rooth, Al Richer, Frank Elson

OTHER HELP:

the usual suspects...

The OVL R Executive:

President

Fred Joyce
(613 833-0615) or president@ovlr.org

Secretary-Treasurer

Dave Meadows
(613-599-8746) or secretary@ovlr.org

Events Co-ordinator

Christine Rose
(613-823-3150) or events@ovlr.org

Off-road Co-ordinator

Jason Dowell
off-road@ovlr.org

Exec member at-large

Keith Elliot
(613-835-3934) or at-large@ovlr.org

Past President

Andrew Finlayson

Merchandising Co-ordinators

Christine Rose & Andrew Finlayson

Membership Secretary:

Rob Ferguson

Returning Officer

Murray Jackson

Auditor

Fred Joyce

Archivist

Andrew Finlayson

Marshal

Murray Jackson

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

Land-Rover FAQ:
http://www.fourfold.org/LR_FAQ/

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

“you know, most women seem to like the Rover. It tells them, ‘this is a guy that I don’t have to worry about him getting all needy and codependent since he is way too absorbed in his truck to ever be in a serious relationship.’”

– Dave Bobeck

Greetings;

Spring is a wonderful time of year. When the days warm up, the sap starts to flow. The great tradition of maple sugaring is a great way to enjoy the beautiful outdoors. Maple syrup is a natural and very unique product. It is only made in Eastern Canada and the US northeast from the sap of sugar maple and black maple trees. As Spring approaches, sugar makers take to maple forests (sugarbushes) to tap maple trees. A drill is used to make a small hole from which the tree sap flows in the warmth of the day. The sap is collected and brought back to camp to be boiled. The water is driven off and the sap thickens to a sweeter maple syrup.

For the past thirteen years, members of OVLR have been celebrating the coming of Spring with gathering at Vern Fairhead's sugar bush in Shawville Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under that snow bank and blow the cobwebs out. For the hardy, it is an opportunity for a little winter camping that weekend. This is the first major club event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition, and some white laning! Last year, some sixty people attended!

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sap run loves freezing nights and warm days. A variation in this pattern can disrupt the run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be

held on either April 8th or 22nd. Remember, Mother Nature determines the date, not us! Email will be sent once a date is known.

OVLR needs to know how many people expect to be attending so the proper amount of food can be purchased. So, local and regional members with email will be kept abreast of planning and dates via email. If you are planning on coming, please send an email to msr@ovlr.ca.

The cost of the Rally is five dollars per person. Children under three years old are free. To drive on the off-road course, you need to be a member of OVLR (Our insurance policy requires this) and hold a valid drivers licence.

There will be a traditional breakfast of french toast,



*A Northern Ireland Piglet seems to be having some trouble...
another photo found on the web.*

This Month's Cover:

Winter in Vermont...
Photo: Jan Hilborn

Upcoming Events

in the next month or so...

March 19	Social at the Prescott, Preston Street, Ottawa
March 24	SOLAROS Blood Mountain trail ride. Info: www.solaros.com
April 9	Executive Meeting
April 23	Social at the Prescott, Preston Street, Ottawa
April 22	The Maple Syrup Rally
April 6-8	Camp Rover-Monteagle. Info: www.camproverusa.com

future events:

(Dates & times subject to change)

April 7-8	SOLAROS: Pigeon Mountain Wildlife Safari. Info: www.solaros.com
April 20-22	ONSLRS: Uwharrie Safari 2001. Info: www.american-rovers.com
April 20-22	SOLAROS: Tellico in the Spring, Info: www.solaros.com
May 4-6	BRLRC: May Day Rally. Info: www.brllrc.org
May 19-20	ROVERS: Assateague Trek, Assateague, Maryland. Info: www.roversclub.com
May 21-25	NCRC: Moab, Utah. Info: www.norcalrover.org
June 22-24	18th OVL R Birthday Party, Silver Lake, Ontario.
August	WCRC RoverFest. Info: www.roverfest.com
August 20-23	BB4WA: On the Road. Hazelt- ton, Pa. Info: www.bb4wa.com
September 13-16	British Invasion, Stowe, VT. Info: www.britishinvasion.com
October 5-7	ROAV: Mid-Atlantic Rally, Central Virginia. Info:

sausage, homemade baked beans from Grandma Lousie's secret recipe.

This event also has a participatory side to it. To appreciate the fresh maple syrup you will be having with your breakfast, members are encouraged to help by making it! Every year there is the traditional gathering of sap from the trees. Vern is operating a sugar shack where the sap is boiled down to fresh maple syrup. For some, this is an opportunity to see how it is really done. It is also a chance to restock on some real maple syrup that should keep you going for the coming year! What can be better than making your own!

Explore the Sugarbush: Step into the great outdoors and take a walk through the sugarbush. Trek through the sugarbush and see the sap running and be sure to tour the sugar shack where the golden maple syrup is produced. Help gathering sap and be a part of the production process.

There may be an Easter egg hunt for the children.

There is always some white (ok, sometimes brown/mud) laning down some abandoned rail beds, through the sugar bush, and around in the lands around the sugar bush. Also an opportunity to see if



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106 Page Guide!

GENUINE PARTS SUPPORT

Francois Juneau (Unimog) and Dale (Gin Palace) duke it out in the local trout pond. For some, it is an opportunity to learn that snow can be just as frustrating and difficult to traverse as mud.

As always, there will be lots of fresh maple syrup for sale. Prices should be unchanged at: \$38 for four litres, \$22 for two litres, \$12 for the plastic one litre jug, and \$8 for the 540ml can. Bring your cheque book! (note, this is the real stuff, and you can help make your own! Not the chemical filled artificial stuff generally found in the supermarket)

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate shopping centre at 9am. (Northwest corner of Carling Avenue and Merivale)

- The following directions assume that you can find the Champlain Bridge at the north end of Island Park Drive in Ottawa.

- Crossing the Champlain Bridge over the Ottawa River, you will go straight to the second set of lights where the road ends at a T. Go west (left).

- Follow the upper road (highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right. The town library is across the street on your left) in the centre of town. Highway 148 does a right turn here at these lights.

- Follow Highway 148 out of Aylmer and proceed to Shawville (you will pass by the villages of Luskville, Quyon etc.).

- Drive through/past Shawville.

- About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the lefthand side of #148). Turn right onto Radford.

- Go straight, past the church, until the road ends. Turn right, then take the first left.

- You will take the first left at the next concession road. One mile from this turn, you will find Vern's farm on the left.

