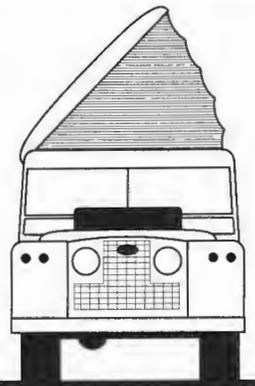


OTTAWA VALLEY LAND ROVERS



JULY 2002

WWW.OMLR.ORG

VOLUME XIX, NUMBER VII



Ahhh, relaxing at the Birthday Party. (Kevin Willey)



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OTTAWA, ONTARIO, CANADA K1Y 4V3

General Information

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

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

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

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

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

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

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

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RADIO FREQUENCIES

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

ONLINE

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

SUBMISSIONS DEADLINE

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

ADVERTISING INFORMATION

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

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Why is this man so excited? Because he's at the Birthday Party! See page 12.

HEY MAN, WHAT'S GOING ON?

OVL R 2002 CALENDAR OF EVENTS

- July:**
 Evolution of Wheels July 7
 OVL R Social July 15
 Marlborough Forest cleanup TBA
 RTV trials, Roverfest, Killington VA
- August:**
 Calabogie run Aug 2-3
 OVL R Social Aug. 19
 OVL R Larose forest romp TBA
- September:**
 Solihull Society National LR Rally, Moab UT
 Sept 12-14
 British Invasion, Stowe VT Sept 19-22
 registration before Sept 1 essential! (802) 426-3265
 OVL R Social Sept. 16
 Haliburton Forest Jamboree, Sept 21
 Aluminium Man Triathalon, Mid-Atlantic Rally, VA Sept
 28-29
- October:**
 ROAV Middy, Oct. 4-6
 OVL R Social Oct. 21
 OVL R Frame Oiler TBA
- November**
 OVL R Social Nov. 18
- December**
 OVL R Social Dec 16
 Christmas Party TBA
- January 2003**
 OVL R AGM on the coldest night of the year

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

TAKIN' CARE OF BUSINESS

BE THE FIRST ON YOUR BLOCK!

AN OFFER THAT CAN'T BE BEAT

Would like to have your newsletter a week before anyone else? You can be the first kid on the block to get the OVLR newsletter if you would like us to send it directly to your computer in PDF format. (You will need Acrobat Reader but it can be downloaded for free.) Simply email ottawavalleylandrovers@sympatico.ca and make your request. (Of course the real reason for asking members to go electronic is that postage is killing us!) But don't fret Luddites, hard-copy will always be available. 

WELCOME NEW MEMBERS

Laurent Gilbert of Ottawa with a 1971 SII
Lucie Forget of Ottawa sharing Laurent's SII
Claude Gilbert of Ottawa sharing the SII with Lucie and Laurent

CLASSIFIEDS

109 FRAME

For Sale: Frame for 109, complete down to original paint. Looking for \$1,500 CDN
Please call Dan Robitaille (819) 663-3877 (he speaks English and French)
daniel.robitaille@hrdc-drhc.gc.ca

109 PROJECT

For Sale: 1967 109 station wagon this is a unfinished project right now it is a rolling chassis axle rebuilt new brakes swivels etc, new springs front and back, bulk-head has new foot wells and painted off white, engine and gear box redone, B posts in very good condition, rear tub good roof good, new wire harness for alternator, new seats, repair kits and parts for all doors, new seals, new window tracks, good glass, new exhaust system, new front door tops, all new lights front and back, all kinds of new screws, door hinges etc. etc. etc, brakes new parts, needs time to put it together. Please call Andrew Taylor at 1 450 458 3060, located in Saint Lazare, Quebec about 50 KM outside Montreal.

PARTING OUT:

John Green is parting out a 1961 Series 2 109" Pick Up. Lots of fairly good body parts including a cab top and deluxe tire carrier hood. Non-seized 2.25 motor and lots of other bits. Frame and diffs are shot. Contact John Green at lrover_55@hotmail.com
Pics available upon request

A LITTLE TRIVIA FROM THE (WEB) MASTER

Fourfold with all of its Land Rover web sites received 1,192,794 hits last year.

