



OTTAWA  
VALLEY  
**LAND  
ROVERS**



**MARCH 2002**

**WWW.OVLR.ORG**

**VOLUME XIX, NUMBER III**



*Andrew Findalyson does some gardening (photo by Roy Parsons)*



OTTAWA  
VALLEY  
LAND  
ROVERS

PO BOX 36055, 1318 WELLINGTON STREET,  
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## 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.

OVL R 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.

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

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 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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## RADIO FREQUENCIES

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

## ONLINE

<http://www.ovlr.org>  
Any ideas for the website please contact Dixon Kenner

## SUBMISSIONS DEADLINE

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

## ADVERTISING INFORMATION

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

# UNDER THE HOOD



*The Freelander, looking scenic (Land Rover press photo)*

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## HEY MAN, WHAT'S GOING ON?

### OVLR 2002 CALENDAR OF EVENTS

#### March:

OVLR Social Mar. 18

#### April:

Maple Syrup Run April 7

OVLR Social April 15

Tune-up TBA (possibly May)

Speedorama Apr. 12-14

Learn to off-road, Stittsville TBA

#### May:

Moose Rally, Kingston NS May 7-20

OVLR Social May 20

Oxford Mills May 26

British Car Show, Hudson QC May 26

Dawn Croydon (450) 458-7113

aprilcroydon@videotron.ca

#### June:

Byward Auto Classic June 2

OVLR Social June 17

OVLR heavy off-road, Calabogie June 20-21

Richmond British Car Show June 23

OVLR Birthday Party June 21-23

Sporting Classics British Car Show

Richmond ON, June 23

#### July:

Evolution of Wheels July 7

OVLR Social July 15

Marlbough Forest cleanup TBA

RTV trials, Roverfest, Killington VA

#### August:

OVLR Social Aug. 19

OVLR Larose forest romp TBA

#### September:

Solihull Society National LR Rally, Moab UT Sept 12-14

British Invasion, Stowe VT Sept 14

OVLR Social Sept. 16

Haliburton Forest Jamboree, Sept 21

Aluminium Man Triathlon, Mid-Atlantic Rally, VA Sept 28-29

OVLR Frame Oiler TBA

#### October:

OVLR Social Oct. 21

#### November

OVLR Social Nov. 18

#### December

OVLR Social Dec 16

Christmas Party TBA

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

# TAKIN' CARE OF BUSINESS

## SEEING AND BEING SEEN AT THE AGM

By Shannon Lee Mannion

The night was cool, crisp, not much snow, no slush. The trucks came out in legions. Oh yes, the Land Cruiser and Iltis guys were there, ditto the Jeep and smaller Toyota 4 x 4 owners. Heck, there were probably a few Ford 150s mingled with, yes, Land Rovers. Scads of Land Rovers; more Land Rovers than seen since the Birthday Party last June. More than you could shake a stick at.

In the unworldly glare of the parking lot lights, it was as if all the Series Land Rovers in the area had got together and, lemming-like, decided to end their days in a windswept field in the west end of nowhere. The Range Rovers, Discos, Defenders, and Freelanders kept a discreet distance.

Inside was a sea of checked shirts, work boots and Land Rover paraphernalia-hats, vests, belt buckles with LR insignia, not to mention the dirty sneaks of people who have no interest in making a fashion statement.



*"...it's a touch of lavender that really makes a potpourri!"*

Men everywhere! Men with names needing to be dredged from the recesses of one's crenelated brain. Who'd seen Mike McDermott lately? And was that Al Pilgrim with him, the one and only Master Bates, he of deadpan humour, Son of Sally? And there were familiar friendly faces from this or that event, was it five or ten years ago, but their names, where had their names got to?

The regulars, however, were out in spades, the Tonys, Peters, Roys and Andrews, the guys with the exotic names, the Christians, Colins and Jasons. All the Daves, Gords, Als and Teds were there, too. Marshal Murray was present. And, be still our beating hearts, we think, but we're not sure, that we caught a glimpse of Bob Wood. Dunno. There was



*On average, one out of three people was paying attention.*

a back row of bearded men, reminiscent of a casting call for Snow White's seven dwarfs but full-sized dwarfs, and he may have been secreted among them.

It seemed that everyone was there. Even the spirit of our regrettably absent large-Member-at-Large, Harald Freise, seemed to hover expectantly over the assembly.

No wonder, with a tight three-way race for President, it was a veritable Clash of the Titans, and not to be missed. Who would get in? Dixon Kenner, LR Guru and he of newsletter prowess? Robin Craig, welder extraordinaire and passionate extoller of LR virtues? Or Kevin Willey, be-hatted, be speckled and beloved of Light Weight and Disco?