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at (613) 647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available!


Members are also welcome to come up on Saturday and help Vern with some sap gathering and maple syrup production.


Contact - E-mail: mrs@ovlr.org

If lost getting there: Phone 647-5544 (Vern's home)

The March Executive meeting completed early plans for the Maple Syrup Rally, and continued to develop plans for the Birthday Party. There is an information sheet in this newsletter with information on the Birthday Party.

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

 From the Editor: Another newsletter hits the post office, and we (royal of course) are still having lots of fun over in Quebec learning French. In fact, the onerous commute has killed my suffering Toyota, so for the past many weeks it has been the BGB every day to school. Cost? One half shaft thus far, one hit from a taxi (it lost a lot of paint down the side when it sped away), and lots of stares in the winter. Especially when you use the snowbanks near the entrances to park on, mainly because you can!

 News from Andy Grafton: I had a good weekend. Went pootling around on Saturday for bits and pieces for the car.

Bought some paint stripper ("brown soap") for the bumper

and galvo bits, 2 litres of phosphoric acid and some kill-rust-dead-and-keep-it-that-way primer from a ship's chandler. It wasn't cheap, and the label appears to be in Greenlandic, with no instructions but a small picture of a trawler and a big picture which clearly means "get this on your skin and you will die". Smells truly ghastly. I guess they know about rust prevention, and like me probably don't give a sh*t about the finish or if any overcoat known to man will stick to it.

On Sunday took a drive to Sweden to visit a car superstore. Stuff there is 1/3 the price of here thanks to low taxes and bulk sales. I have never seen such well made cheap stuff. All the stuff they sell in Sweden has to be independently approved to

the 10th degree by every Standards and regulatory body on the planet. Even the valve grinding stick with suckers on was a work of art. They were out of gear oil but I bought 40 litres of engine oil, and all the other consumables I'll need. And a jack and a wheel spanner. And a brake honing tool. And feeler gauges and... and...

And I saw my next tool extravagance, waiting for a victim. Ratcheting ring spanners and a 1/2" drive ratchet without the click. Infinitely variable friction-based mechanism and no backlash I could detect, even under load. 10 year guarantee.

After getting back I set the tappets and then undid and tightened all the wheelnuts to check they would, and found hidey holes for the spanners/jack etc. Ran much better than before this evening.

Ben Smith sends us this note: I've been working on the Black Watch, a few weeks ago it did something annoying. The turn signals stopped working. As did the brake lights. Two weeks ago I did some exploration and found the fuse was blown. So I replaced it. That worked for about 1 mile. Insert bad language here.

It turns out that the harness runs up the rear pillar and runs along the roof line. Below the alpine windows it is held in by 3 tabs tack welded on and bent to hold the harness in. There is padding on the verticle bits, but not the horizontal ones. In the



corner is were it wore through the insulation. You can see the car marks on the white and green wires. The white wire is for the fuel pump. Last summer the BW refused to start at work and had to be towed to the dealership. Land Rover bypassed the short and never when looking for it. Now it shorted through the green wire which is for the brake lights. The brake lights and turn signals share the same fuse. So with a little electrical tape, all was put back together. And all is well.

While I was at it I did the 3000 mile oil change and most of the maintenance. And while I was rotating the tires I replaced the rear shocks. This was my first time using the air impact wrench that I got for Christmas. Oh my did it speed up the job. I think next up is suspension bushings. After that I can get back to working on the Laz. And after that...Dora. While I was out shopping today I picked up a sand blaster for use on prepping Dora's frame.



Another couple of pictures from the Over the Hill Rally
Photo: Bill Caloccia

News from Niall Forbes: I wonder if I can get Zippy Tow service up here on short notice?

I tried to tow my 88 to Con's place where I plan to fix the clutch. My friend arrived and we went to hook up a tow bar I'd borrowed from another friend. Of course it took a bigger tow ball so we tried to track one down. Couldn't find one and the one person I know who definitely has one has his phone turned off. Argggghh!

Finally I decide that I'll just rent a tow bar from U-Haul. Call them up and of course they ask what I'll be towing. Foolishly, I say Land Rover. He looks it up and says "nope. Sorry, can't tow a Land Rover". "What do you mean?"

say I. "It says here - Do not tow Land Rover with tow-bar, dolly, or auto transport". "Why not?". "Too heavy he says". When I question how an 88 could be too heavy he goes over the specs. LR, 4x4, 4 door. "No", I say, "it's a two door. A four door would be totally differnt". Not good enough. If it's not specifically isted in his book then he can't give me anything.

Oh well. I'm sure I'll figure something out. I tried to drive the Rover but I'm not good enough to shift without a clutch. Sure would be nice to have a SIII synchro tranny.

Another method at sealing canvas tops on Land Rovers from Andy Grafton: Soya oil and turps 2:1. Beeswax. Heat oil, melt wax. Stir in turps. Brush on. I used this on a canvas hat of mine. You can use it without wax, though I don't know why you would.

Dave Bobeck writes us about "Bird Bait..."

I was out at the bars this weekend, and ran into a girl that I went out with once or twice a few years back. One of the first things she asked me was "How's the Land Rover." She was genuinely concerned. See, in the United States of America, old Land Rovers are considered a "Car of Particular Interest." They are not generally associated with inbred farm boys hauling around a week's worth of manure. In fact those manure truckin' "good ol' boys" turn their noses up at the sight of one.

And if we are so "excited" and running around like chickens putting horrific vehicular combinations together, then why is there such a huge market for engine conversions in the UK? Hell one of the most popular is that humongous GM V8. If you want a faster LR in the UK you simply go and buy a 90 for a pocketful of scratch. Can't really do that here. Other LR engines are difficult to maintain here due to lack of parts availability, and are too expensive from the outset. Except for the V8 which isn't a good conversion for a LHD series LR.

If we listened to the party line being preached on this list we would believe that all Englishmen are perfect gentlemen, all happily motoring along on wee country lanes in little 2.25 powered land rovers. But if you read the articles about lanes being churned up, bull bar bans, and crikey, take a look at some of the non-land Rover 4wd magazines, they look just like West Virginia only with less teeth.

My guess is that most UK LR owners are kind of the English equivalent of our "Good Ol' Boys" and are trying to get one with the most power they can. Obviously things are different in the enthusiast circles. So believe what you like about the things, but don't turn it into something else.

Andy Grafton sent us this note from his new digs in Sweden

Before I left South Africa, I was having a problem with the Range Rover running on one carb.

