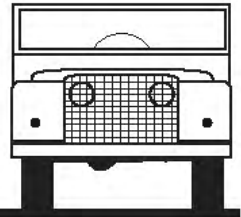


**OTTAWA
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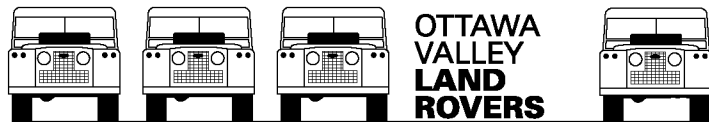


15 April 2001

www.ovlr.org

Volume XVIII, Number 4





PO Box 36055, 1318 Wellington Street,
Ottawa, Ontario, CANADA K1Y 4V3

General Information

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

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

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

The Ottawa Valley Land Rovers Newsletter

ISSN 1203-8237

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

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. 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 maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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

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OVL R Radio Frequencies:

VHF: 146.520

CB Radio: Channel 1

FRS: Channel 1 sub 5

Shortwave: 14.160Mhz

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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

Greetings;

Unlike previous years, there is no news on the Maple Syrup Rally in the April newsletter because the Rally was held later than normal due to the weather and the Easter holidays. However, in the meantime we can begin to get ready for the next event of the season...

“The time has come” the walrus said,

“To speak of many things:

Of shoes—and ships—and sealing wax —

Of cabbages—and kings—

And why your rad is boiling hot

And whether Land Rovers have wings.

Yes, it is that time of year when many of the older Land Rovers are pulled from musty barns and other storage locations where they have been sleeping through the winter. This event is as good an excuse as any for you to get your Land Rover fired up and on the road. It will also give you about six weeks to correct all of the major faults that are found with your vehicle so that it is fully ready for the Birthday Party in June!

The Event: For the past eight or so years, local members of OVLRL have been gathering at the Mini Man in Stittsville for an annual tune-up session. It is an opportunity for members whose mechanical skills may be in need of some practice. There will be members there who are very familiar with the operation and maintenance of these vehicles and they will be more than happy to help guide you and explain what you should be doing to keep your vehicle in top shape.

Participation varies, generally there are about a dozen vehicles attended to. (Some are barred from attention, such as Dixon’s Green Beastie). In the past, the centre of attention has varied from notorious vehicle to notorious vehicle. One year it was Sean McGuire’s 109 military, it seems everyone had a hand in trying to tune it (read fix it) after Sean had been left unsupervised with it for the previous year. Another year the focus was work on Bob Wood’s 109 Military (is there a pattern here?). Come

and see what will be this year’s centre of attention!

When: This event is traditionally held in the beginning of May. As other local British car clubs have seen how successful this event has become, they too have begun to reserve time to run their own tune-up event. But, as OVLRL started the process, we get first pick. Thus, the Tune-Up will be held on Saturday, May 6th. People generally start to appear around 8 a.m., and the Tune-Up runs to just past lunch when many attendees repair to the Cheshire Cat (on Carp Road) or the Swan at Carp (in Carp) for a little socializing.

Reservations/RSVP: There is no need to pre-register for this event. Just show up some time in the morning.

Cost: There may be a small charge of a couple of dollars to cover the cost of lunch.

Activities: There will be an opportunity to tune-up your Land Rover. If you lack expertise, there will be people there to help you. If you need basic tune-up parts, they can be purchased only feet away at the parts counter at Mini Man. There will be a simple lunch prepared on the club Expedition Trailer. The chef is not sure at this time whether or not it will be hamburgers or chili. There will be a guessing game, the question is “How many spark plugs did the Marshal break this year while storing his Lightweight away for the winter”



Upcoming Events

in the next month or so...

- | | |
|-----------|---|
| 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 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 OVLRL Birthday Party,
Silver Lake, Ontario. |
| August | WCRC RoverFest. Info:
www.roverfest.com |
| August 20-23 | BB4WA: On the Road. Hazel-
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:
www.roav.org |

Getting There: Mini Man is located at 104 Walgreen Road in Stittsville. If you are coming via the Queensway (Hwy 417) you will exit at Carp Road. Coming to a stop sign, you will turn South onto Carp Road. (If coming from the east, you will cross over the Queensway). You will pass by a Petro Canada on the right (west) side of Carp Road. The first intersection is Westbrook Road. You will turn right onto Westbrook (there is a Bargain Builders lumberyard on the south-west corner of this intersection)

If you are coming via Hazeldean Road from Kanata, you will go west past the Stittsville Flea market site. Just past the flea market you will come to an intersection with a set of traffic lights. Turn right (North) onto Carp Road. Go about a mile and look for Westbrook Road on your left. When you get there, turn left onto Westbrook.

Once on Westbrook, go a hundred yards or so to your first intersection. This is Walgreen Road. Turn left onto Walgreen. Mini Man is about a hundred yards down on the right. Look for the Land Rovers parked beside the building.

All of this information, as well as maps, can be found on the OVLRL website under Tune-Up

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LAND ROVER

106 Page Guide!

GENUINE PARTS SUPPORT

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

From the Editor: We will deal with some of the fall-out later on, in the next section, but I feel that the membership should be aware of the time requirements in producing a newsletter such as this one. Several people have made comments that it is something very simple, and can be accomplished every month in an hour or two. Well, they must be pretty good, because the time expended by myself, Spencer and the collation/stuffing crew now exceeds forty hours a month. And that's a minimum!