Alastair Sinclair has the answer so read on, McDuff.



*Snappy caption required.....*

# AGM ELECTION EXTRA

By Alastair Sinclair

The AGM was held January 23 at the Legion Hall in Kanata. The big news of course was the Presidential election.

Amidst much lobbying, active campaigning, a little influence peddling and the covert exchange of numerous pints, the candidates got down to business.

Aspiring presidential candidate Dixon Kenner outlined his desire to serve the club, saying "I think I'd make a good President and I would like to do so." He received a warm round of applause and was followed by Robin Craig who expressed the importance of having someone at the helm who is committed to the club and possesses the necessary skills to make sure the ship runs smoothly. Robin was followed by Kevin Willey who succinctly stated that the club was too important not to have a diverse field of candidates for the Presidency.

After a short recess for refills, tall tales, exaggerations and general carrying on, the votes were handed in. The ballots were counted and Kevin Willey was welcomed as our new President.

A big thanks to our three candidates for their interest and Good Luck! to the new Pres...



*The 2002 OVLR Executive.*



*Snappy caption required.....*



*Snappy caption required.....*

# 15TH ANNUAL MAPLE SYRUP RALLY

Shawville, Quebec Sunday April 7  
Rain Date, April 4

Our 15th Annual Maple Syrup Rally is right around the corner. Vern has sent the challenge to finish the off-road delight from last year, as poor road conditions and nightfall came upon us as a package deal. Plans are in place to plow through regardless, so pack your Wellies and your snow gear as the bets are on. As usual we expect a great turn out, over 60 people came last year!

OVLRL has been heading up to Shawville for the first official event of each year. Vern and Linda have invited us once again to see the production (if weather cooperates) of the gathering of the sap that is then turned into maple syrup right before our very eyes. We are encouraged to help gather and then watch the boilers do their magic in the sugar shack.

The day's events start with a traditional breakfast of French toast, sausages and baked beans all smothered in fresh maple syrup. After breakfast there will be an Easter egg hunt for the children to give the adults a 20-minute reprieve. To round out the event, we will prepare for some white-laning. Keep in mind that we could be gone for an hour or four, it all depends on the conditions (white or muddy) and how much fun we are having.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be: \$42 for four litres, \$23 for two litres, \$12 for one litre and \$7 for the 540 ml can. Bring your cheque book! (Note, this is the real stuff, not the artificial stuff usually found in the supermarket.)

The organizers need to know how many people can be expected so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Christine Rose by Monday April 1st via email at [tcrose@sympatico.ca](mailto:tcrose@sympatico.ca). For those of you without email please telephone Christine at 613-823-3150 to confirm numbers of adults and children attending. The cost of the rally is \$5 per person. Children three and under are free. To drive the off-road you need to be a member of OVLRL and have a valid driver's license.

If anyone is interested in a little winter camping in the sugar bush give Vern a 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 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 sap and with the maple syrup production itself and on Sunday we will be looking for volunteers to help out in the kitchen (trailer kitchen that is) with cooking and cleanup.

So, if you have not been to the Rally before, or are unsure of the directions, there will be a convoy of vehicles leaving Westgate Shopping Centre at 9:00 a.m. sharp! (Northwest corner of Carling Ave, and Merivale Rd.)

The following directions assume 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 Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the center of the park on your left) in the center 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 and Quyon. Drive through Shawville (don't forget to gas up if necessary). 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, and 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.

Hope to see you there!



*Christian Szpilfogel's 110 Defender in search of syrup, 2001. (Roy Parsons)*

Ottawa Valley Land Rover Birthday Party  
Friday June 21st - Sunday June 23rd

The Birthday Party is around the corner and the date has been set. The provincial park is ready to take reservations for camping or roughing at the Silver Lake Motel. Book now so that you won't be disappointed! See details below for options.

Camping at Provincial Park - We recommend those attending to book site in the Dawson park sites 1-39 if you wish to keep amongst your fellow Land Rover owners. You can reserve on-line at [www.ontarioparks.com](http://www.ontarioparks.com) fast and easy or call 1-888-668-7275. Total cost with administration fee for 2 nights is \$52.00 Canadian.

Camping at Mrs. Deacon property is free of charge but remember no open fires and no showers. Outdoor Go-Huts are available at the main site. No booking necessary.

Silver Lake Motel - Located 2 minutes from main OVL R site can be reached at 1-613-268-2511. Note if there is no answer leave a message as Frank & Mary may still be in Florida but will return soon.