PS: Gord didn't feed that tarantula in his shorts and the poor thing died of starvation.

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GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

THE GREAT HUB- A - LUBBA

by Andrew Finlayson

O.K. So you're driving down that country lane in your 1999 DISCOVERY and of course it is a dark and dreary night when suddenly POW! you get a flat tire out of the blue. So you pull over onto the shoulder at a safe spot and flick your hazard lights on (of course). Next, you "set" the handbrake and collect the tools to change the wheel and you set about to just "crack" the wheel nuts loose before you jack up the vehicle.

This is when you realize you don't have that anti-theft widget for that one wheel lock so you set about to search for it and you find it in your "secret" hiding spot in the ash tray. And away you go to the races.... Now all five wheel nuts are off and you give a good tug at the wheel and it feels like you have forgot a wheel nut or two! Hmmm

So you take a break and undo the spare from the back door. These nuts are pretty stiff as they have never been off. In fact, this is the first flat you have ever had on your Discovery and you've had it since '98!

You give the flat another tug and nothing ...so once more you pull with all you've got and nothing.

Here is what has happened. The aluminum wheel has

oxidized with the steel hub and the two have sort of become one. If you have some type of penetrating oil you should pop the centre wheel capout and soak this area and around the studs with oil then refit the wheel nuts snug then back them off a couple of turns each and then very carefully go for a wee drive on the shoulder only or the best thing is in a big parking lot all the time turning the wheel back and forth a bit to help break it loose. Unfortunately, you may not have that luxury so please be very careful and do not go fast! When the wheel comes free you will feel it so now you will have to jack up again and remove the nuts and now it should come off.

Next, take some coarse sandpaper and a wire brush and clean all of this corrosion away and lube the hub generously with wheel bearing grease or anti-seize. Also clean away the excess corrosion in the wheel. In fact, the next time you are servicing your car or have it into the shop you should have all the wheels cleaned and lubed. It will be money and time well spent to not have this happen at the side of the road. Also, don't forget to lube the spare tire carrier studs too and don't over-tighten them! They do break easily! P.S. This goes for all Land Rovers with aluminum wheels including Defenders, Range Rovers, Discoverys and Freelanders, too!



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PARABOLIC SPRINGS ETERNAL IN A YOUNG MAN'S HEART

A two-part article by Ted Rose and Mike McDermott

Spring(s)-or rather lack of it--is probably the most talked about complaint when series Land Rover owners gather to whine and dine. Well, maybe next to oil leaks, but that's another story.

Leaf springs, from thin, 11-leaf British originals that crumble before the Tremclad dries, to thick, two-leaf North American styles that never sag--and never give your kidneys a break--series Rover ride is legendary for its inability to provide both load-carrying heft and bum-bouncing comfort at the same time.

In this two-part series, OVLRL members Ted Rose and Mike McDermott take a close look at another alternative gaining favour among the "suspension disadvantaged." Ted begins our story with his introduction to parabolic springs that he wrote a while ago.



Mike McDermott cranking away

there had been some confusion as to which spring went on which side (Some British springs have a different camber on one side to allow for the weight of the driver and fuel) After installing them--then reinstalling them--the car sat nice and level (but much too high to get out of the garage!)

This time it was decided to switch them back to see if it would level out. We started with the rears and it just made the list worse. As a quick but temporary fix, I threw a military shackle on the left front spring. The Rover sat perfectly level but handled oddly on and off road. In the meantime I had been trying to think of a more permanent fix.

When I bought the Rover, originally it had been fitted with North American (heavy duty) springs. It always sat level, even with a load, however it rode like a big go-kart. So they were out. Option two? More regular British springs, maybe I had just had bad luck with the other set? The third option was parabolics. Apparently Sanatana had used these initially on the late series vehicles instead of tooling up for the coil sprung chassis. I read a couple of articles about the ones from Chris Perfect in England and everything seemed to indicate a "win/win" alternative with no downside. Talking briefly with Trevor Easton, who had fitted them on his 88", indicated that this was the case. However, they did seem rather expensive.