Now, several people have seen fit to get a little anxious about potentially not being able to find their way to the Maple Syrup Rally. People with Internet and Web access. If they decide to take a look at the club web site, they will find that all of the events are documented, generally in more detail than is found in the newsletter, and with a page of maps linked to the particular event page. Next time, before you panic, check the web site. Then panic and send the Editor an email...

For the February newsletter, we seemed to attract quite a crowd. The usual stalwarts; Fred, Murray, Bruce and Andrew were there. Our new recruits, Peter Gaby and Shannon Lee Mannion were there. Dale Desprey, Martin Rothman, and Jerry Dowell arrived to lend a hand putting the issue to bed. The collation crew is quite pleased with the smooth transition of renewal and label production from Dave Meadows, who has been doing it for the past four years, to our new recruit Rob Ferguson.

Volunteering: I believe it is time that some members reflect on what is involved on running an organization like OVLRL. It takes a lot of people to keep things moving, especially at Events. This year for the Birthday Party we will be expecting people to lend a helping hand. While you will be asked at Registration to sign up for some task, there is the opportunity to sign up for some tasks now, before they get over-subscribed. These are the people responsible for various aspects of the Birthday Party: The Boss: Christine Rose. Off-road activities: Jason Dowell. Registration: David Meadows. Series One activities: Tom Bache. Calabogie Medium/Heavy Off-road: Martin Rothman. Saturday evening clean-up: Keith Elliot. Cooking: Bruce Fowler. Trailer Set-up: Christine Rose.

Trailer take down: Dixon Kenner. Note: There are other chores open. So expect to be asked, and expect to lend a hand for a short while! This is a co-operative effort!

Andy Grafton has been a busy boy with his new Series III. He writes us: I had a good weekend away in Sweden. Spent most of it sleeping. 'Twas my birthday away and I am now (gasp) 30 years old. Today my shipment of parts and tyres from the Dreaded Paddock arrived on time, to order, and cheaper than quoted. Something of a miracle. I have fitted the Defender-style mirrors already, so I don't kill too many cyclists. What an incredible difference! It warms my heart to have some halfway tractive tyres so I can snap half-shafts with the best of them. Must find a place to get them fitted. The FMBs I have on the L.R. at the moment are nothing short of a handicap. The military have been super-nice when maintaining the L.R. and have thickly greased every bolt, ends and middle. What a joy to take things on and off.

A short note received from Peter Thomson: "I thought I would let you know I am now supporting a new knee. Got out of hospital last week and I'm now sitting around the house for the next month or so."

News from Niall "The Red Zit will be at the Birthday Party" Forbes: When we last heard from Niall, he was contemplating a little spot of welding here and there. Well, that prompted the question, when exactly was the last time the Red Zit was a moving vehicle? His response? — "OK, I'll admit it was sometime back in late October...but I'm getting close. Unfortunately, Con's welder broke so I'm not sure how





long it's going to take to fix the footwells. I'm hoping I can get my hands on another welder for a couple days."

🚗 Announcing the 1st Annual OVL R "Calabogie MHO"

OVL R is planning to hold a "Calabogie Medium-Heavy Off-road" (MHO) overnight event on the Thursday and Friday prior to the OVL R Annual Birthday Party Rally. This event is specifically intended for the experienced off-roader. Although the MHO is not extreme to the point where we expect body damage, it may happen.

The MHO will be held in the Calabogie area, north of the B.P. site. It will be the PERFECT "Series" off-road event with lots of rock, water, mud, tight area's and opportunities for winching. Because this is a wilderness area, the MHO will be a "bring everything you need because we will camp wherever we end up Thursday night" event. This includes

extra fuel in each vehicle, First-Aid kits, and recovery gear. Equipment such as GPS, 2-way radios, axes and shovels are recommended. The MHO will be a "Tread Lightly" event and everything brought into the bush must be taken out when we leave.

Recovery gear is required for all vehicles (tow points, ropes, etc.) and at least two vehicles must be equipped with winches. All vehicles participating in the event must be street legal, licensed and insured. All vehicles will be inspected for mechanical and structural defects prior to departure and will not be permitted to participate if they do not pass. As well, all participants must be OVL R members.

The MHO will depart early Thursday morning from the B.P. site and will drive on paved roads to the Calabogie area where the off-road fun begins. We plan to be back at the B.P.

site by mid-afternoon on Friday, specific time will depend on the amount of mud encountered on the way. The group will stop at a supermarket and beer store to re-provision on the return to the B.P. Tow vehicles & trailers may be parked and left at the B.P. site for the Thursday and Friday.

The MHO is currently limited a maximum of 8 vehicles. If an additional team leader with knowledge of the Calabogie area and two more winch equipped vehicles are available, a second group of up to 8 vehicles may be added to the event. The second group will follow a different set of trails and will attempt to meet up with the first group for camping.

Event cost and registration dates will be announced in the OVL R newsletter and by e-mail by May 5th. For more information please contact: Martin Rothman Tel: 613-721-3616, e-mail: mrothman@cyberus.ca

Some Non-OVL R News & Rumour's

🚗 Land Rover News: The April issue of LROI has an artist's drawing of a prototype Defender from the LR factory on page 23. The article says a visitor to the plant in Solihull strayed from the guided tour's path and found himself staring at a fully functional Defender 110 5-door with plastic bumpers, one-piece body (roof and sides one piece from top to bottom). Unable to snap a picture, he made mental notes of the truck and then described it to the editors of LROI. The man says it looks a lot

like an Isuzu Trooper. In addition to this story, an anonymous LR factory employee confirmed that the new Defender Series II will share none of the original body panels (plastic color matched bumpers). It will be powered by Ford V-8 gas engines or Isuzu diesels, have independent front suspension from the Ford Explorer and have a more plush and comfortable interior.