Further details regarding the OVL R Birthday Party will be in April's newsletter but if you require more information prior please email Christine Rose at [tcrose@sympatico.ca](mailto:tcrose@sympatico.ca). Details can also be found at <http://www.ovlr.org/OVL R.birthday.info.html>

See everyone there,  
Christine Rose  
Events Co-ordinator

CLASSIFIED SECTION

I have for sale a 1984 genuine British Army military spec softtop 90 finished in Gulf War colours & markings. Released to me direct from Ministry of Defense in May 01. Spec includes gen military front bumper with tow pin and spare wheel on bonnet. LHD drive, rear bench seats NATO tow hitch, bumperettes, convoy lights & screw off lenses Diesel Normally aspirated 2.500cc military engine (heavy duty pistons etc) MOD replaced all brake pads along with 2 new front disks two new gearboxes stamped installed Sept 98 Chassis can only be described as free from any corrosion (must have been stationed in sunnier climes!) Fully road legal Mileage at 182000kms and uses 0.5L of oil in 4000kms Exhaust from front rear is excellent Army spec seats with middle seat (Museum of Army transport is checking & thinks the vehicle is 1986)

MOD dealers & suppliers in UK put these out at anything from £4500 to £5000 plus tax @ 17.5% I am selling this for £3500 as long as it goes to an enthusiast No farmers or construction worker types. My phone number is UK 02891862158

**WELCOME NEW MEMBERS**

Rich Williams of Redmond, Washington with a 1960 SIIA 109

Peter Dema of Newburg, New York

William Grigs of West Hartford, Connecticut with a 1970 SIIA 109

Arnold Villeneuve of Cumberland, Ontario

Stan Johnson of Ottawa, Ontario

## OVL R TECH TIP OF THE MONTH

### GASKETS PART I

by Andrew Finlayson

**Here are a few tips for working with gaskets that I have found very successful over the years.**

#### CORK GASKETS

eg: Valve Cover Gaskets but used in other places.

Clean up your valve cover well and especially the surface where the gasket is going to seal against. Next get that gasket out and unfold all the kinks and bends out of it from being stored under your seat box or where ever and make certain that the gasket will conform to the shape you require. OK?

Next take a little bit of adhesive like contact cement or spray trim glue and lightly coat the side of the gasket that will be on the valve cover and of course following the instructions on the adhesive container. OK, now fit the gasket onto the cover and make sure it fits all around then flip the cover over as it would sit on your engine and put it on a clean flat surface and press down on the cover to ensure the gasket is nicely stuck. Leave the cover for a moment (sometimes, I'll put something with a bit of weight on top of the cover at this time.)

Meanwhile, check that the surface on your cylinder head is clean and remove any traces of old gasket material OK? Now flip the valve cover over and take a little white grease and lightly smear the sealing surface with it. This will help to soften the gasket if it's old and dry and will make it seal better, plus it will allow you to remove the cover when you are checking your valve clearances. If you are careful you can just pop the cover back on and re-use the gasket!

A couple of things to keep in mind: When you first snug down the cover run the engine until it's warm and then re-check the valve cover nuts they will most likely need a bit of a tweak as the cork compresses and whatever you do unless of course it's an off-road emergency DO NOT use silicone sealer with your cork gaskets, it will make a mess of them and as I have seen many times silicone is often used very "liberally" and can lead to expensive engine damage by excess blobs blocking oil galleries, etc.

I hope this is of some help. Next month, we'll look at Gaskets Part Two and cover copper gaskets, paper gaskets and no gaskets. Till then..... 

### NEWS FROM THE UK ON LAND ROVER PARTS

submitted by Kevin Willey

#### LAND ROVER TO SETTLE PARTS ROW

**By SOPHIE BARKER (DAILY TELEGRAPH: 11/02/2002)**

Land Rover and KPMG are this week expected to settle their controversial legal battle over the supply of vital car components in a move that will secure thousands of West Midlands jobs.

Under the agreement, Land Rover will gain control of collapsed components company UPF-Thompson, which is the sole supplier of chassis frames for its Discovery model and is being run by receiver KPMG.

Although Land Rover has not signed a final settlement with KPMG, the car maker is expected to pay between #10m and #20m of UPF's #50m debt in exchange for the replacement of KPMG with its preferred receiver.

Land Rover will subsequently consider UPF's options and engineer a management buy-out or a trade sale. GKN, a potential alternative supplier of Discovery chassis, may be involved in a trade sale. The dispute stems from a demand by KPMG for #35m from Land Rover to continue supplying chassis frames - a request which the car company rejected.

