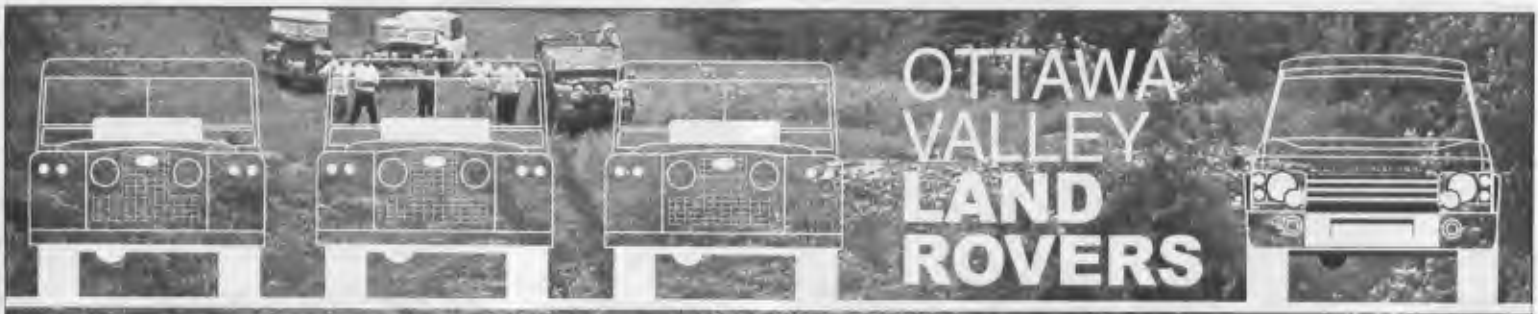

OTTAWA VALLEY LAND ROVERS

AUGUST 2002 WWW.OVLR.ORG VOLUME XIX, NUMBER VIII

Full steam ahead! (Martin Rothman)

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

General Information

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

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

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

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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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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
OVLR/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.

Under the hood

Rino experiences the nail-biting excitement of off-roading in Larose Forest - page 14.

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Hey man, what's going on?

OVLR 2002 Calendar of Events

August:
Calabogie run Aug 2-3
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 19-22 registration before Sept 1 essential! (802) 426-3265
OVLR Social Sept. 16
Haliburton Forest Jamboree, Sept 21
Aluminium Man Triathalon, Mid-Atlantic Rally, VA Sept 28-29

October:
ROAV Middy, Oct. 4-6
OVLR Social Oct. 21
OVLR Frame Oiler TBA

November
OVLR Social Nov. 18

December
Christmas Party, Hungarian Hall, Dec. 7
OVLR Social Dec. 16

January 2003
OVLR 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

ENTER THE LATE 20TH CENTURY!

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.

CLASSIFIEDS

CANADA'S NICEST LIGHTWEIGHT

Llocated right here in Ottawa. For details and photos, see this web page:
http://www.motor-cross.ca/LGTWGT.htm.
Murray Jackson, (613) 837-7781, mjackson@igs.net

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BAD SHED, GOOD PARTS

The shed is not in good shape, therefore, Land Rover parts must go to new good homes.
-Series III front axle assembly complete including 11" brakes, diff, ex-military, excellent condition.
-Series IIA firewall some cracks at top of bulkhead, no rot, good paint still.
-Series IIA Light Weight top piece of firewall. Fair condition.
-Series IIA Light Weight seat box. Fair condition.
-Military gas tank, excellent condition.
-90/110 fibreglass conversion kit.
-Series IIA 1967 109 ex-military pickup truck, "The Breadwagon." Tons of new parts but still needs some work. Negotiable.
Bob in Ottawa (613) 225-2100

LAND ROVER TO GO ELECTRIC??? I MEAN, REALLY!

Submitted by Kevin Willey

NEW YORK, July 30 (Reuters)

Ford Motor Co., the world's number two automaker, is looking at how to offer Volvo, Land Rover, Mazda and some of its other brands with electric-gasoline "hybrid" engine systems, the Wall Street Journal reported on Tuesday.