🚗 Land Rover Owner International Magazine is setting up a new office in the United States. They are interested in

various local activity and event schedules, as well as anecdotes, trail stories, etc. This is your time to publicize your activities in the world's largest Land Rover magazine. The New LROI office can be reached at: c/o Manrico Delcore (mbschooner@aol.com) RR1 B 208, Whitewater, Kansas, United States. 67154

🚗 Land Rover Trivia: (well kind of...) I was reading a magazine article about the many successes of the Oldsmobile, I note that in 1912, Oldsmobile introduced a 4-cylinder Defender model. They really were ahead of their time! (from Bill Leacock)

🚗 Land Rover sighting on the tube: On TBS the other night, the bad guys in "Mr. Nice Guy" drove a Series III 109. Actually it could have been a 110, from the amount of time I saw it, but the canvas looked "Series". (From Brian Hoult)

🚗 Some Land Rover Engine Trivia: Here is some experience from someone who pays close attention to a tach back in the days of yore when I had a 2-1/4L engine.

- Max acceleration shift point - 4000 RPM. The engine ran out of power above that

- Maintain max speed downshift - 2,400 RPM. It will pull steadily below there but I could go faster by downshifting at that point. Amend that to I would not loose speed as fast on grades if I shifted at that RPM.

- Not in a hurry downshift - 2,000 RPM. The power curve drops rapidly below that

- Freeway cruise - 3,400 RPM. With my tyres & stock gearing this was about 55 MPH

(from TerriAnn Wakeman)

🚗 More news on Lara Croft and Tomb Raider: "Obsessed with the video game "Tomb Raider?" How 'bout with actress Angelina Jolie? Well, we have a win-win for you: In more Land Rover news, the Defender will be front and center in the live-action version of the game. It'll be in pickup form with a V-8, a roll cage, a winch, more lights than you can shake a stick at and expedition gear. Here's the other part of that win-win: A limited-edition "Tomb Raider"



Defender will go on sale later this year."

http://www.fourwheeler.com/cms/editorial/media/p55650_image_large.jpg

http://www.fourwheeler.com/cms/editorial/media/p55631_image_large.jpg

(From Matt Peckham)

🚗 An Interesting Website: Subject - Galvanizing: <http://www.higalv.co.uk/> This is a very interesting and informative website on the subject... (From Ray Harder)

🚗 BMW sees 2001 growth, draws line under Rover:

MUNICH, March 27 (Reuters) - German luxury carmaker

BMW, freed from its loss-making U.K. Rover unit, said on Tuesday its profit, revenue and unit sales would grow in 2001, despite deteriorating conditions in the global auto market. "I am confident that the BMW group will succeed in increasing deliveries, sales and profits throughout the whole of 2001," Chief Executive Joachim Milberg told a news conference at which the company confirmed preliminary 2000 results. Milberg said model launches due later this year, including the new Mini, the compact 3-Series and the updated 7-Series would contribute to growth. Investors have praised the group for successfully refocusing its strategy in the past year after selling Rover. It is now concentrating on exploiting its position as a strong niche player in the luxury market where it hopes its powerful brand will protect it from a downturn in demand.

"The strategy and news flow are good, but the worry is that the U.S. consumer will crack and that will hit BMW, said Jeff Kurrington, fund manager at Norwich Union Investment Management. If there were signs of a sharp decline in U.S. demand, Kurrington said he would have to review his holding in BMW. Otherwise, the stock could rally to the high 30 euros, he said.

BMW said preliminary data showed sales in the first quarter of 2001 rose by more than eight percent to 219,000 vehicles. "This is very impressive, given the market conditions, although this pace probably won't continue," said UBS Warburg analyst Xavier Gunner, who rates BMW a "buy" with a price target of 45 euros. He said sales could slow as customers wait for the introduction of the new 7-Series in the second half. At 12:30 GMT, BMW shares were 2.92 percent firmer at 34.58 euros, compared to a 1.6 percent gain on the blue-chip DAX.

BMW escapes downturn unscathed:

Some industry experts expect the U.S. market to decline by as much as 10 percent this year. BMW's robust profit growth in 2000 was due partly to strong sales of its X5 sports utility vehicle in the United States. Milberg said the premium segment of the automobile market was expected to grow by about 50 percent in the next 10 years, compared to growth of some 25 percent for the volume segment. He said there was a degree of uncertainty about developments in the U.S. market, but he viewed the economic situation as a short-term phenomenon rather than a long-term trend. The German market may return to, or exceed, last year's level, he said.

Most industry experts predict a flat year for new German registrations. German Automobile Association VDA said earlier this month that registrations fell 12 percent in February from the same month a year ago. "I think so far we have been able to escape the weakness in the market," said Milberg.

ROVER COSTS

The company said its involvement with Rover will have cost it a total of 4.1 billion euros (\$3.68 billion), slightly below the 4.6 billion it estimated last year. "That figure is

slightly below what I had in mind," UBS Warburg's Gunner said. The figure includes provisions of 3.15 billion euros, proceeds from the sale of Land Rover to Ford, retained assets and 762 million in Rover operating losses for the first half of 2000, before it was sold to the Phoenix consortium. "Further costs will not arise in this context," said Chief Financial Officer Helmut Panke.

BMW shares have gained around 30 percent in the last year as investors have regained confidence in Milberg's new strategy. "We won't delete the Rover lesson — we have learned a lot from the Rover experience," said Milberg. He confirmed that BMW was seeking an exit from its remaining involvement in some supply activities, including the Powertrain business. "It is not BMW's core business to be a supplier...but there is no time pressure," said Milberg.