I managed to cure it the day before I sold it. Here are the final symptoms, as checked with hosepipes.

The engine runs on 4 cylinders (one carb's worth). Sometimes the LH carb, sometimes the RH carb - you choose. Sometimes it won't run at all. Wait 3 or 4 days and it is running just fine again.

Using hosepipe, soak starter motor, plug wires, distributor etc. No problem. Soak coil. Uh-oh. Car runs on 4 cylinders and eventually stops. Change coil. No improvement. Change plug wires and coil wires and distributor cap and turf Ignitor thing and put points back. No improvement. Run wires direct battery coil. No improvement.

Drive 2 days on one half of the engine, or wait 3 days... No problem again.

Aaaahhhhhggggghhh.

Finally I threw all my toys out of my cot and started on it.

To cut a *long* story short...

There were mud plugs in the two carb. overflow pipes. The not-carb end of the pipes is down near the LHS front wheel, under the coil. Drive through puddles, tyre wets end of pipes which soaks mud and plugs pipe(s), depending of spray distribution. Carb. stops functioning. Over 2-3 days, mud dries out, passes enough air, symptoms go away.

Clean out mud, car will run underwater again.

So now I know.

This is worth bearing in mind as it would explain why my car would sometimes stop underwater, even when the electrics weren't *that* wet. I've moved the end of the pipes to the top of the wing.

Some Non-OVLR News & Rumours

For this months, we have received the following newsletters from other clubs: The Nameless Newsletter (Toronto Area Rover Club, no date) and an events circular from the Northern California Rover Club.

From the New York Times: Daimler to Offer a Monster

SUV...(Keith Bradsher) With sport utility vehicles becoming bigger and bigger, perhaps it was inevitable:

Freightliner, the nation's biggest maker of 18-wheelers, plans to start selling a four-wheel-drive vehicle that dwarfs even the largest family vehicles on the road. Based on a German military transport, the vehicle, called the Unimog, makes even the

Hummer look petite. It is 9 feet 7 inches tall, nearly the height of a basketball net and almost three feet taller than the tallest sport utility.

The Unimog is 20 feet long, more than a foot longer than the Ford Excursion, the longest sport utility on the market now. And it is nearly two feet wider than a typical car and 3.5 inches wider than even a Hummer, a General Motors vehicle based on an American military transport. The Unimog is so wide that, by federal regulation, it must carry truck marker lights across the top of the front and back.

The vehicle will sell for a base price of \$84,000. Freightliner will start taking orders for the Unimog in October, with manufacturing to begin in January, said Bruce Barnes, the Unimog marketing manager at Freightliner, which is owned by DaimlerChrysler AG. Freightliner will sell the Unimog mainly in suburban markets, regardless of region. The company's initial sales goals are modest. Freightliner hopes to sell 1,000 a year at first, with just 250 going to individuals - affluent off-road enthusiasts and people who simply like to drive noticeable vehicles. The rest will go to fire departments and businesses that plan to adapt them for civic and commercial use. <http://www.nytimes.com/2001/02/21/business/21BIG.html>.

Games console hero Lara Croft is making the transition to the big screen in a "Tomb Raider" movie on release in the US and Canada from 15 June. To aid Lara in her adventures she will be equipped with a Land Rover 110 V8 Hi-cap Pick Up specially modified to suit her needs. Painted in Bonatti Grey and trimmed with aluminium treadplate the Defender has all the rough and tough accessories including four large spotlights on the roof. Lara's vehicle though is not the only Land Rover to feature in the film, her wealthy arch enemy drives a Range Rover whilst his henchmen are bussed about in Discoveries. To complete the full model line up a V6 Freelander will also feature but you will have to wait to see the film to see where that comes up.

From World OffRoad 4x4 news. see <http://www.worldoffroad.com/news/news.asp> for pictures

(Note: There are some images and info on the Land Rover for the Tomb Raider movie at www.tombraidermovie.com I can't believe they made it an automatic, doesn't anyone know how to shift anymore?)

Winter Romp 2001as reported by Niall Forbes

I finally made it down to the Romp this year at Bruce Fowler's in Unity, Maine. I'd wanted to go the last two years but was unable so I was determined to get there this year. I also knew I'd never hear the end of it from Bruce and Jeff Berg if I missed another.



The Red Zit (my 66 Ila 88) was not feeling up to the trip, having a bum clutch, so I rode down with Matthias Eisengruber in his 110. Also in the 110 were Christine Philpot (LRE) and Matty's roommate Kirk. This made for a cramped trip to Saint John, NB, where we spent Thursday night at Peter McKelvey's house. You can tell you're at a Land Rover enthusiasts' house when you pull up at 1:00am, they come out into the snow in their bathrobes to meet you, and then you all head to the garage to look at the Series I instead of going in to bed. The next morning we met up with Matthias' brother Herbert and his sister Michaela in Herbert's Range Rover and then we met Peter Knowles and Bill Nickson in Bill's Ila 88PU. We drove the rest of the way in convoy and fortunately had an uneventful border crossing. We finally reached Unity at dusk and pulled up to Bruce's house to a very friendly welcome by Jeff Aronson. After a bit of talking we all headed down to the student centre at Unity College to meet every one else and have dinner. It was great to see so many friends again and get reacquainted. After everyone had arrived and those who were hungry had eaten, we headed out for the trail. We waited for people to learn/remember how their snow chains went on and then headed down the trail. Unfortunately we would not get very far this time. Bill and Bernie Cameron's Range Rover, the Barfani Chita, decided it needed a rest and shut down. Others were finding the snow simply too deep to move in so we turned around and headed back to Bruce's, leaving the Range Rover in the woods for the night.