That was until Ray Wood from Wise Owl Innovations Inc. in Vancouver entered the scene. Ray is behind the Canadian development of parabolic springs for series Land Rovers. His new springs went into production early in 1999 and Ray was looking to get them into the hands of Rover owners.

At the end of 1998 I had noticed my 88" was starting to list heavily to port. This didn't really seem to affect the way it actually drove or handled on regular roads but off-road it was a little disconcerting. I first noticed something was a bit off when Mike Dolan and I were on the power line at Greek Peak. Much of this was off camber to the left and the 88" was nose down to the left. It made it that much more uncomfortable to hold myself in the seat (and wonder where I would get another roof) although the Rover handled it just fine.

Upon inspection it became apparent the left spring had gone quite flat. This was disappointing as these were three years old "Made in England" springs that had seen about 15,000 miles of (realistically) 95% on-road driving usually just carrying me.

Thinking back to when they were first installed,

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About the same time Christian Szpilfogel, the club's former Member-at-Large, was banging on the doors of various suppliers to get donations for the auction at the Birthday Party. Ray donated one set of his new parabolics (real cheap if you have them shipped by bus), and a break on a second set if a member could get them mounted on his truck before the Birthday Party.

With less than a week before the party that stipulation narrowed the field to me as a likely candidate. So the Visa took a quick pounding and I had new springs.

They were certainly the easiest springs to fit I've ever put on a series vehicle. Aside from the regular hand tools, I used a hydraulic floor jack, a hi-lift and two jack stands--an easy Saturday afternoon job. They are an excellent fit.

At the Birthday party, a number of people took the opportunity to drive my Land Rover and there was much positive feedback. I think many were impressed by the demo or already aware of the parabolic's reputation. Bidding at the auction was fast and furious for the other set.



Ahh, the sight of spring.

more roll in corners is noticeable. This might be reduced if, as recommended by Ray at Wise Owl, I fitted heavy duty shocks. Other than that, it rides better, still carries a load fine and works great off road. I'm sold.

Next edition: Mike McDermott compares his parabolic-fitted 86" to another with British originals at the Land Rover Ottawa test track and talks with spring developer Ray Wood about why "the damn thing still isn't level."



Hmm. Which one do you think will give a softer ride?

And what did I think of them? Before I was even off my street there was an immediately noticeable change in the ride. The effects of manhole covers and front heaves are pretty much gone. After a week or so I had even stopped wincing and tensing up as I saw them approach. Those spine-jarring bumps, i.e., railway tracks, are now a seamless undulation in travel. Another excellent benefit I noticed: fatigue on those longer journeys is almost nil.

The ride is improved on the trail too. Also the articulation seems much better. On a recent sojourn to Calabogie, Andrew Finlayson was driving my 88" on some of the trails and I was able to watch it in action. The body will still heel over but the tires stay on the trail.

The downside? Although the Rover rides better than my Toyota, and dare I say, almost as good as the Disco, it does handle differently than regular leaf springs. Much

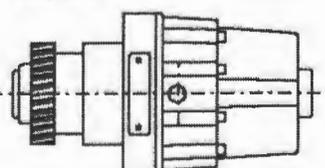


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TALL TALES AND QUESTIONABLE ANTICS

JUNGLERUNNER - CHINA TO NEPAL



At the base camp of Everest.

by Jeff Willner

www.junglerrunner.com

Villagers drifted onto the street timidly, gathering around the parked Land Rover with its crew of exotic white visitors. After nine months of driving through Africa, Eastern Europe, and South America, we were used to some curiosity but this was really something. "You are probably the first white people they have ever seen," explained Allan, our Chinese guide. A believable fact considering the only toilet in the area was on the side of a narrow public alley and consisted of a shoulder-high mud wall and hole in the ground.

I tried buying some candy to give to the kids but they shyly declined. Despite being deep in the rural west the kids were still well-dressed, literate, and well-behaved. And in the same town, we had luscious bowls of noodles, hand sliced at the back of the restaurant, for a few pennies per serving. Contrasts. China was full of them. Driving through China was a highlight of our Around-the-World trip in many ways. Well, a highlight and a lowlight. Which seems right for the world's most populous, most ancient, and most enigmatic country.