BMW's fortunes contrast with those of domestic rival Daimler-Chrysler that is grappling with a \$4 billion restructuring program to return its ailing U.S. Chrysler unit to profit.

BMW confirmed previously released results for 2000 and said earnings before interest and tax rose 69.5 percent in 2000 to 1.578 billion euros, helped by strong car sales, partic-




ularly of its 3-Series and of its X-5 in the United States.

BMW also said it would continue to invest about 6-7 percent of sales. It will launch the new Mini in Britain on July 7th and elsewhere in Europe soon after. Some analysts are skeptical about the introduction of the Mini and of the compact 1 Series, to be launched in 2004, arguing they will take the brand down market and might hit BMW's traditionally fat margins.

 Events: Second Annual Series 1 Club Meet, June 22-24th, 2001

We would like to invite all Series One Land Rover owners to our second gathering in North America. This event will be in conjunction with the OVLR Birthday Party held every year in Silver Lake, Ontario. This three-day event consists of camping, off-road driving, tailgate swap meet, and a chance to socialize.

 We will be participating as part of the OVLR event and will have a Sunday breakfast meeting to talk about future events and discuss problems unique to our vehicles. Bring your Rover and have a good time. This may be a one-time opportunity to see so many Series Ones together in one place on this side of the Atlantic. The info about the Birthday Party can be found at: <http://www.ovlr.org/> under the Birthday Party.

For more information on the Series One Meet, call Tom Bache 1-610-268-8008. He will mail an info packet to you.


 Events: TARC Mad May Muddiness, May 27th

The Mad May Muddiness, a "gentle" tour of the lesser-used routes of the Niagara Escarpment, takes place on Sunday, May 27th. Starting from the Easton residence at 124 Central Avenue, Grimsby, at 12:30 p.m. The format, route and finishing point are TBA. Please contact Trevor for more



All the Winter Romp photos provided by Niall Forbes

information and if you plan to attend. Phone (905) 945-6128 or bluerover@cheerful.com (so we have an idea of numbers). All lightly treading 4x4s are welcome, nominal entry fee and waiver.

 Events: Camp Rover-Monteagle, Tennessee, April 6-8, 2001


Calling All Land Rover Enthusiast Procrastinators, — Camp Rover-Monteagle is only a few weeks away. For those who attended in 1999, remember all the fun we had.... those great trails that led into the night!!! Remember all those great guys from the Tennessee Land Rover Association, Tennessee Off-Road and Land Rover Nashville who worked so hard to see that all participants had a great time? Remember how surprised we were to experience a Land Rover Dealer -Land Rover Nashville- who had techs and their computer ON-SITE, along with daily parts runs to assist anyone in need? Remember the hands-on recovery, field repair, GPS sessions, and the capabilities course? Remember all the great Land Rover owners you met and wheeled with from all over the country?

We'll have major Land Rover parts and modification VENDORS and supporters and more Land Rover dealers providing on-site support. Plus, the first ever Rover Trophy, presented by none other than Tom Collins. All of this will be covered by Event Publicist, Jim Allen, for major magazines from several countries. We have registrations from Maine to Florida, Texas & Indiana, and a group of owners from California is trying to arrange vehicle transportation.

Do you want to have to only hear and read about this event ...or do you want to EXPERIENCE IT??? Some of you have reserved accommodations at the Smoke House Lodge and Campground but have not sent in your registrations. Others have said you are going but have not registered. It is time to stop procrastinating and send in those registrations ... Now!!!

Log on to www.camproverusa.com now to get full details, and that REGISTRATION FORM. I hope to see you there.

Mike Boggs, Advisor Camp Rover USA

 Events: Border to Border TREK 01

Some advance notice that the Border to Border group is discussing another trek. You can check it out at www.bordertoborder.com; in the Discussion Board there is a new TREK 01 in progress. The trek is an East Coast event and will end in Maine. It will start from Quebec to Baie Comeau up to Labrador City then Happy Valley/ Goose Bay, ferry to Newfoundland. Then up to Nova Scotia to New Brunswick and winding up in Maine.

You can also check the website: <http://www.trek01.freesevers.com/index.html> for additional information.

The 2nd Annual OVL R Birthday Party Design-a-T-shirt Contest

Sponsored by Atlantic British Ltd.

Sharpen your pencils! Get out those brushes! Take those pictures! And create the T-shirt design for our club's 18th Annual Birthday Party Rally. Your design may be for the T-shirt backside or for both sides. Funny photographs and drawings are encouraged. Incorporate your ideas on:

Land Rover Off Road
Birthday Party Social Life
Land Rovers in General
Any Other Land Rover
Theme That You Can
Dream Up

The winning artist will receive a US\$100 gift certificate from Atlantic British Ltd., several free T-shirts and the pleasure of seeing several hundred people wearing their creation.

T-shirt designs **MUST** be submitted in one of the following formats:

Adobe, Corel Draw or other compatible high resolution computer format (min 300 dpi).

Black & white, or colour line drawings (cartoons, sketches, etc.)

Submit your designs by mail to:
T-shirt Contest
Ottawa Valley Land Rovers
P.O. Box 36055
1318 Wellington Street
Ottawa Ont. K1Y 4V3 Canada

Photographs with captions (and a sketch of how you would like it layed out)

Other Camera ready artwork

All non-computer format submissions must be submitted on white 11"x11" to 11"x17" matt finish drawing paper in a rigid (non-folding) package. Please do not submit photographs with the original negative. If the selected submission is a photograph, we will notify the winner and request the negative. Please remember, people of all ages will be wearing these shirts, so keep those ideas clean!