Finding a new chassis supplier would have suspended Discovery production for up to nine months while new tooling was laid, and led to 1,400 lay-offs at the Solihull plant. A further 10,000 jobs among Land Rover's other suppliers would also have been under threat.

After weeks of failed negotiations, the two went to the High Court last month, where Lord Justice Norris said KPMG's demands were arguably illegal and granted an injunction preventing the receiver from carrying out its threat. KPMG applied for an appeal ahead of the May 7 trial date.

Neither Land Rover, a subsidiary of Ford, nor KPMG would comment on the dispute, which is expected to be settled today or tomorrow. KPMG's position, based on a previous ruling that an administrator could legitimately exploit the vulnerability of a customer to raise money for creditors, has drawn criticism from several manufacturers.

Earlier this month Bob Dover, Land Rover chief executive, wrote to his counterparts at UPF's main creditors, Royal Bank of Scotland, HBOS and Nordea, warning that "the landscape of British business will be irrevocably altered" if manufacturers are forced to adopt the liabilities of insolvent suppliers.

Mr Dover has also urged the Government to reform the rights of receivers. 

# AFRICA CALLING!

## FOUR X 4 SAFARIS

### BOTSWANA SELF-DRIVE CAMPING SAFARI

20 JULY TO 2 AUGUST 2002

#### 1. WHAT WILL YOU EXPERIENCE?

Guests will experience an off-the-beaten-track guided self-drive family-orientated camping safari in the unspoilt wilderness of the world-renowned Botswana Okavango Delta, Moremi, Savuti and Chobe Game Reserves and view the majestic Victoria Falls from Zambia.

More specifically:

Guests will experience true African nature, varying from the lush tropical park-like vegetation surrounding the Okavango Delta to the typical semi-arid grasslands with scattered thorn trees of Savuti.

Guests will experience abundant sightings and closeness to a variety of wildlife (including the Big Five) as is only possible in the truly unspoilt Botswana wilderness.

Guests will experience the prolific and varied birdlife that only Botswana can offer, due to its diversity of vegetation and conditions. Guests will experience bushlife and a closeness to nature that is only possible with a camping safari in the wild.

Guests will experience 4x4 driving within the natural restrictions of nature. 4x4 Driving experiences will include sand, deep sand, mud, water pools and (possibly) deepwater wading. Guests will experience 4x4 conditions that may be challenging, but not quite of a "camel trophy" nature.

Guests will experience ample photographic opportunities, whether their interests are nature, sunsets, tree spotting, bird or animal life or even stargazing.



*The rare striped lion.*

Guests will experience the feeling of truly being part of an unspoilt wilderness through camping life and self-drive opportunities. They will also experience the satisfaction of meeting the challenges of camping chores, the enjoyment of cooking succulent dinners around the campfire and the soothing sounds of nature at night to send them to sleep.

Guests will experience the reliability of our late model 4x4 vehicles, which are rigged and equipped to make a camping safari a very pleasurable event.

Guests will experience Botswana as a very peaceful, politically stable and economically strong democracy.

Guests will experience the professionalism, knowledge, experience and skills of the safari-leaders, Pierre and Caron Marais, who will accompany them for the whole safari. Their passion for nature has led them to travel extensively in Botswana, on camping safaris and other exploratory expeditions.

For a detailed itinerary and related information, e-mail Four x 4 Safaris on [fourx4safaris@global.co.za](mailto:fourx4safaris@global.co.za).

#### AND PEI WANTS US, TOO!

An open invitation to British car clubs...from Brian Jones to join British Cars Across the Bridge 2002.

British Car Days Across the Bridge 2002 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.

Last year, 1,000 spectators and 145 vintage British vehicles from all over the eastern US and Canada gathered for this event. Why not join the fun this coming summer? This year's event will feature the Mini with a new 2002 Mini as part of the show.

Set in and around the spectacular scenery of South Rustico, Prince Edward Island, Canada, from July 12-

14, activities will include: Friday evening reception for all pre-registered participants; Saturday show including valve cover races, miniatures display, concours judging, and awards banquet at the New Glasgow Lobster Suppers; Sunday breakfast British style and tour of the north shore of Prince Edward Island to the new Greenwich National Park.

For more information contact: Bob Bentley, (902) 964-3294 or email [rbentle@isn.net](mailto:rbentle@isn.net) Beginning in February, check the BMAPEI web site for more information and updates [www.bmapei.com](http://www.bmapei.com).