Saturday started off with breakfast at Big G's where the servings are big and the juice and coffee refills are free!! I swear, you could feed a small country for weeks with one of their slices of toast. With such a good start to the day, how could anything go wrong? Ha! Rover Polo was planned for the day. After buying a \$12US (!!) broom, we headed to Bruce's with the taste of victory in our mouths. Upon arrival at Bruce's house, it was discovered that his field (i.e. the Rover Polo field) was full of



very deep snow. Jeff Berg made a valiant attempt at tamping down the snow with Finsup but it was just too much. The snow soon stopped all progress so he called for Matthias to come over and crash into him...uh....I mean pull him out. Oh well, it's only a small dent. Rover Polo was abandoned and we decided to try to conquer the trail that had defeated us in short order the night before. We started into the trail and quickly made it farther than the night before. There was a lot of waiting while people tried to make progress ahead of us. A few people at the rear decided to turn around leaving the group I was with at the back of the pack. Jean-Leon was worried about running out of gas so our group considered turning around too, however we started moving forward again so we decided to continue. I'd been riding with Gerald Rudderman who had turned back so I

jumped in with Jeff Berg and Aimee in Finsup who was sporting a very Quintinesque rear lift gate. We were finally making steady progress until J-L broke through the ice in the river. Once we got through the river we thought we were home free. We'd be eating a warm dinner in no time. We were wrong. We came around a corner only to come face to face with about 30 other Land Rovers. It turns out there was a gate at the end of the trail and it was locked. With a lot of pushing we got everybody headed in the right direction and started to make our way back. To make a long story short, the way back was a lot harder than the way in had been. It seemed the whole trail was uphill and the centre hump between the ruts was now frozen solid and catching the diffs of all but those with the biggest tires. It was mainly thanks to the East Coast Rovers boys and Jesse Ware that we were able to maintain forward motion. We finally made it to the end of the trail at about 3:30am about 14 hours after we had started the trail to be greeted by John Cranfield who had brought us pizza. This time, two Land Rovers had been left in the woods. A few people went to the Irving Big Stop for some supper, the rest of us went to bed.

Up early on Sunday and off to breakfast. When Gerald and I had pulled into the parking lot on Saturday, it had been packed with Rovers. On Sunday there was one lone Series III. Inside,



Winter Romp photos provided by Niall Forbes

we joined Ed Bear who had been there for half an hour already and bragged "I was in bed last night by 7:30pm". The rest of the day was pretty laid back. A small group went off to recover the Disco and Rangie that had been left in the woods the night before. The rest of us played around in Bruce's field and chatted in his nice, warm kitchen. J-L spent most of the day raiding Bruce's spare parts pile and changing a rear spring. Sunday evening everybody went out to dinner in Waterville and a good time was had by all, especially at our table.

The plan for everybody on Monday was to fix Eric Riston's LR. Unfortunately we had to head back to Nova Scotia so we said good bye and hit the road. The Winter Romp was a great event and I will definitely be back again, hopefully with the Red Zit.

Highlights of the weekend were free juice refills at Big G's, Kaan driving all over Unity trying to find Scott who had mounted Kaan's glove on his D90's CB aerial (saluting everybody), and the conversation with Quintin, Mike, and Kyra on Sunday night. Many thanks to Bruce for all his efforts and for putting up with us all weekend and to the McKelveys for putting us up and feeding us on Thursday. Keep your eyes open for the May issue of LRE (Land Rover Enthusiast) as it is supposed to concentrate on North America and will feature a two page article by Christine Philpot on the Winter Romp.

From the LRO mailing list: "I was listening to Car Talk on the way to the office today (yes it is Sunday...) and there was a guy who called in with a bad smell in his car. Seems he had left a stick of butter on the dash while out of town, and the butter had melted and found its way into the heating system (yummy). Anyway, the guy was in Connecticut I think, and the rig was a 73 land rover. I think his name was Ralph Steadman Hamilton, III or something close to that."

Handyman's helpers: from Simon Harding: For stripping the glued in half rotten carpet padding in the back of my 109, WD-40 (amazing at killing the glue). For repairing the half rotten 4.5 inch fresh air intake hose for my kodiak heater: Duct tape. For cleaning the grime off the inside covers for the taillights, once removed, the dishwasher. For washing the removed good condition carpet from the rear of my 109 before long term storage for a potential future owner of my 109, the washing machine. All done this weekend, the latter two, while my wife was out of the house (what's that funny smell coming from the dishwasher?)

Men's Journal, March 2001, Page 30, Editor's Column. Great picture of a boxer (dog) sitting in the front seat of a II or IIA 88" softtop. Article has no Rover content... (from Ron Ward)

Another movie sighting from Bill Caloccia: "They came from beyond space" It looks like an 86" british registrataion "GKK 130". Location is supposed to be Cornwall. Filmed 1967.

Alternate parts trivia: For Koenig Winch owners... The bit of the wee driveshaft that connects onto the flange on the front of the crank is a standard Spicer part. Spicer part # R_45 in fact.

When you know you are too rabid about duct tape... It's not just for holding your Tim's anymore... <http://www.octanecreative.com/ducttape/toddscott/index.html>

Some Non-OVLR upcoming events

The All-clubs Dart Tournament. March 31, at Le Skratch in Merivale Mall, Merivale Avenue, Ottawa. Contact John Day at 723-9876 for all the details and registration info/costs (like \$5/team)

Moose Rally

It's that time of year again when the young roverites start to think of trails and mud. The first party of the year would be the Moose Rally in the Kingston area of Nova Scotia. This year, the Moose is being held on May 11, 12 and 13th. Details are now up on the web site. . Come on, join the Moose Trophy and have a great time. We drive trails for the beginner and for real Off-Road experts. But the main thing is: Don't damage your vehicle. Who is invited and what does it cost? Anyone with a Land Rover or anyone who is interested in Land Rovers. There is a small fee of CAD \$20.00. (A few from the Ottawa area are planning on going, and all are welcome to join the convoy. For more information on the Ottawa convoy contact Kevin Willey at) He claims to be leaving his Disko at home for that nice smooth ride of the Lightweight.)

From Prince Edward Island: "British Car Days across the Bridge" (July 13 - 15) combines one of the most spectacular vacation settings in North America with the fastest growing British car event on the north east coast. Organized by the British Motoring Association of Prince Edward Island with support from the Confederation Bridge, proceeds go to Cymbria Lions' charities. Over a thousand spectators and two hundred vehicles have gathered for this event during the past two years. Why not join the fun?

New Members

3 new members in Ferbruary

Andy Grafton, Copenhagen, Denmark with a 1983 Series III 88"

Lisa Mastalski, Pittsburgh Pennsylvania with 1995 Discovery

Keith Armstrong of West Des Moines, Iowa with a 1994 Discovery and a Series IIA 109"

Adam Pearsull of Johnsburg, New York with a Series IIA 88

Ben Bacque of Ottawa, Ontario with a 1994 Range Rover County

Set in and around South Rustico, Prince Edward Island, from July 13 through 15, activities will include: Friday - reception; Saturday - car & motorcycle show, valve cover races, miniatures display, concours judging and awards; Sunday - breakfast British style and tour of the north shore of Prince Edward Island.