The paper said talks had taken place with Toyota Motor Corp on a possible engine technology collaboration. Toyota and Honda Motor Co. are the world's only automakers to sell hybrid vehicles which combine an internal combustion engine with an electric motor to make them up to twice as economical in fuel as ordinary cars of the same size.

To reduce the cost of this still-developing engine technology, Ford has been negotiating with Toyota and certain suppliers, the paper quoted a Ford spokesman as saying. The aim would be to create a pool of common hybrid parts, which would cut costs, and potentially make gas-electric hybrid vehicles a growth opportunity for the automaker, the paper said.

Ford plans to start producing a hybrid version of the Escape sport-utility vehicle in late 2003. Toyota, which made its name as the world leader in hybrid technology in December 1997 when it launched the Prius, has set itself a goal of producing 300,000 of the eco-friendly cars a year by 2005 or 2006.

The world's third largest automaker has held discussions with other automakers about supplying hybrids to them in order to meet its ambitious production targets but has declined to name its potential partners. "We are in talks with many automakers but things have not progressed to the stage where we can make an announcement," a spokesman for Toyota inTokyo said.

From Northern Lights, a press release dated July 20, 2002

With the increase in recreational use of crown land trails by SUV's and ATV's the Northern Lights 4x4 Trailriders Association have been working together with the Ministry of Natural Resources, the Haliburton Trails and Tours Network, the Haliburton County Snowmobile Association and others to develop infrastructure and land use policies that will support a sustainable multiple use trail system which will increase tourism revenue to northern communities during the approximately eight months each year when there is no snowmobile income.

Discussions have intensified recently amid stories in local newspapers prompted by snowmobile clubs and individuals concerned with potential trail damage in the Haliburton area from the increased non-winter use. In an effort to ease concerns, Richard Duval – President of the Northern Lights 4x4 Trailriders Association has announced that they have cancelled the highly successful "4xAdventure" in Minden scheduled for August 16th to 18th .

While Northern Lights regrets the inconvenience to registrants and the loss of revenue to the area, the cancellation will give all concerned parties an additional year to complete and implement a preliminary draft of the framework necessary to support a co-operative multiple use trail system with all the economic benefits while ensuring protection of the environment and natural resources.

Northern Lights was formed in 1998 for the express purpose of promoting the enjoyment of recreational trail riding while educating it's members and the public about the "Tread Lightly" principles of responsible trail use. Today Northern Lights represents 18 clubs and upwards of 2500 offroaders in both Ontario and Quebec. This puts Northern Lights about where the Ontario Federation of Snowmobile Clubs (OFSC) was 20 years ago. In recent discussions between Northern Lights and the OFSC on multiple trail use, the OFSC have offered their assistance and considerable trail management expertise in helping to develop co-operative strategies between the two organizations and other trail users.

Recent discussions between the parties have centered around mapping existing trails, avoiding primary snowmobile corridors and identifying & avoiding environmentally sensitive areas. Long term programs are likely to include yearly trail permits, education programs, land use permits for events and developing use-specific trail networks. All of which have been used very successfully in snowmobile trail management by the MNR and the OFSC for many years.

For more information see the Northern Lights 4x4 Trailriders Association at www.nl4x4.ca, the Ministry of Natural Resources Minden Office at (705) 286-1521 or the Haliburton Trails and Tours Network at www.trailsandtours.com

Missing in action! (Tony Funnekotter)

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General Goings-On

OVLR Tech Tip of the Month

Tips on Electric Winches

by Andrew Finlay son

Just a few thoughts on winching as it relates to your vehicle and safety.

-your Land Rover may require a larger capacity battery or even two batteries because of the increased load.

-your Land Rover may require a larger capacity alternator than what is now fitted or in the case of an older Land Rover the generator should be replaced by an alternator. I would recommend at least an 90 amp alternator.

-your alternator drive belt will have to be in top condition and of course adjusted properly.