All designs must be received by May 15, 2001. The winner will be selected by your executive between the 15th and end of May. The winner will be awarded their prizes at the Birthday Party Auction on Sunday, June 24th. In addition, each person attending the Birthday Party and paying their Registration Fees will be entitled to one T-shirt printed with the winning design. The winning design will be printed on the back side of every Birthday Party T-shirt. Additional T-shirts will be sold on-site for a nominal fee.

Submit by Email to:
mrothman@geosolutions.com

Questions? Contact Keith Elliot by phone at 613-835-3934 or by email at at-large@ovlr.org



General Servicing: Repairs, Humour, Tales & Trivia

The Purple Pig Compared...with what?

Mike Rooth

With Nora of course. Greetings, folks, from the humiliated owner of a GM (General Motors, not Genetically Modified...Umm... I'm not so certain here) vehicle.

You must understand that I was desperate for wheels. Very, very, desperate. It's purple. (Oh the shame. I know I was born to the purple, but this is ridiculous.)

OK, here we go. Departure angle is excellent, approach angle not so good, but the Ramp Brakeover Angle is...a straight line. Oh, right, that's OK then. Now, when GM designed this effort, they designed a car with the usual facilities. They called it the base model. They were probably right. It most likely *is* base. Then they went on to the *basement* model. They took stuff off it. So much so, I have recently checked that it has:-

- A) Rear wheels
- B) A spare wheel
- C) An engine
- D) It's still there

My research has revealed that A) is true, as is B). C) I am unsure about inasmuch as there is *something* under the bonnet which whirrs but I'm not altogether sure what it is. I'll get the Rat Man in to check. (The dog shows no interest, but if it isn't Stilton he doesn't tend to). As for D)..I've just checked. It Is. Unfortunately.

This thing is hardly inspiring, as indeed the sales bloke said. As in, "Well, OK, you hardly get worked up about it, do you".

This thing, in a way is the road version of the Land Rover,

although I hesitate to make the comparison. "Let's take stuff of it guys". So. We have no rear wash/wipe. On a hatchback. We have the trim on the hatch, though.. We have no intermittent forward wipe, either. All right, I know, S11A doesn't have it either, but you get a certain satisfaction from parking the non parking wipers precisely whilst reading the paper. It's skill that is. Speed? What speed? With three people in, I reckon it is slower up to forty than Nora. Motorway? Never. The damned thing is dangerous. And they have removed the fag lighter. (Ciggies to you lot). Oh wow, you all say, a blow for anti smoking. Wake up. There are all sorts of things you can plug in to that socket. Like your mobile phones. and things... No, I really don't want to know. Honest. Your private life is your own.

It didn't even have a radio when new. I don't care about this because a radio in Nora would be a farce. I know this by a programme of careful looking. Other Corsas have the aerial in a totally different place. And the speakers are on that little lifty up bit at the back when you open the hatch. So I cant use it as a van! Well at least that leaves out trips to the tip. But. There isn't much booze room in the boot. Serious that is. However, they have left in a *very* useful feature. Really. Adjustable height headlamps. Wonderful! If I put enough stuff in the back to need them lowered the stupid little pillock wouldn't move!

Now. Down at the farm there is a Lada Niva for sale. £750. OK, I know, but they are built like tiny tanks, and anything is better than this, although, I will admit, it is a good heater on four wheels.

To goop or not to goop - that is the question...

Alan Richer

Whether 'tis nobler in the mind to suffer the leaks and drips of untreated paper, or to take up Hylomar against a sea of coolant and by opposing contain it...

A recent correspondent on the LRO mailing list brought up the use of sealers - basically stating that unless the mating surfaces were badly damaged the endless types of gasket goop were not only useless but a hazard to the engine.

Personally, I disagree with that statement. The use of this stuff needs to be approached on a case-by-case basis. I agree that a lot of the gaskets don't need it - especially the thin paper jobbies. If that doesn't mate then you have an issue.

However, there are spots where some kind of sealer is simply not an option - and the rocker cover is one of them. On most

cover designs there is some sort of lip or key to hold the gasket in place under clamping pressure - the LR rocker cover is innocent of this.

Because of this innocence, the damned things simply will squirt out from under the mating surfaces after a while - personally I think it's because of the expansion and contraction of the ally cover in heat-cool cycles.

Oil pans are another spot where sealer works - mostly because most oil pans get the snot beat out of them in their lifetimes. The one on my Rangie V8 I literally had to take a hammer and dolly to as some gorilla had overtightened the bolts. Sealer helps there to deal with the rest of the ripples only a milling machine could deal with.

Salisbury Axles, some questions and answers

(Written by TeriAnn Wakeman with help from another FAQ and email list)

While everyone agrees that the Land Rover Salisbury Axle assembly is indeed a Dana 60 and the strongest axles that the Rover factory put under Series Land Rovers, there have been some myths built up over time regarding the origin of these axle assemblies.

Most people believe that these heavy duty Land Rover axles were built in Salisbury, England, under license from Dana, a division of Spicer. Well, as it turns out, there is no axle manufacturer in Salisbury, England. And if one researches the Salisbury name:

<http://www.dana.com/corporate/history/history1.htm>

The Salisbury Wheel Company was founded in Jamestown, New York, in 1901, when C.W. Salisbury, a key-maker and mender of umbrellas, patented an automobile wheel, then pooled his life savings with two colleagues, Scott Penfield and E.D. Sherman, and started manufacture.