We had lost a month of travel time with our catastrophic accident in Patagonia. The Land Rover had to be shipped back to Foley Land Rover in Zambia (Africa) to be re-built. Not many shops can restore a crushed, rolled Defender in less than a week and for under \$10,000 - hats off to the men at the shop for getting us back on the road fast. To make up the lost time we shipped the vehicle directly to Beijing (actually the port of Xingang, near Tjanjin) and traveled through SE Asia for four weeks, by public transport while the truck was in transit.

All vehicle-based tourists must use a government appointed guide when traveling through China and we were forced to pay \$6,600 to an agency to obtain over a dozen government permits and provide a licensed guide to travel with us for a month. Any ideas that we could have done the trip on our own were blown away on the day we arrived.

One of the puzzling local rules is the need to have a Chinese driver's license, yet the tests are only offered in Chinese. Not a problem. Some money changed hands and the testing officials stood behind us in the deserted room whispering the answers to the questions. "Number 3, Mr. Jeff." "Miss Sally, please click this button, no not that one, this one!" It was the highest score I've ever had on a driving examination.

If you do intend to visit China put some wiggle room in your itinerary for unexpected bureaucracy. Though tourism has been identified as a major state priority (and China intends to be the top tourist destination in the world by 2008) there are still some lingering bits of red tape left over from its isolationist past. Thankfully we didn't experience some of the worst frustrations that previous travelers have reported. For example, tourists are now welcome to stay at any hotel not just the government ones (except in Tibet) and this bit of competition has dramatically lowered prices and improved quality.

There is a growing network of very nice four lane highways that made driving a breeze for the most part. And from Beijing to Xian we stayed on the tourist route so there were always decently priced hotels (\$12 for a three star

double) and an abundance of fantastic restaurants. Of all the countries I visited, in my opinion, China has the best food! I found myself eagerly anticipating the next meal. Several mornings I turned around causally and asked the women, "Hey, anyone ready for lunch?" "It's 10:30, Jeff." "Umm, ok fine."

But the amount of amenities changed significantly when we went west of Xian. The country gets drier, the culture becomes increasingly Islamic, and there are fewer sights to see. In fact, from Xining to Lhasa, a distance of several thousand kilometres, the only touristy stop was at a bird nesting preserve on the shore of the ancient Western Sea.

Despite the struggles with hygiene, decent toilets, and government meddling, it was worth the effort. I was blown away by China and have no doubt that the country will become a premier destination. There are stunning sights, like the Buddhist cave carvings of Datong, the terra cotta armies of Xian, or the Forbidden City in Beijing. And as a traveler somewhat jaded by tourist gloss, it was refreshing to be in a place that was truly authentic. Without a doubt, we had the sense of being real explorers.

All of that changed in Tibet. The place is littered with white Land Cruisers full of package tourists, and the tourist trail is very well defined. I was a bit deflated when we arrived in Lhasa to realize that we would tramp amidst a thicket of camera toting gapers. Perhaps my expectations were too high - inflated by "Seven Years in Tibet" and the legendary Dalai Lama. I arrived seeking mystical and majestic sights but Tibet is more humble than that.

It is a high altitude country with poorly vegetated dirt plains and rolling hills. Though it is bordered by the world's highest mountains, it does not have amazing vistas. Mostly it's just really, really high, really dry, and really poor. Which makes the culture that emerged from there even more impressive. We stayed one evening at Everest Base Camp (5700m) fighting off altitude sickness and the next morning the Land Rover had to be pulled to start. Even with the turbo, there is precious little oxygen to burn at that height.

From Tibet we dropped several thousand feet to the lush valleys of Nepal. And it was there that I found the knife edged peaks, snow capped mountains, grassy plains and striking vistas I had expected in Tibet. Nepal is popular with tourists and justifiably so. Between trekking the mountain trails, getting lost in the alleys of Kathmandu, or relaxing in the wilds of its national parks, there are weeks of things to do. After coping with the rudimentary comforts of China, and the high altitudes of Tibet, Nepal was where we relaxed and recharged our batteries. I regretted that we only had a week - and I will definitely visit there again.