-all electrical connections (both power and grounds will have to be clean and secure, as well as the correct size cable used depending on your winch.)

-I would strongly recommend an accessible cut out switch to cut the power to the winch in the event of a sticking relay or a sticking finger or hand on the winch drum (especially if you do some winching by yourself)

-be very certain that your frame is up to the task of having a winch pulling four-plus tons off of the front 16 inches.

-make certain that the bolts you use to fit your winch are of the utmost quality and strength (no not those ones from the local hardware store) take a trip out to the new fastener shop in Bells Corners for advice.

- be sure to torque these bolts and re-check them occasionally because they do or can come loose!

- always be certain that your cable or kevlar rope is in top condition withno kinks, cuts or frays.

- always always wear heavy gloves when handling the cable or rope.When using trees as a winching point always use the correct tree trunk protectors, shackles and hooks specifically designed for winching and not the hooks, shackles and straps from the local hardware store that "look the same."

- And finally be VERY AWARE of the dangers associated with winching because serious injury or death may result if any of the above points are compromised.This is not intended to be preachy and by no means complete but please be careful and smart when using your winch. It can move tremendous things, such as yourself out of a mud hole, or it can move buildings or even massive parts shelves, (still stocked!) but you have to respect the fact that can be a very dangerous tool when it is not fitted properly or used correctly.

Hope this Helps! (Next month: A tip for the Zenith carb woes)

P.S. I'd like to see someone in the club write up a small article on the pros and cons of using this relatively new Kevlar winch rope. I for one would be very interested to know more about it!

So this grasshopper walks into a bar, and the bartender says "Hey, we've got a a drink named after you!"

"Really?" said the grasshopper, "You've got a drink named Jimmy?"

Still Springing Along.

Part two of a two-part article by Ted Rose and Mike McDermott

In the July issue Ted Rose wrote about the easy installation and improved on-road ride he discovered with Rocky Mountain's parabolic springs compared to standard suspension. Here, Mike McDermott looks at the spring's off-road performance and talks to developer Ray Wood about his product and what to do when—after all that work and $$$—your aluminium friend still won't sit level.

Land Rovers are the roughest, toughest four-wheeled-drive vehicles on the planet, right? We all know that and we're damned proud of it.

Land Rover suspension is the roughest, toughest, butt-pounding, kidney-bursting cacophony of springs, bump stops, check straps and shocks ever assembled under a vehicle and we're proud of that too, right? Eh, well, actually we're willing to look at anything that might offer an improvement.

The appearance of Canadian-made parabolic springs for series Land Rovers in 1999 offered a glimpse of hope for many owners who had scrapped their stiff-but- sagging UK originals. The after-market Brit copies or North American-style thick leaf versions available usually cost a little less but did squat for the ride or off-road capabilities.

Unlike conventional leaf springs, each leaf of a parabolic is tapered to distribute the bending stresses evenly along the length of the spring, much like the limb of a tree— thick at the trunk, thin at the end. This design allows for greater flexibility in off-road terrain and eliminates much of the "jolt" of pavement bumps. There are fewer leaves compared to conventional springs of the same load-carrying capacity and each leaf is separated from the other, thereby reducing friction and inhibiting corrosion.

While several OVLR members have installed parabolics there has been little in the way of independent study or comparison between parabolics and other types to test manufacturers' claims of improved off-road articulation and ride.

Until now. Taaaaa Daaaaa.

Thanks to Louis-Philippe Gelinas, Service Manager at Land Rover Ottawa Ltd., and dealership technicians and club members Jason Dowell and Andrew Finlayson, we compared a new set of parabolics mounted under a Series 1-86" to original equipment units on an 80", an 88" and even a Series Two "Disco". The 80, 86 and Discovery went though their paces at Land Rover Ottawa's off-road course. The 88 was done separately but under equally taxing conditions.

While far from scientific, the comparison under "real world" conditions was an indication of what one could expect after dropping $1,200 in a last, desperate attempt to achieve decent performance in a suspension system.