For more information contact: Bob Bentley, (902) 964-3294 or email For a complete PEI tourism package with additional information about this event, please return email your name and mailing address. After March check the BMAPEI web page for more information and updates www.bmapei.net

From our former South African come some reactions to an advertising campaign where a Discovery sports a "Best4x4Far" logo in the back...

Dear Sir,

The Land Rover Marketing people obviously went too far this time, displaying a sign "Best4x4Far" on the rear window of a Discovery, and threw great chunks of the Series III driving populace in paralytic confusion. Why?

--concerned Series III driver (Pretoria)

Dear Sir,

I asked 37 Series drivers to explain the "Best4x4Far" sign in the rear window of a Land Rover Discovery with no luck. Can you explain?

--concerned Series III driver (Roodepoort)

Dear Sir,

Enclosed is a photograph of the "Best4x4Far" sign seen in the rear window of a Discovery. I have passed it around. I have posted it on a wall. Conservatively, some 40-odd professionals with doctoral degrees in disparate disciplines have examined it. No one understands it. Even my 6-year-old cannot figure it out... We are going bonkers. Please help. What is the meaning of this sign on this vehicle? What is the meaning of life?

--concerned Series III driver (Amersfoort)

Dear Sir,

We give up. Being intelligent, hard-working men, we don't often say this, but your marketing has proven to be beyond our intellectual capabilities. ...Is there some significance to this sign, spotted in the rear window of a Discovery, that eludes us, or have we been completely foolish in our attempts to unravel the mystery behind "Best4x4Far"?



--concerned Series II driver (Rustenburg)

Dear Sir,

I represent a small band of Fellows from every walk of South African life, who have been drawn together by a need to know, a need to understand and a certain perplexity about what to do with this decade. We are a special interest group under the umbrella organization of the ZA-LRO Braai-Grid. ...The Series fellows have been brought together by the absolute certainty that your sign, titled, "Best4x4Far", on the rear of a Land Rover Discovery means something. But, as this letter signifies, just what it might mean has escaped us.

--concerned Series III driver (Garsfontein)

Dear Sir,

Allow us to introduce ourselves: two humble and dedicated Series IIa drivers who begin every working day with a 30min review of what is parked out front. This morning we were shocked to find a sign "Best4x4Far" in the rear window of a Discovery. Mister, please write us and let us know the meaning that this comic sign is intended to portray. As an all-wheel-drive vehicle manufacturer, you have a professional responsibility to your constituents, especially those whose mental health hinges upon the comic relief provided by your vehicles.

--concerned Series IIA drivers (Steenbokfontein)

Dear Sir,

This is sick, sick humour! As a psychologist, I know what bad advertising has done to people's behavior and signs like this on lesser vehicles are in bad taste.

--concerned Series III driver (Randpark Ridge)

Dear Sir,

I was hurt and offended when I spotted a "Best4x4Far" sign in the rear window of a Discovery, which made a cruel insensitive joke out of abuse of a much more capable vehicle.

--concerned Series III driver (Magalieskruin)

The Maple Syrup Rally

**Sunday, April 22nd
Shawville, Quebec**

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga depending on where you might be sitting.

For the past thirteen years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laning. Last year more than sixty people came out!

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be held on April 2nd, with a "rain" date of April 9th. Remember, Mother Nature determines the date, not us!

Activities? Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup. To make you appreciate your breakfast,

attendees are encouraged to take a visit down to the sugarbush, and help in the production process to make part of the brunch, namely the maple syrup. A little sap gathering, some stoking of the fires under the evaporator... There will be an Easter Egg hunt for the children in the late morning. Finally, there will be a little white, or if conditions have turned that way, brown/mud laning around on some abandoned rail beds, around the sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year: \$38 for four litres, \$22 for two litres, \$12 for one litre and \$8 for the 540ml can. Bring your cheque book! (Note, this is the real stuff, not that chemically filled artificial stuff usually found in the supermarket)

The organisers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Christine Rose by Monday March 27th via email at tcrose@magma.ca. For those of you who do not have email, please telephone Christine at 613-823-3150 to confirm date and attendance. The cost of the rally is \$5 dollars per person. Children under three are free. To drive on the off-road you need to be a member of OVLRL and have a valid drivers licence.

Other aspects to consider? In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little Winter camping in the sugarbush. If you are interested in some Winter camping, give Vern a

Vern & Linda:
819-647-5544

Maple Sugar Rally Map

MSR at a Glance:
Date:
Sunday, April 22.
Where:
 Shawville, Quebec.

RSVP:
 Please RSVP to Event Co-ordinator Christine Rose
 at 613-823-3150 or tcrose@magma.ca
 by Monday, March 27th

More Info:
 More and updated info can be found at:
<http://www.ovlr.org/OVLR.events-msr.html>

ring at 819-647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Members are also welcome to come up on Saturday to help Vern gather up sap and with the maple syrup production itself and on Sunday, Dave Meadows will be looking to find some volunteers for sausage cooks etcetera.

So, if you have not been to the Rally before, or are unsure of the directions, there will be a convoy of vehicles leaving from the Westgate shopping Centre at 9 AM. (northwest corner of Carling Avenue and Merrivale)

The following directions assume that you can find the north end of Island Park Drive in Ottawa. Crossing the

Champlain Bridge you will go straight to the second set of lights where the road ends in a "T". Turn left (west). Follow the upper road (Highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right. The town library is across the street on your left) in the centre of town. #148 does a right turn here at these lights. Follow 148 out of Aylmer and proceed to Shawville. You will pass the villages of Luskville, Quyon. Drive through Shawville. About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the left-hand side). Turn right. Go straight, past the church until the road ends. Turn right, then take your first left. You will take the next left at the next concession line. One mile from this turn you will find Vern's farm on the left.

General Servicing: Repairs, Humour, Tales & Trivia

Enter the Purple Pig, A more compleat Friday Story

Mike Rooth

Me and Bloody Nora were rumbling home, (and had nearly reached said destination), when she decided that, A) I had retired, and, B) she was going to do the same. She jumped out of third gear.

Fair enough, she's been doing this for about three years. Yes, I know, witter, witter, witter, you lot do that all the time. It's easy to shove the old cow into gear, less easy to open my wallet. You try. You'll get blown up. You will, I guarantee it. Well, I shant be your friend any more... Right, you old sod. Ugh. Push. OK, try top. Push. Oh 'eck. Bottom produced movement. Great! Second? Screeeech! Come on you old sod ten feet to go... OK, she made it. Just.