Brian Jones  
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COA 1Z0  
(902) 569-4952  
email: [bjones@upei.ca](mailto:bjones@upei.ca)

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# TALL TALES AND QUESTIONABLE ANTICS

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## KEVIN AND KEVIN'S MOST EXCELLENT ADVENTURE, PART II

by Kevin Willey

You will recall that our dynamic pair were on their way to the Moose Trophy event in Kingston, Nova Scotia, Kevin Willey in his Lightweight and Kevin Newel in his Series III, 88", picking up Kevin Newell's brother in Limoges as they proceed to Montreal to rendezvous with Rino Grinito and his Range Rover. The quartet have managed to get doughnuts, coffee, gas and are now just finishing lunch in Magog where we pickup on the story. Oh ya, the smoke coming from the engine compartment and the oil dripping from the frame rails of Kevin's Lightweight has been stopped momentarily..

The land here about is quite hilly and I have to shift down to into third gear on most of the climbs. The valves are chattering quiet a bit as well; must adjust the timing a bit to try and quiet the diesel sound. Out of the truck, open the hood, adjust the dizzy, and drive a bit. Still hot, still sounds like an old Kenworth.

In what seems to be no time, we are at the border. Kevin and his brother are first in line. The crossing guy yacks with them a bit and sends them on their way; I'm next, then Rino. All of us cross the border without any problems. Time for some gas.

All these up-hill, and it seems followed by way too short downs, shifting into third at each hill, second on one, isn't right. A quick stop and another twist of the dizzy. Must be getting close to the correct timing. As I pull away it starts hopping like a bunny on steroids; this is getting annoying. Out again and the hood up on its support, if clockwise isn't right then maybe the other way? Loosen the pinch nut and give it a twist, probably 20 degrees, no kidding. I start the old girl up and off we go and go it does.

Temperature drops like a rock and I can accelerate up hill, way cool. The old Kenworth sound is gone too, not that I have a problem with old Kenworth sounds, just not from my '73 Land Rover. You may ask why not use a timing light in the first place, well, there are no marks on the lower pulley or on the flywheel, so I did a tune by ear. Not my fault that I'm tone deaf.

Things seem to be going well; my truck is running well and cool, Kevin's is purring along and Rino's Rangy is bringing up the rear.

We are now at Rumford, a small city in Maine. We twist our way through town and as we are leaving, Brent, who is driving pulls over, "It won't go into third gear." No matter how hard we push it won't go. Rocking the truck back and forth doesn't do it either. We pull into a sand lot just ahead.

Before Reno can get his lawn chair out, we have the floor out and working on the top of the transmission. Figure we should take a look inside and see if anything is out of line or not in place. Hope I can remember those diagrams. At about this point Reno, points out the high amount of traffic flow to the house across from



*The Lightweight in its natural element. (Roy Parsons)*

us. Seems people drive up to the house, get out, run in for a moment, then come out get into the car and leave. One car is back four times with different people. Taxi? Not!

There seems to be a small piece of flat spring steel wedged in the shift bit for third and fourth that won't allow the pin to slide into its hole. Now, just to remove the offending steel. This is not as easy as it looked and Rino was getting nervous about the neighbors.

I went to the Irving gas station next to us to enquire after a rental place to get a tow bar. The old gut at the cash didn't know of any open, maybe Bob's Garage across the river would rent us one. He's closed but usually hangs around after closing time. Not looking very good and we can't leave Kevin's 88 here.

When I get back things seem to have improved. Kevin tells me that the flat bit of spring slipped back into its channel and as the housing rotated around it fell into the bottom of the casing somewhere. It does shift into third and fourth though. The top of the transmission was back on and the floor back in record time, as it is getting dark and this would not be a good place to be after dark it would seem. Most have been the threat of the tow bar that convinced the truck to be more cooperative.

*(Stay tuned to see if the trio escaped the drug dealers and/or arrest.)* 

# GO WEST, OLD ROVER!

By Keith Tanner

I had landed the dream job. Playing with cars for a living while living in the mountains, close to some legendary skiing, kayaking, mountain biking and off-roading. Fantastic! The only problem was, these mountains were in Colorado. Basil, my Land Rover, was only just back on (and off) the road after Ted Rose and I literally dragged it out of a barn, disturbing a long, long rest. What to do?

To those who are reading this, the answer is obvious. Drive Basil to Colorado. Sure, it's 34-years-old and I'd never driven it further than Silver Lake, Ontario. But how else will it get there? And what about all my stuff?