For comparison purposes, suspension articulation was defined as the maximum axle movement—up and down—measured from the top of the rear axle to the frame above. For example, if the left side rose four inches from level while the right side dropped eight inches from level, we called that 12 inches of articulation.

The 86-inch exposes her "undies" as the front right dips into a hole, demonstrating the generous axle movement that keeps the left rear tire on the ground.

Why is axle articulation important for an off-road vehicle? Well, if your wheels are off the ground because of stiff or limited suspension, you're not going anywhere unless you get out and push. Tougher the conditions, greater the need for keeping all four wheels on the ground. In this comparison, no consideration was given to age or condition of springs. All vehicles were measured the same way.

Right from the start, it was obvious the parabolics had it all over the stock units as the 86" eased its way around the off-road course, the body rolling little as the wheels dipped and crested over the track. The truck had been fitted with regular two-leaf parabolics on front and three-leaf "medium duty" rear springs, a compromise between maximum articulation two leafers and heavy duty four leaf numbers designed for 109s. (All front parabolics sold by Rocky Mountain are two-leaf units.)

(continued on next page)

The dreaded cross axle, cause of untold embarrassment to many an off-roader, unless of course, you're equipped with diff locks or some other elitist gimmick. For the rest of us, keeping the rubber on the ground is essential and just a little more spring flex, as exhibited by the 86" can be enough to get you through.

On the 86, the parabolics measured eight inches from axle top to frame at rest. Maximum dip was 14 inches on the passenger side with the axle kissing the frame on the other side for a total of 22 inches.

The 80-inch, with its original-equipment narrow leaf springs, totaled a respectable 15 ½ inches. The Series lll-88, tested several days later in the bush near Russell, posted articulation of 14 inches.

We threw the coil-sprung Disco into the equation just to satisfy curiosity. Interestingly, while it came out on top with 26-½ inches, it was only 4-½ inches over the parabolics.

Without bump stops, the tires would sometimes rub the inside fenderwell of the rear box when the springs reached full compression, a price one pays for maximum articulation. Rocky Mountain recommends using bump stops and supplies check straps with its shock kits to limit downward axle travel and protect the absorbers during full extension.

Parabolics first appeared on Land Rovers with the 1973 forward control 101. While never offered as a factory option for British-made series models, parabolics were first fitted to 88" and 109" Land Rovers made by Santana in Spain.

(continued on next page)

Little things mean a lot. It's only a couple of inches, but the 86" is showing a little more frame than the 80" as the increased flexibility of the parabolic three-leaf does its job.

Ray Wood, an engineer who developed the Canadian parabolic version on the logging roads of British Columbia, says his units consistently outperformed leaf sprung Land Rovers in the wild. "The parabolics always got a lot further up the mountain. They held the road better, kept the tires on the ground," he said.

"We compromised a little in the upward travel because of the short distance between axle and frame and the stop point of the longer shocks. But it more than makes up for it in the downward travel," Ray explained. Increased upward travel could be obtained by raising the ride height of the vehicle more but that would put additional strain on the u-joints, not a good idea when the greater articulation provided by the parabolics already increases propshaft angles. (New parabolics increase the ride height about an inch over new OEM springs)

Ray says his improvements over other parabolic designs include larger bushings to reduce stress and binding all the leaves together at the ends. The cross section of the curl that grips the bushing has also been increased. The suspension system is now sold throughout North America, Australia, New Zealand and many parts of Europe - "a real Canadian Success story," says Ray.

(A true Canadian, Ray offers OVLR members a good discount. hear, hear.)

Our informal test would agree, giving the system's ability to smooth out the highway and keep the rubber on the dirt. But if you're considering going this route, do a little preliminary work first. Take a good look at your existing components and determine what you need. New shackles? Bolts? Are your existing shocks in good shape and capable of dealing with the increased range allowed by parabolics?

What is your load requirement? Ray warns against buying rear springs heavier than you really need. The more leaves, the less articulation. On the other hand, don't be too chinzy. I thought I could get new shackle bolts cheaper in Ottawa then wasted three weeks trying to find them.