"Right" ses the DA, "Scrap it". "Yep" ses I, "That's worth bugger all." Club members who shall remain anonymous (For the time being, pending payment) clamoured for Nora to live. And to bc truthful, I really didn't want to be without her.

It's stupid, this. It's a lump of machinery. You don't get fond of a lump of junk. Do you? And where's the cheque you lot? So the DA said "You are really upset about this aren't you?" I have to admit I was. Sorry. I've had that Owd Sod for sixteen years,

and have enjoyed no vehicle more. Mind you, she has new tyres, a spare wheel cover, and all sorts of blandishments, but sorry Bobeck, it doesn't cut any ice with Nora.

So. I desperately needed wheels. Which was a general anaesthetic on the wallet. Down to the local "honest" dealers. Now, I didn't want a Fraud. I *hate* Frauds. And PerJOES. Anyway, it had done 73,000 miles. So. It was dark. And the Corsa had done 23,000....

They've taken bits *off* this bloody thing. Rear wash/wipe, ciccy lighter, etc. And what's more, my mates don't wave. I *hate* being insignificant. And I *hate* the colour.

I gave Bloody Nora a whole minute of heater plug this morning. And she turned over. Slowly. And fired. And ran. "I havent died,Dad,I'm just poorly" Going home? The cab feels like home. The cab *is* home. The Purple Pig? Fergeggit. It's a good heater on four wheels..

On another note.. Thank you for the Award. Unexpected and undeserved. Really. If you enjoyed what I wrote, then great. But I must admit I enjoyed writing it much more.

Relining Brake Shoes

Alan Richer

Recently a correspondent of mine forwarded me the following question on parts. He asked:

As a case in point, Genuine brake shoes are \$159 per axle in the USA while aftermarket shoes are \$36. Is this a case of you get what you pay for?

Not with a lot of things do you get what you pay for. Brake shoes? Get 'em relined - much cheaper and the shoes are designed for it. Aftermarket brake shoes of a reputable brand are more than acceptable. I don't think I have ever bought Genuine shoes - and no one i know has either.

A reputable brand is the key - if you trust your supplier to have a clue then you can do well in the pattern parts arena.

Mind you, there have been many pattern parts suppliers that did not deliver the goods - a brake-parts manufacturing company that didn't bother to bore cylinders round comes to mind, and another who considered 24-gauge unplated steel acceptable for fuel tanks an example of parts to stay away from.

The key is to know your supplier and be able to trust them to winnow out the bad parts before they ever get to the shelves. If

you have a good supplier who knows quality and can supply it that in itself is gold - as this is homework you don't have to do.

For a non-brake example, all the bearings I use in engines are AE - identical in fit, finish and quality to Genuine for less than half the price in the UK or USA. Ditto w/piston rings - Genuine are massively expensive and I get mine from Hastings in Michigan - great quality, knowledgeable folk and very reasonable prices.

Gaskets? Good quality do not have to have LR packaging. There are exceptions, though - for example a complete gasket set for a Series transmission and transfer case is a whole \$10 in genuine parts...can't beat that!

Now, pattern or aftermarket parts are just not available for certain things. Series 1 parts, and especially body parts tend to be Genuine New Old Stock (NOS) parts, as when the Series 1 was built the aftermarket simply didn't exist for the vehicle. This doesn't mean Genuine or nothing, though - lots of the subassemblies on the car were manufactured by other companies such as Girling, Solex or Lucas. Armed with this knowledge and the old widget in question, many times you can source the repair part you need by comparing it to similar bits from cars of the same age.

On Being, er, Meticulous!

Anon (Ed. well, we know actually!)

Question, or better yet, a statement from one OVL R member: "I am NOT anal-retentive - merely thorough. It's mostly because the times I am NOT thorough it comes back to bite me right on the arse...every time."

A response from another member! "At least that is what you want the slackers to think! :-) If that is how people verbalize being somewhat of a perfectionist, so be it. Then I am anal retentive, and probably you are too. There is nothing wrong with wanting to

do a good job. And it beats the alternative (anal explosive). Another advantage of being "anal", is that when I do something cheesy, I recognize that simple truth. While others ignorantly do the wrong thing the wrong way for the wrong reason, the five alarm fire bells are going off in my head when I witness it.

An example: Today I put a knurl on a piece of round stock using only a file, a vise and a

hammer. I know it was a cheesy thing to do. It worked AND no one was watching!

So the next time someone accuses you, Alan, of being "anal", hold your head up

high and say:

I AM anal retentive! (parody of the I AM Canadian! ads)

- I will care to do the job right! The first time!
- I will not buy the 9.95 home handyman tool kits, not even as a joke!
- I will always have more tools than I need!
- I will accumulate more tools than a automotive garage or small factory!
- If I don't have the correct tool, I will buy one or MAKE it!

- I will take good care of my tools!
- I will polish them, LOVE and nurture them!
- I will give them names! My sledge is Zeus!
- I will never hammer anything to oblivion if it has ANY possibility of being taken apart!
- I will be shocked and appalled when someone does the wrong thing with the wrong tools and it works!
- I will not even OWN duct tape and bailing wire!
- I will build things that are at least twice as strong as they need to be!
- Tenfold is easy to factor into equations!
- I will measure twice and cut once!
- When someone says micro mirror finish, I will not only know what they mean, but likely have found a new friend!
- I weld for fun!
- I will have the largest technical reference in the city! I will own books by Tubal Cain!
- One of my favorite books is "Trustee from the tool room" by Nevil Shute!
- I will have expertise in at least one obscure and useless technical area, like Land Rover 2.25 diesels!
- I will make things that would be cheaper to buy, like play dough!
- I will do things just because: "I can"!
- The only television show I will watch is "Junkyard Wars"! I will start conversations with "Did you see Junkyard Wars where...!"
- If it ain't broke, it still needs fixing!
- I will be careful with sharp objects, like knives! (Dig!:-)
- I AM anal retentive! And Damn proud of

British numbering plates, an update

Frank Elson

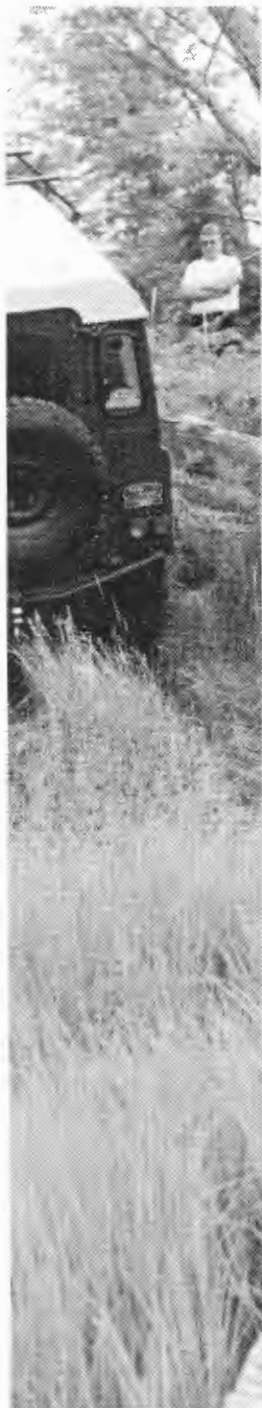
Note, on my original list I made a mistake with the S-prefix dates. I've just done it from S up to date so you can add to the original list I sent you. Anyone who missed the full list from 1963 just let me know.