So preparations began. One week before leaving I changed all the fluids in the truck, finally succeeding in getting the fill plug for the rear diff loose. The transmission fluid, about three months old, contained an alarming number of bits of metal. Uh-oh. A quick conferral with Ted Rose, a run to Andrew Finlayson's house - and there was a "new" transmission sitting in my driveway a couple of hours later. Excellent. So to add to all the fun of packing, I also got to put an unknown transmission in my Rover before driving it 2,000 miles on the Interstate.

We finished with a day or two to spare, thanks to lots of help by a couple of good friends. Very dirty friends. The week-old transmission fluid coming out of the original box confirmed the decision as a good one. The truck ran okay, so we started packing.

Now the plan was to put everything in Basil. If it didn't fit, it didn't go. Running with me as a chase vehicle was my friend Trevor in my Miata. That car carried the camping gear for the two of us and not much else. Off we went!

The very first thing we noticed was that we were getting passed. A lot. I'd estimate that every car in North America passed us, probably twice. Thank goodness for four lane roads. We pressed along hard and long, actually making it to Detroit before we decided that the Rover wanted a bit of attention for the rattly valves. A quick adjustment in the parking lot of a Wendy's, and it was time to look for a campground. That's when Basil started to pump coolant out of the nose of the water pump quite enthusiastically. We finally managed to find a campground that had one small space left amongst all the RVs and crashed for the night, tired but ahead of schedule.

The next morning, I pulled the water pump off and called Ted Rose. You'll notice I do this a lot. He diagnosed the problem as a failed seal in the pump - and that's the ONE rebuild kit I hadn't brought with me. So we put the pump back in, bought a large tub of distilled water and a bunch of antifreeze and headed off at a slower pace at noon. It turns out that this weak seal may very well have been a pre-existing condition, as Basil would begin to leak a bit after running hard for long periods of time but was otherwise fine. I'd never run the truck hard enough in Ottawa to cause the leak.

From there on, the trip was pretty uneventful as we crossed Illinois, Iowa and into Nebraska. I was starting to get an odd vibration when going around tight corners in parking lots, and this got worse as we moved on. It

wasn't a problem on the Interstate. I later discovered that Basil was equipped with a factory LSD which was slowly locking up. I hadn't put the correct additive in with the differential fluid as I hadn't known.

Nebraska was actually quite enjoyable as I simply set the hand throttle and let Basil trundle along. The town of

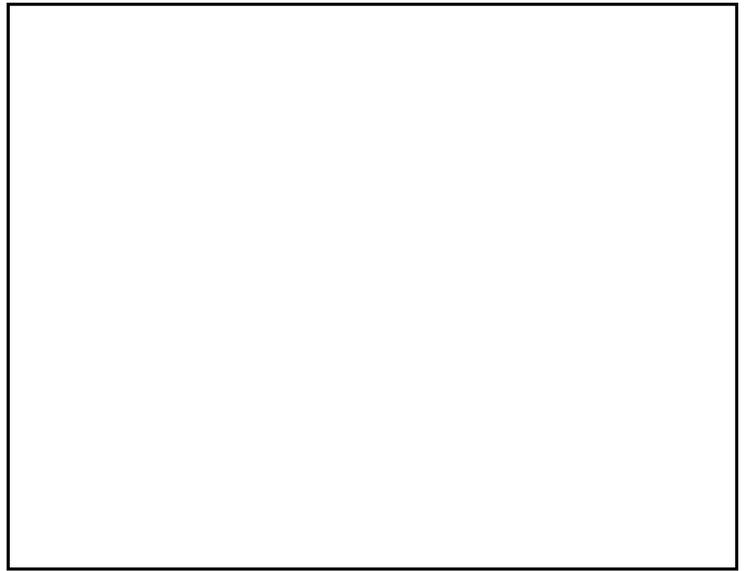
Ottawa, Nebraska caused some amusement especially as we discovered the Ottawa Clock Tower Restaurant just off the Interstate. But mostly they make their own fun in Nebraska. First there was The Arch. We were reading billboards advertising what was apparently the eighth wonder of the world for an hour before it climbed over the horizon. And it was.....an arch built over the Interstate. Hey, compared to the landscape, it WAS a big deal.

We shouldn't have snickered at the arch, though. Nebraska decided to punish us with a tornado. We were getting news reports about it coming, and were scrambling (at 50 mph!) to get ahead. We did miss the worst of it, but a huge wall of water did attack us and attempt to drown Trevor in the Miata. Basil decided at this point to short out his taillights to my excitement. Luckily, the wipers kept going! That night, we decided to admit defeat and stayed in a hotel.