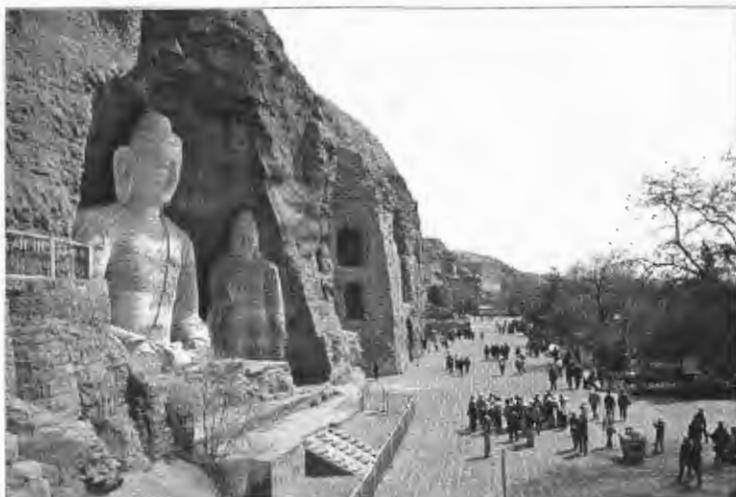
It was fortunate that we did relax in Kathmandu, Pokara, and the Royal Chitwan national park - because driving in India would be almost unbearably hard and my clean driving record would be marred with a series of accidents. How naïve we were as we headed south toward the border. India was a whole new set of challenges.

For more details and pictures of the Around-the-World Challenge go to www.junglerunner.com

(Next Month: India to England - The last leg of the trip)



Take MY picture!



Bhudda carved from a cave.



Inside the Forbidden City.



Careful parking was required to ensure the hordes of Rovers had a place to sit. (Tony Funnekotter)



Peter Thompson appears to have a different idea about where the trail goes. Anything to do with that bottle? (Tony Funnekotter)

TO B-DAY OR NOT TO B-DAYALASTAIR ANSWERS THAT QUESTION

I thought we had had it.

The Series III, roofless, was thrashing back and forth behind the Range Rover, the tow bar making some rude noises as it hit its limit on either side and the chains slashed around. Upset by a series of bumps, bad road camber and the vicious rain storm pounding us, it was now pulling the Range Rover's tail from side to side. The whole rig was like a giant pendulum, gaining momentum and straddling both lanes of Highway 7, with a line of heavy trucks approaching. Gear was flying all over the inside of the truck and I was getting a better view of oncoming traffic through the driver's side window than the windshield. I put some boot in it and we finally straightened out, the whole thing coming out of the hole at around 130km/h. When I pulled in to Silver Lake campground at 11:30 pm, you could see the scrubbing on the rear rubber of the Range Rover where the tires had been rolled over on their edge.

I found Robin Craig's beautiful 101 Forward Control and headed towards the fire on the campsite that he had wisely arranged before hand. I poured myself a tall glass of Famous Grouse, minus the ice and water, and fired up a smoke. It was going to be a good weekend.

On Saturday we woke up too early after too many drinks and headed to the regular place for eggs, coffee, toast, coffee, bacon and coffee. We then rolled in to the main site and it was immediately like Christmas. Everybody's uncle was there, you could tell who was pulling in by their trucks and we started the ritual of meeting and greeting the usual suspects as well as some new faces. I was happy to meet Joe from Long Island in a nicely tricked out



I'm a little lost lamb who has gone astray.... (Tony Funnekotter)



Top 'o the mornin' to yer, govnor! (Martin Rothman)



Louis-Philippe's taxi service! (Tony Funnekotter)



This is not a Land Rover, but it's about the same speed as a Series. (Kevin Willey)

Disco. His truck, with the exception of Kevin Willey's, was the only other one at the meet with a Grateful Dead sticker on the back. I immediately knew Joe would do just fine.

After bribing Andrew to get the Series III scrutinized, we lined up and were assaulted by a variety of small Roverphiles who jumped in the back.. With no top and no tail gate I was worried they would fall out but they hung on and we had a grand time.