Salisbury's first customer was the E.R. Thomas company, maker of the Thomas Flyer. In 1905, the company started manufacturing front axles. Two years later, rear axles were added to its product line. Acquired by Spicer in 1919, Salisbury was moved to Toledo in 1929, closer to the center of the automotive industry. Salisbury axles became standard equipment in thousands of automotive vehicles. At the outbreak of

World War II, Salisbury's light, rugged axles proved ideal for the Jeep. The Jeep proved so popular that, in 1945, Salisbury had to build a new plant in Fort Wayne, Indiana. In 1970, the Salisbury Axle group was renamed the Spicer Axle Division.

The Salisbury axle was well known in England during and after WWII because of the Jeep. So in typical English fashion, the English never stopped calling the axle type "Salisbury" even after the division and their products were renamed.

Think of "Salisbury" as being the English term for "Dana". This means of course the Dana 60 parts fit into Salisbury carriers.

Q: Can you switch out the ring & pinion pretty easily at any axle shop? Or do you have to stick to the Rover ratios?

A: Anything that will fit in the Dana 60 of the same time period should fit in the Dana 60, a.k.a. "Salisbury" used by L.R.

Q: What axles are under NAS Defenders?

A: D110s have a Salisbury in the rear and a 24 spline Rover axle up front. D90s have a 24 spline Rover axle front and back.

O'Kane on Land Rovers

Dick O'Kane

Reprinted from Road and Track, July 1969.

On that great bright day when I manage to accumulate all the time, money and space all at once, I'm going to go out and buy a TC, a D-Jag, an XK-120M (which I'm going to bolt a C head onto and call an "XK-120MC" so you can all write righteous letters to the editor), a Mark IV (yes, I know) which I'm just going to look at and never drive, and a Land Rover.

Now, I'm fully aware that I don't need any of that stuff, least of all the Land Rover. But I'm going to drive the Land Rover. A lot. Simply because Land Rovers turn me on.

I got into the Land rover thing about ten years ago when trying to sell business machines to Mom-and-Pop grocery stores in an economic disaster area finally got to my soul and my bank balance simultaneously. So I wound up in a very small, very informal Land Rover agency as a salesman, sometime mechanic, chief gopher and seat warmer.

The first thing you learn about a land Rover is that it has a personality uniquely its own. To me a Land Rover is a same, warm, comfortable place to be. When in a Land rover you're safe from any assault by man or nature, The Bomb could land right on top of it, but somehow you're sure that it would

only blister the paint a little. A Land Rover is the wheeled embodiment of the spirit of one of the sturdiest, most indomitable nations on earth. This is not just a heavy-duty vehicle; this is John Bull's heavy-duty vehicle. And there's a difference. There it is - Rule Britannia and Press On Regardless!

Okay, yes, I'm sure your 4wd vehicle is just as good, if not better. But it can't have anywhere near the Land Rover's class. And when it comes to tradition, well S hang around Land rovers long enough and you'll end up convinced that if Rover ever stopped making them, the whole continent of Africa would sink like Atlantis into the sea. Anyway two days after I started, I was a confirmed Land rover nut. Those things are more fun to drive than anything this side of a Ferrari! They'll go over, under or through anything, the visibility is marvelous, and you have to be really creative to make one break. And for sheer startle value, a land rover just can't be beat.

When you took a customer out for a demonstration ride, you'd get him (or often, her) firmly strapped in and take off down the street, which was in winter separated from an

expressway by a rather steep grassy embankment about 10 feet wide, and during the winter, this strip always had snow piled up on it about three feet deep. You'd get up to about 20, say very casually, "Hey, why don't we take the expressway - it's quicker," and suddenly swerve right. As you swerved, you banged it into 4-wheel drive and "whumph!" Into the snow, churn up the embankment, pull out into the disbelieving traffic and go, hood and fenders festooned with hunks of snow, customer softly going "gah S gah S gah S" to himself. Then down to the river where you'd demonstrate the thing's ability to climb sheer cliffs, charge through the woods, wade through hub-deep sand and generally do unreasonable things without a whimper. Then you'd let the customer play for a while, and it was your turn to hang on grimly while he tried to destroy the car, the object being to let him get so intrigued that he could be relieved of his sack of coin. And oddly, there was only one instance of customer-caused damage to our demonstrator. And not in the bush, either. This

happened in downtown traffic. You remember Land Rover's claim that the thing's built to withstand the full charge of a bull rhinoceros? Yeah, well they'll even do better than that.

On this particular day, my prospect was one of those marvelous old ladies New England's full of. There's a whole class of them; great huge jolly people with master's degrees and sometimes doctorates - always from Smith - and they're really into living. They do things like sail star boats single-handed, dig bushels of clams for dinner, march in demonstrations, lecture at the library and talk a fascinating blue streak while they get genteelly swacked on sherry. This was one of the archetype of the species, and she was having a ball in the land rover, giggling and cooing as she howled through a traffic, one way circle in a beautifully controlled drift. Then omigod, here came a great Mother Buick the wrong way, and with a cataclysmic bang, the two cars married fairly front to front.



*OVL R representatives at the 2000 Solihull Society National Rally
L to R Ben Smith, Pam Haigh, Mitch Stockdale, Charlie Haigh & Bill Rice*



found on the Web: a picture of the Land Rover that was involved in that terrible train wreck in England.

We fared a lot better than the guy in the Buick simply because we were harnessed firmly to the seats and he wasn't. He banged his head smartly on the windshield, sustaining Slight Injury, which rated us all an ambulance, a fire engine, all the policemen in the world and enough spectators to stop traffic completely. Then there followed the required Great Flap about Who Was At Fault, wherein Brunhilde stood like a pillar of New Hampshire Granite and told all and sundry concisely, precisely and politely that she was in the right and they could all go to hell, and finally, like the mules that drag the deceased bulls from the corrida, the wreckers came.