The next day saw us crossing into Colorado and through Denver. Immediately after leaving the city, you start to climb. Basil wasn't thrilled with this idea, and we were forced to do a coolant change at the side of the road. This helped as we crawled up one pass after another at 25 mph. There's a community of fellow travellers that are all crawling over the mountains - we would pass one particular U-Haul as it sat and cooled down, then they'd wave to us as they went by as we rested. In this leapfrog manner, we worked our way up and over. Land Rovers from 1967 start to run a little short of breath above 10,000 foot elevation, especially when heavily loaded. The questionable cooling system held up fairly well, but we did feed it some of that extra water. At least the scenery was good and we could use the stops as an excuse to take photos - not something we had felt the need to do in Iowa.

We stopped in Vail for the night, not realizing that it was downhill all the way to my new home. A cold night in a beautiful campground, then a final triumphant run to Grand Junction where Basil was greeted with much puzzlement by my new employers. Apparently it's an odd thing to drive across the continent at 50 mph, roaring away in a vintage British agricultural vehicle. I didn't think so.

*Note: Basil's journey and other adventures can be seen online at <http://keith.miata.net/landy> . Basil and Keith are also featured in the March issue of Land Rover World!*



# JUNGLERUNNER: AROUND THE WORLD BY LAND ROVER



by Jeff Willner

## Planning the Trip

The idea to drive around the world grabbed me in the summer of 2000. At 32, I had put in a decade of corporate sweat and then invested two years getting an MBA. Before heading back to the trenches, I figured it was time to play hooky for a while. The decision to do the trip in a Land Rover Defender was a no-brainer.

My love affair with Land Rover began in the early 70's when my parents moved with us kids to Kenya for five years. Though we drove a Peugeot, those battered old Series III Landys owned the bush. Suspension like a rock and comfort an afterthought, but when the chips were down the Land Rover got you through. One day, I thought, one day I'll own one of those. This trip was the perfect chance to make that dream come true.



*A tricky spot crossing the Sahara in northern Sudan. (Jeff Willner)*

was done in the UK then the Defender was shipped to Foley's Zambia office for assembly and finish. The expedition would start in Victoria Falls.

## The Paperwork

There are a couple of key documents you have to have in order to do a long overland trip outside North America or the EU. The main one is a Carnet de Passage. I obtained mine from the AA in England where overlanding is more popular. The Campbell Irvine insurance company has worked out a unique deal with the AA. By purchasing insurance, the Carnet holder does not have to leave a deposit (this deposit can be up to 400% of the vehicle value depending on the countries to be visited).

The other major hurdle for the expedition was insurance. Fortunately, I found two excellent companies that filled in the gap. AON Insurance has an Expedition Insurance policy in conjunction with the Royal Geographic Society. This tailored policy covers the mundane (health insurance) and the exotic (kidnap & ransom). Finding vehicle insurance that would cover me in 44 different countries proved almost impossible, but just weeks before the start we found The Insurance Exchange in the US. Their global coverage policy was perfect.

## The Money

There was a lot of sponsor interest in the fall of 2000. A big trip with regular journals posted from the road, oriented toward the young professional audience, had marketing gold written all over it (at least to me). And in fact I was weeks away from signing a six figure sponsorship deal with a major corporation, when then the stock market bubble burst and the economy went south. After that, despite over a hundred calls and emails, no company was interested.

My stock portfolio went down like a lead balloon along with the NASDAQ. To salvage the trip I had to share costs with other travelers. One friend was quite excited with the concept and signed on. To fill the other two spots I put a posting on the Lonely Planet website offering a spot on the team to qualified applicants (people with money). I found two takers but was not able to meet them personally, only by email. We would start a one-year expedition in Africa - never having met each other. A recipe for disaster. But at least the dream was still alive.

## Finally, the Start

Planning and preparation took about six months. After a shake-down run south from Vic Falls, the itinerary

*(continued on next page)*

## The Vehicle

Serious preparations started in early 2001. I shopped around in the UK and found a 1986 Defender, originally from Holland. It was a left-hand drive and over 15 years old, both critical for importing to Canada at the end of the trip. The clincher was that it came with a newly installed 300 Tdi engine. Body and chassis were in mint condition with only a few specks of scale rust. A real find.

To prepare the truck for the expedition I contracted Foley Land Rover in the UK. Expedition gear included; roof rack, roof tent, two internal fuel tanks, internal water tank, dual batteries, two hidden safes, internal sleeping platform, and lockable cargo compartments. Most of the assembly



*The junglerunner team, L to R, Gulin, Jody, Sally, and Jeff.*

## JUNGLERUNNER CONTINUED...

started in Cape Town. Then north to Cairo, Istanbul, east to India, Thailand, and down to Singapore. After Asia, ship to Peru and drive south to Ushuaia, north through Argentina, Brazil, across to Central America, Mexico, and blitz the US to finish in Toronto.