At the end of the light off road, as we headed back to the main site, we approached the big mud hole on the dirt road to the old railway line. The kids hollered "Giver!!!" to which I willingly obliged. A tidal wave of mud came up, over the windshield and covered us all in goop. The engine sputtered and we came to a rest at the far edge of the standing water. Traffic backed up, the kids giggled and out came the WD-40 and a rag from a kind gentleman behind us. I was prepared to make the kids pull the truck back but I am told this is poor form and generally frowned upon.

We headed back to the campsite for a quick lunch and then it was time for the RTV. My co-pilot was an observer so Joe rode shotgun and we did OK. I particularly enjoyed the small rock climb, rock section and little descent that followed. I don't know how I did because the card is still in my truck. Joe fired up the Disco, after watching some of the others thread the rocks, and we headed off into the mud. I was impressed at the smoothness of the Series II Disco as well as what a set of fresh BFG's will do in the mud. Joe drove clean and smooth and he tied for first place in the D2 category, definitely better than I did in an 88".

By now it was time to head back for the BBQ. I headed down to the mud hole, went for another little tour and then played on the rocks in the RTV course, arriving late for dinner but enjoying the delicious meal.

(continued on next page)



Our saviours! (Kevin Willey)



Louis-Philippe attempts to squash Kevin unsuccessfully. (Kevin Willey)



Jealous of his well-prepared Disco, some onlookers attempt to lure Louis-Philippe into a trap. (Kevin Willey)



They didn't trap Louis-Philippe, but they got someone... (Martin Rothman)

After dinner I headed out in a convoy to explore the hydro line. I was behind a Defender 110 and a Forward Control. There was still plenty of light, I thought. We hit the steep ditch into the cut and made it through, no problem. It was getting darker. Then we came to the edge of a rise. The trail was a swamp; water everywhere. The group kindly decided that we should send a lighter vehicle first, so I dropped in and made my way. We made good progress until the vehicle lurched to the side and I had water in my boots. They pulled me back and I made another run, this time getting a little farther until I hit Rino's hole, where he had previously buried his Rangie and the left side was again up to the door handles in water. I was hung up in something and the Forward control was called in to rescue me. Despite some uncomfortable angles, I was safely pulled out. I know if I'd tried again I could have made it (!!!), but it was getting dark and it was time to go.

We convoyed out, headlights glowing, and after a bit of time back at the campground and a few brews I felt increasingly tired.

Sunday morning was again beautiful and whoever arranged to have Tim Horton's coffee at the main site on Sunday gets a free tow from me regardless of wherever you may find yourself. After the Auction we headed out with Christian, in his ground up restored Series III, Patrick from Montreal in a black and very muddy Range Rover, Rino in his recently carb-ed Range Rover, with beautiful new rock sliders done by Bill at Eurauto parts club (www.eurautoclub.com) and me in the now smoking Series III. We had three winches between us and I had a couple of litres of water so I wasn't too worried when Christian said we'd just do a little exploring. Right.

We headed off into the forest. I suppose it was once road, maybe thirty years ago. We quickly threaded through the woods until we hit a serious swamp, maybe a hundred yards long. Christian, in the lead, had to winch his way through one nasty log/bog section. I was next and quickly buried it. Christian turned around and pulled me through. Next was Patrick in the Black Range Rover and the first of the heavy trucks to try the mud and logs.

(continued on next page)



Hang on, Gord! (Kevin Willey)



Some of the 101s in attendance. (Martin Rothman)



Always carry a spare Rover. (Martin Rothman)



Your car painted while-U-wait! (Martin Rothman)

Despite some serious pushing it was not to be. I tried to turn around to winch him out and ended up high centred on logs. Two out of four stuck. Not bad. Then there was a sputter and it was clear that the Black Range Rover was not well. The juice was draining from the battery. Then, it died.

So we jacked the nose of my truck up with two high lifts and knocked it off. I was able to pull out of the logs. We hooked up the back of Christian's truck to mine and the back of my truck to the Rangie. The hole while Rino had to sit, and wait, and sink into the mud.