Note the changes of length of time from 'S' prefix. From the end of February 2001 there will be a completely new numbering system introduced.

- S.. Aug 98 - April 99
- T.. March 99 - July 99
- V.. August 1999 - April 2000
- W.. March 2000 - August 2000
- X.. September 2000 - February 2001

The 18th Birthday Party

Background: For fifty three years, since the Amsterdam Motor Show in 1948, Land Rover's products have served the world and are still hailed as masters of rough terrain travel. OVL R celebrates its eighteenth Birthday since that fateful Summer Solstice when local members of the Association of Land Rovers of Canada established a local chapter. The Birthday Party is a rather unique event, different from most other rallies.



The Event: The eighteenth Birthday Party is being organised and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedar swamp, and mud) Silver Lake is located about sixty miles west of Ottawa on highway 7.

People will be coming from Quebec and Ontario and the north-eastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover products - Land Rover, Range Rover and Discoverys. Owners of Rover cars and other vehicle marques are most welcome to attend and participate in the spirit of the event. You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive on the off-road.

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

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

eral days. In the past, members have taken a week off to enjoy the countryside.

More Information: More information will be available in future issues of the newsletter, or on the club website at <http://www.ovlr.org>. If you desire more information, contact one of the organising committee members listed on the last page.

Registration Fee : An anticipated Event Registration Fee of \$35 per adult entitles OVL R members to enter their vehicle in all of the activities such as off-road events, vehicle display, and certain other activities. Other fees are - \$12 per child 6-12 years of age. Children under 6 are free. For non-OVL R members, the fee is \$35 per adult. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course the fee will be \$60 (\$35 entrance fee plus \$30 membership fee). Our insurance policy requires this.

Included with your registration will be the following:

- 1) Breakfast chit for either Saturday or Sunday at one of the two restaurants near Silver Lake Provincial Park.
- 2) Dinner Saturday night
- 3) Event t-shirt.

Payment: Your registration must be received by the 8th of June in order to guarantee entrance to the Birthday Party. Please note, if payment is received after the cut-off or made only at the event, the cost will be \$45 and will not include a free event t-shirt.

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

VOLUNTEERING

Due to the continuing growth of the event, all individuals will be required to volunteer for one task over the weekend. Please indicate your preference on your registration form. Please don't let us down - commit a few hours of your time and a good time will be had by all!

SCHEDULE

Thursday

The first groups of people start to arrive at the Provincial Park and at the site.

Food: You are on your own for food. You can either bring your own or eat at either the restaurant across the road from the Provincial Park, or at the Motel up the road, between the site and the Park.

Friday:

Pre-Register for a Day long excursion to Calabogie departing 9:00am and returning before sundown. This trip will be for experienced drivers and are prepared for possible bumps and bruises to their Land Rover. You will be responsible for all of your own meals etc.

Participants arrive. There are no organised activities at Silver Lake and everyone looks after their own meals.

The registration desk will be open after 4pm. It will be located near the club Expedition/Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

Breakfast will be available at either Ben Barbary (the restaurant across from Silver Lake Provincial Park) or at the Silver Lake Motel for those people who chose to have breakfast Saturday morning

7am The first trailblazers who are keen for off-roading begin to gather at the site. When the first seven vehicles have assembled, at whatever time, they will depart.

9am Registration opens at the Expedition Trailer on the Birthday Party site.

9 am The first light off-road group (of max. Fifteen (15) vehicles) leaves. This group will be more for those people who have been to the Birthday Party before and know how to drive off-road. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.

9am - 10am There may be an introductory course for those who are not familiar with all the levers in their vehicles (modern or old), and some basic rules for driving off-road. This will be for the complete neophyte who wants to learn, it is not for people who have driven off-road before.

10am The second light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.

11am The third light off-road group leaves from the site. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children.

1 - 2pm - Lunch (You are on your own)

2pm - Scrutineering for the heavy off-road. Pre-registration for the this event is required.

2pm - 4pm - RTV

2:30pm - Heavy off-road. It is recommended that vehicles have winch that works.

2:30pm - Light off-road

3:30pm - Light off-road

7pm - 8pm - Dinner at the Expedition Trailer. Dinner will be provided by OVLRL. The day will close with a social evening. Get to know fellow Rover enthusiasts.

8pm on - Social, party etc.

all day - Swap meet for those interested in bringing up used parts to sell, pawn off, or trade.

Sunday:

7am - Breakfast will be available at either Ben Barbary (the restaurant across from Silver Lake Provincial Park) or at the Silver Lake Motel for those people who chose to have breakfast Sunday morning.

9am - Light off-road

11 am sharp - Auction of Land Rover accessories generously donated by many of our sponsors.

12pm approx. - Lunch (you are on your own)

1:30 - Mud bog and light off-road. Extract Dale and Zippy

Food in general: OVLRL will be supplying Saturday dinner. Breakfast coupons will be distributed for either Saturday or Sunday for Ben Barbary or at the Silver Lake Motel to ensure everyone gets accommodated. All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of outside restaurants in the area where you could go for meals if you are so inclined.

4WD and 2WD Trips (light and heavy off-road trails): There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance. Additionally, all drivers on any off-road course must be a dues paying member of OVLRL. This is a requirement of our insurance policy. Please note vehicles going off-road will be subject to scrutineering prior to leaving.

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

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

The following vendors generously supplied items in the past for the auction: Atlantic British of Mechanicsville, New York sent up quite a few items, tune-up kits etcetera. Land Rover Magazine sent some items Land Rover Owner magazine sent up some items. Simpler Thyme of Branchville, New Jersey sent up a lot of Land Rover shaped soap for the registrants at the event. Rovers North of Westford Vermont sent some Ironman shocks and some other items Wise Owl of Vancouver British Columbia sent some 88" parabolic springs

If vendors wish to send up flyers, catalogues etc, OVLRL sets aside an area where these items can be distributed to attendees.