Just for the hell of it, I got into the Land rover and started it. It idled quietly with none of the sounds like the fan makes when it's stuck in the radiator, so I put it into reverse and tried backing out from within the Buick. It went backwards alright, but the Buick wanted to come too. So I got a wrecker to sort of stand on the other car's tail and tried again. This time the Buick fell off onto the road and I got out to inspect the damage. The Buick seemed utterly destroyed, hood buckled double, front wheels splayed out and the engine of its mounts, bathed in antifreeze.

The front bumper on the Land Rover was scratched, one fender had a dent in it and there was a broken headlight. That's all.

Brunhilde stood and stared in delighted disbelief, and I said, "Well I guess that proves the factory's claim that a land rover can withstand the full charge of a bull rhinoceros."

"Yes," she answered, "and also the charge of the cow Buick."

While that scene had its memorability, the funniest, (though somewhat dangerous) bit of goofery I ever saw pulled with a land rover was on the day the Dude refused to sell us parts.

The Dude was of another common type - short skinny, big handlebar moustache, tweed cap and bright red vest. They sell used cars. Our Dude was a bit different in that he owned a big foreign car place, and we'd go up there to get pieces to fix whatever wheezed into our shop. But one day when I rode up with the boss to get some needed bits, we found that the Dude has arbitrarily decided that our place was taking business from his and he wouldn't give us the parts at a discount. It was full counter price or nothing.

I'll spare you the shrill 15 minutes that followed. Just suffice it to say that when we got back into the Land Rover partless, and the boss was so mad that he couldn't talk. So after sitting for a moment while he gained his composure to drive, we headed back out the drive of the Dude's place and who should be sitting there at the end waiting for the traffic to clear, but the Dude himself, encased in a new Alfa. We pulled up behind him.

Four lanes of fast flowing traffic was swarming by and the Dude was watching intently for a hole so he could pull out. We waited. And we waited. And suddenly, the boss reached down and pulled the land rover into low range 4wd. I looked over at him. Grinning a fiendish grin, he inched ahead and

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gently contacted the Dude's rear bumper. The Alfa began to move. The Dude locked the brakes. The Land Rover's engine changed pitch, built to a scream, and with four Pirellis and one Dude shrieking in protest, the Alfa was shoved slowly and majestically out into the middle of the street.

We left him there, the center and cause of an epic traffic jam, and drove away. Yes, one day I'm going to get one, and it's going to have all the options and attachments I want too; snow thrower, winch, mower, hydraulic mouse trap, clam digger, twin machine guns, bird call, heavy-duty traffic ram S and an air horn that plays "Rule Britannia!"

Tuning a Rochester

Todd Ondick

Ed.note - Rochesters were a common, bolt on replacement carb for the Solex and are still found on numerous Land Rovers.

Here goes nuthin'- 25 mpg for 500 miles is the best I've gotten with my Rochester... downhill, with overdrive and a tailwind. Around town, I get 14 to 18 mpg and 18-22 mpg on the highway, depending on how and where I drive.

The big tuning hurdle I found was finding jets for the thing. I live at 3000 feet and the carb had a 54 main jet in it, resulting in a rich mix and poor mileage. I now run a 49 which is the smallest I could find and it runs well up to 5000 feet. When I lived in New Mexico (1000 ft), I ran a 52. British Pacific used to have jets, try them first.

The other pain with mine was a bum float. The tabs on the float would bend, mucking with the float level over time. New floats are available.

The most fun thing would be to get the rebuild kit (Borg Warner) and tear it apart. Go to the library and dig up their 50's-60's era auto repair books to find alternate float levels and jet sizes,

depending on carb model and engine size. Clean it, blow out the passages, set the float, put it back together, and tune the sucker. It is VERY easy and you can check your jet size and float condition while you're at it. You now know what you've got. Also, the butterfly shafts (throttle mostly) wear at the carb body and leak air, leaning out the mix as engine speed increases. Some are supposedly so worn as to make the carb unusable.

As far as setting the mixture: lower idle adjustment to 800 rpm (or as close as possible), turn the mixture screw (facing bulkhead) all the way in (lightly) and back out 1 1/2 turns. Then back out to point where the idle speed no longer increases. Go just to that point and not beyond, or the mix will be too lean. Repeat. Try different jets to find the one that allows the proper idle/mixture combo to be reached, e.g.: closest to 1 1/2 turns out on mixture screw. Try driving it. It may stall with idle set this low due to other problems- raise idle to a workable level.

Most important of all, try tuning the whole shebang... Point gap/condition, timing, and carb. Go from there.

Eddie Fenwick's Land Rover Diary. Entry #5

Eddie Fenwick

Well, I found out what was wrong with my Land Rover's brakes, and I'm so embarrassed about it. I'd replaced all the hoses and fittings, refilled the master cylinder, and everything seemed okay except that the pedal would feel spongy after a while and then I'd find some fluid was missing. So I asked my neighbor Mechano Bob, who's a professional mechanic, to have a look.

Bob had me sit in the drivers' seat while he wheeled himself under the car on a dolly. Then he said "okay, stomp hard on the brake pedal so I can see what's leaking." I did, and Bob screamed. He pulled himself out from underneath as I sat wondering what I'd done, and then I saw he was drenched from head to toe in brake fluid. As it turned out, I guess I'd been too paranoid when tightening the fittings; using a wrench would have been a good idea.