We started our tow over the technical drops, logs, mud and hills, until on one particularly steep section my rear end caught and slid, Christian pulled me forward, I steered, we slid some more and we hit a big tree stump, about the height of a series hood, hard. The front bumper crumpled, the wing caved and the motor died. Everyone in Christian's truck felt it and we had quite the thump in the Series III. The Range Rover behind remained bogged down in the mud.

I got out and it was clear that we were slightly @#%\$ed. We unhitched the trucks and we had to set up a snatch block for Rino to winch me off the tree. Patrick quickly went to work chopping in two the log I had slid on to help me out of the hole and ensure that the dead Range Rover didn't do the same thing.

Using an axe and then a jack we pulled the bumper back, up and off the tire and it was ready to go again. We re-hitched the trucks and got our little convoy, after much tire spinning and a few too many big bumps, up to a main logging road. We disconnected my truck from Christian's and I started to tow Patrick's Rangie through the mud, over rocks and generally through things I was sure would bury us. Despite some big air along the way the beast held together and we made good progress. Until I lost my clutch.

Stop. Hood up. Fortunately, Patrick had brake fluid. After topping up the clutch it would let me have first and second, but not third or fourth. We pulled on to a dirt road and convoyed back along the shoulder of Highway 7, now really blowing smoke, to the main site. It was almost 6 pm. I was due back in Ottawa at 4 pm. We had a quick beer, some more delicious chicken, broke camp cleaned up, said our goodbyes and I left wishing we had another three days together to see what kind of real trouble we could really get ourselves into.

A big thank-you goes out to all the people who made this weekend so much fun, from organization, to events, to simply showing up and sharing your stories. If I don't see you all sooner, we will see you same time, same place next year. In the meantime, please forward Shannon and I all your stories and pictures for the newsletter at ottawavalleylandrovers@sympatico.ca 



Cue up that theme from Jaws again... (Tony Funnekotter)

OH EFFIN ADA

by Mike Rooth

Well, it was. There was this Land Rover for sale, said my farmer friend, "And it's a diesel" Big deal. I really wanted a 90. Wake up Rooth, you pillock, you cant afford one. I havent changed as you can see. Well, you are old old fools as well. Not? OK. I'll believe you. <cough>. So, the DA and I went to Gotham. Yes Gotham. You know, you folks accept all Hollywood tells you. It is said as Goatam. It is a village. And the three wise men of Gotham went to sea in a sieve. Thank God for the lifeboats.

So the DA said "Do you want another Land Rover?" And me, being stupid (as you know) said yes.

Right.

We drew up behind this Marine Blue Hardtop 88". It had (And still has) a rear wash/wipe.

"That doesnt work" ses the DA. You know, that woman is really annoying sometimes. Why? Cos she was right. And it still doesnt.

The owner (female) ...All right, calm down ladies (but listen) was really enthusiastic about the overdrive. Fine, but the gearbox was noisy. It whined, it howled, it screamed. And this was a S111? All synchro?

She delivered Effin Ada to the yard. Howling, Whining...

And she stayed there for two weeks. And you are going to wait.

Except. She is a very late S111. She has 110/90 rear light layouts with 90/110 reversing lights. And the gearbox was shot.

More later (as if you cared).. 

Welcome back, Mike! (ed)



For next year's Birthday Party, we recommend this leg-hold mosquito trap. (Roy Parsons)

So these two hydrogen atoms walk in to a bar. One turns to the other and exclaims, "I think I've lost an electron!"

"Are you sure?" came the reply.

"Yes, I'm positive!"

Andrew Finlayson asks this pertinent question:

I saw this item for sale at eBayMotors, The World's Online Marketplace TM. How do people import these legally?

Title of item: Land Rover : DEFENDER 110 TD5
Price: Currently \$24,100.00
Description: DEFENDER 110 TD5 CREWCABVehicle Description2002 LAND ROVER DEFENDER 110 TD5 CREWCAB, BRAND NEW, 0 MILE, GREEN, DIESEL, 2.5 TURBO DIESEL, 5 CYLINDER, 42 MPG, 5 SPEED, HEAVY DUTY TRANSMISSION, ALUMINUM BODY, CANOPY FOR REAR CARGO BED, EXTREMELY RARE MACHINE IN US.



The end for one more issue. (Martin Rothman)

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