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

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

Dogs: Although dogs are permitted it must be clearly understood that they must be on a leash at all times and a minimum of twenty (20) feet away from the Club trailer. If you are off-roading do remember it is not courteous to tie your beloved pet to a tree and leave him barking for the afternoon.

Getting There:

Most people will make their own way to and from the event. However, some members will be plan convoys to and from the event (we know how reliable some of the older vehicles are). Check with members local to you to see what might be happening.

Locally (Ottawa Area): From Ottawa and Area: Follow Highway 7 through Carleton Place, past Perth to Silver Lake.

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

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

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

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

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

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

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

Maps: There are images of maps available at www.ovlr.org under the Birthday Party.

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

What should you do?

- Contribute ideas now.
- Volunteer to help with any organising requirements
 - either at, or prior to the event.
- Participate, celebrate and enjoy all facets of the event.
- To register you must complete the enclosed entry form.

Contact Numbers:

Event co-ordinator: Christine Rose

Internet: [Http://www.ovlr.org](http://www.ovlr.org) or Email: events@ovlr.org

Postal Address: POB 36055, 1318 Wellington Street, Ottawa, Ontario, Canada K1Y 4V3

A Final Note:

Please remember if you plan on bringing any guests who wish to drive the off-road course, that they must be club members to be covered by our insurance. To make this crystal clear: Non club members will NOT be allowed to drive on any off-road or RTV under ANY circumstances.

Important Birthday Party News

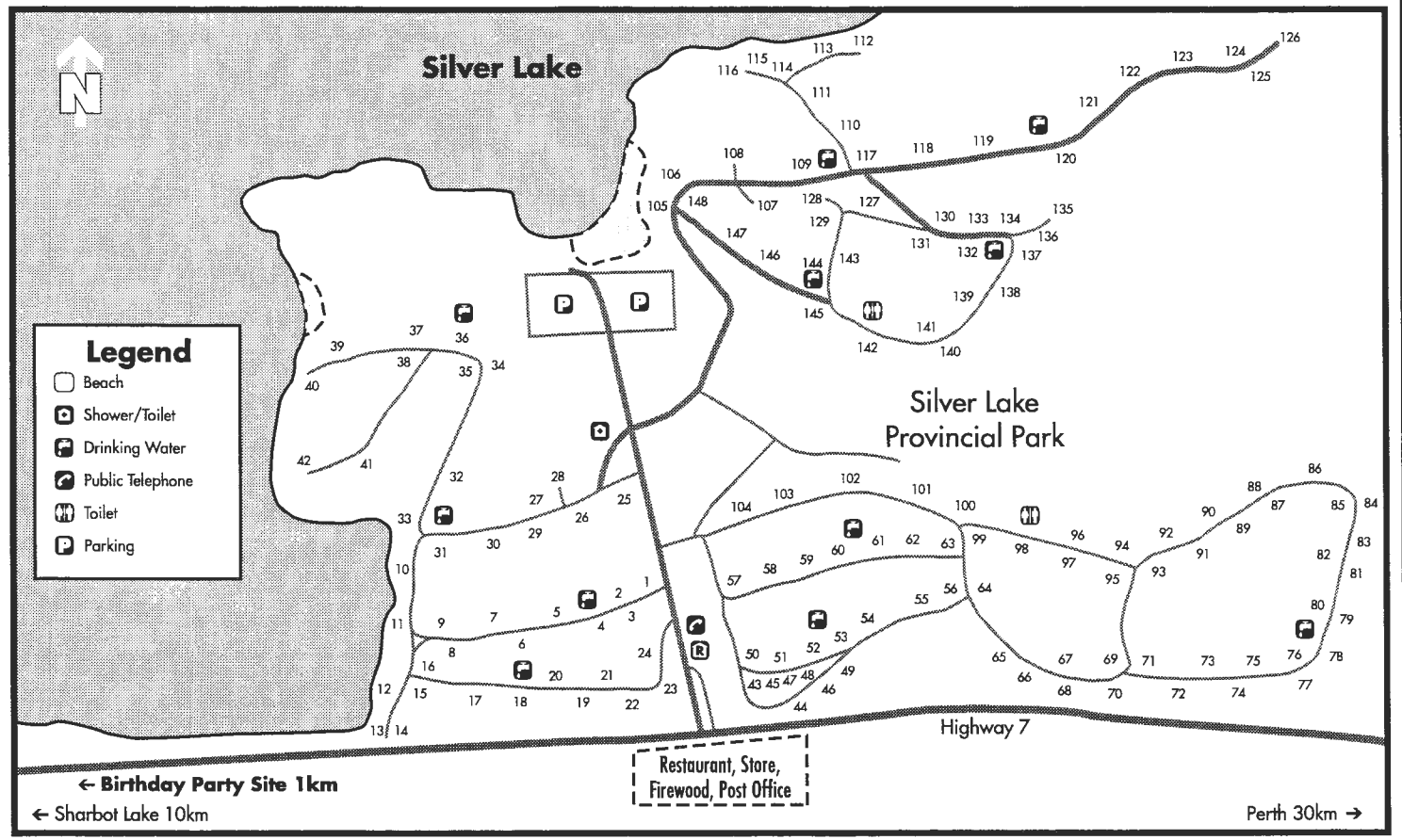
There are a couple of changes to the Birthday Party reservation process this year brought on by organisational changes within the Ontario Parks system. Ontario Parks now allow registrations several months (4) in advance. All those wishing to stay in Silver Lake Provincial Park are responsible for their own reservations. It's easy and quick to do and we encourage everyone to do it ASAP if you already have not. The number to call is 1-888-668-7275 or go on the website at www.ontarioparks.com and look for the south-eastern region on the map, Silver Lake and Dawson Campground area. OVL R are not prebooking any area of the park, but we are encouraging as in the past to book in sites 1 - 42.

The Silver Lake Motel is located across from Silver Lake Provincial Park for those of you who are not camping. For reservations, telephone (613) 268-2511.

Camping is available on site at the event (Mrs. Deacon's property) free of charge. Toilet facilities are available, but no showers. Note: No open fires are permitted.

Please indicate on your Birthday Party registration form where you will be staying.

More complete information on this can be found at www.ovlr.org/OVLR.birthday.info.html



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