Though a lot of visa inquiries were made, in the end it was impossible to know exactly when and where they would be needed. We decided to get all visas on the road. Clutching a new passport and lugging four duffel bags of gear, I boarded the plane for Victoria Falls in early June of 2001. One year, 60,000km, and 44 countries to be seen. Exciting times awaited. And a bunch of challenges I never even dreamed of.

(Next issue: Cape Town to Cairo) 

### About the Author

Jeff Willner is presently in Peru, having covered 38 countries and over 40,000 km, halfway finished with the around the world expedition. More information on the trip can be found at [www.junglerunner.com](http://www.junglerunner.com) If you have questions about the article or want more details, please email: [jeffwillner@yahoo.com](mailto:jeffwillner@yahoo.com)

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## AFTERMARKET GENUINIZERS

by Adrian Redmond

One day, not long from now, Solihull will have completely metamorphosed their product range into middle of the road, middle-class wannabe vinyl and plush wagons - when that time comes - well maybe a few years after - future members of this newsletter will have to satisfy themselves with rebuilding the 2004 Series 7.20 (small frame format model). Just think of all the things they'll miss - things that we take for granted! They'll have all the mechanical benefits of the future, but as Solihull will have thrown the baby out with the sump water, they'll not have the small details which make a rover smell, taste, feel and look like a REAL Land Rover. So maybe it's time for all of us to lay a stock in of such things, which we could preserve for posterity and sell at outrageous prices to the wannabees of the future. Careful preservation and ingenious product development could result in the following:

### Series wheel grease

An organic additive which is painted onto the steering wheel and which is invoked by natural humidity to produce the same sticky black crud on your hands on those foggy mornings after driving to work. Also available in a gearstick version.

### Synthetic window moss

Carefully bioengineered moss which actually grows on hard polyethylene window rails.

### Family seating mix

A potpourri of Land Rover crud, containing sand, gravel, sawdust, crushed children's biscuits, chewing-gum, gas-receipts, pen-tops, washers, cigarette-ash and butts, screws, spent shotgun shells, matchsticks, McDonald's pomme frites, sherry lemons, small denomination loose change (Euro and Dollar versions) and salt-'n'-vinegar crisp crumbs. Sprinkle liberally over, under and behind the seats, and even in the instrument panel and under the floor matting. Add dirty rainwater for full series floor-matt aroma and effect.

### Rear cross-member attrappe

Remove that PEH rear sill which the Series 7.2 will have adopted and add your own clip on Series IIA or III cross

member, tastefully finished with peeling black enamel and assorted sand. Yes, this cross-member really rusts! Adjustable rip-off tension for tow-ball.

### Gaiter paste

Specially formulated Vaseline, tarmac and sand cream which may be painted onto your PVC gaiters to make them look like real rotting leather gaiters.

### Motor compartment additive

A uniquely preserved additive to be painted or sprayed onto all fittings in the engine compartment to give your Land Rover that original leaking-oil, gas, diesel, battery-acid and WD40 look - and with the optional aerator you can funnel the fumes direct into your cab to add authenticity - Impress your friends.

### Genuine faulty light bulb imitations

With the aid of once-retired Lucas employees we collect and produce a set of Series 7-20 compatible faulty lookalike electrical components which will continue to fail and flicker dependably for years without any added maintenance. Give your auto-onics system the rustic look that will scare any car-thief away! Corrosive trim As Solihull under Ford will have discovered the secret to solving the window bead corrosion problem by replacing aluminium rails with plastics, our heritage laboratory could develop an organic solution which would produce white salty power on all window beadings with no more humidity than produced by the body heat of the driver passengers and dog.

### Biodynamic carpeting

Real organic English wool carpets - produced only by sheep farmers driving series vehicles pre-1980 - which absorb all in-cabin fluids - vehicular and human - and produce natural organic growth including moss, spores, fungus and other aromatic compositions essential to the authenticizing process in your vehicle. As more people get into this idea, we could expand the product range, its final size limited only by the gullibility and vanity of our future customers and fellow "roverists". At the same time, we can be glad that we won't have to face this investment as British engineering ensured a constant supply in our vehicles years ago. 



*The new Range Rover gets dirty  
(Land Rover press photo)*

### COMING NEXT ISSUE

Basil's Great Migration

What Really Happened at the AGM

The Birthday Party preliminary information

The Tune-Up

Kevin and Kevin soldier on

Maple Syrup Run info!



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