He was really angry, but then he laughed and said "you should've seen it under there...I got hosed down from multiple directions when you stamped on that pedal." We then tightened all the fittings and the brakes no longer leak.

Note to self: buy Bob a case of beer and a new jumpsuit.

I did notice that my shiny new frame is also getting rusty, and after only a few weeks! Gee, can't the British make steel that won't rust? I did so much work sanding all of that nasty black coating off it, too. Well, I guess a few coats of exterior latex paint will do the trick and keep it from rusting anymore! I had some left over from the last time I repainted my house, and it was good Sears "Weatherbeater" stuff as well. Looks great, especially the pale purple trim along the edges of the outriggers. Hmmmm...maybe I got carried away.

Yesterday my phone rang, and the caller turned out to be the nice Mainer who sold the car to me in the first place! He apologized for being out of touch and said he'd been away due to some sort of "international misunderstanding" in Europe. He also told me he had a nearly new gasoline engine for sale and asked if I was interested. I told him I certainly was since I want to get that awful, smoky diesel out of the car, and set up an appointment to go look at it.

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. OVLRL 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 OVLRL 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 OVLRL 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 OVLRL 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-OVLRL 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 OVLRL 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 own you own for food. You can either bring your own or eat at either the restaurant across the road from the Provincial Park, or at the Motel up the road, between the site and the Park.

Friday:

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 - Scruiteeneering 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 OVL. 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 you own)

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

Food in general: OVL 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 OVL. 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. OVLR 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 OVLR 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, OVLR 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

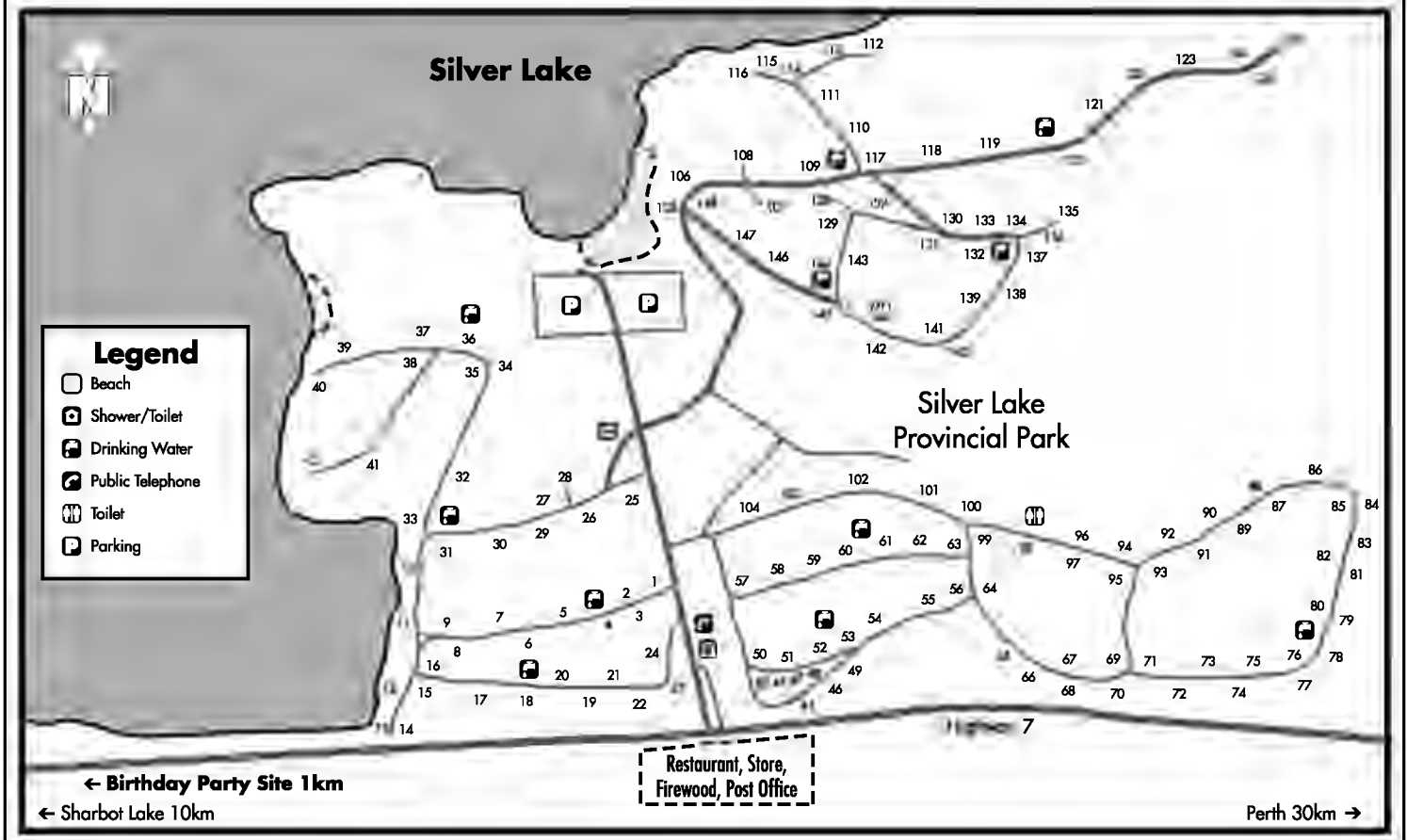
There are a couple of changes to the Birthday Party reservation process this year brought on by organisational changes within the Ontario Parks system. Ontario Parks now allow registrations several months (4) in advance. All those wishing to stay in Silver Lake Provincial Park are responsible for their own reservations. It's easy and quick to do as 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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