So we liked Rocky Mountain's parabolics, even though they're a little pricey. Everything fits, instructions are straightforward and helpful tips abound in the accompanying booklet. Ray and his staff are helpful too, whether you want to discuss your needs before buying (a great idea) or call to whine because your Land Rover STILL doesn't sit level.

"Our experience is that over 90 per cent of Land Rovers sit level with these springs," he said when I called after installation to ask why the 86 was an inch closer to the ground on the driver's side. "However, getting the other 10 per cent to do that can be a black art," he added sympathetically.

We tried reversing the front springs: Nothing. Increasing the bushing bias: Nil. Backing off all bolts and letting it settle: Nyet. Of course, maybe 47 years of bouncing through the forest, careening off rocks, falling through old bridges, winching several times its weight out of bogs, stump pulling, snow plowing and welding it all together again might have altered the frame a tad.

Duh, do ya think.? I'll let it rest awhile then we'll see.

Rocky Mountain Parabolic Products Ltd can be reached at: www.parabolicsprings.com or in West Vancouver at (604) 913-7910.

The final Junglerunner installment is coming next month!

TALL TALES AND QUESTIONABLE ANTICS

THE TWO KEVINS GO PUBLIC ON THEIR SECOND MOOSE TROPHY TRIP

by Shannon Lee Mannion (reprinted from Auto-Biography as seen in the Ottawa Citizen, July 5, 2002)

Two men, both named Kevin, and a truck; a Land Rover, not to put too fine a point on it. Last year, it was the same two men but they had two trucks.

OmiGod, down one truck? What happened! Wait, there's a story, so read on, McDuff.

This year, instead of taking their early-70s Series III Land Rovers, Bullwinkle and Stanwood (Kevin W. says they name themselves) Kevin Willey and Kevin Newell, members of the Ottawa Valley Land Rover Club (President and Off-Road Co-ordinator, respectively,) drove 20 hours in Kevin W.'s 1996 SE7 Discovery, Edith, to participate in the fourth annual Moose Trophy Rally in Kingston, Nova Scotia, John Canfield being the esteemed host.

All three came home relatively unscathed although Kevin W. developed pneumonia from, what his wife and doctor say, was overdoing it in barely above zero temps.

Both men admit to becoming fascinated with what Kevin N. refers to as a "mobile Meccano set" after childhood exposure to Land Rovers on the television program, Daktari, about a game preserve manager in Africa. Kevin N. says, "I thought Land Rovers were the coolest trucks on the planet." And then Kevin W. recalls that there were these two Harry guys who used to drive a Willys Jeep around where his family had a cottage, "And here Kevin and I are, 25 years later running around in Land Rovers. The comparison is just too scary."

Kevin endures the paparazzi.

But for Kevin W. who is a testing analyst for Canadian customs and Kevin N., a paramedic who is Special Operations Co-ordinator for the City of Ottawa's Emergency Medical Services, going off-roading provides significant balance to their lives, "It's my sanity," remarks Kevin N., "It alleviates some of the stressors in my job. When I'm working on my Land Rover, I think of nothing else, and when I'm driving it off-road, I have to be focussed and pay attention to every single thing I'm doing."

So obsessed are these two, they actually drove 7,000 kilometres in the month of May to go off-roading. The trip to the Moose Trophy Rally that John Cranfield, a member of the Maritime Organization of Rover Enthusiasts (M.O.R.E.) hosts on his farmland in Kingston, Nova Scotia in mid-May each year, preceded another off-roading excursion to the States. Of their off-roading adventures that sometimes lead to mishaps, Kevin N. explains, "We don't intentionally go out to ruin our vehicles but we are prepared to accept a certain amount of damage. We take spares, and extra equipment. We have to be a Jack-of-all-trades, a McGiver. Bubblegum and duct tape often get you home."

(continued on next page)

Kevin N. was out saving lives so Kevin W. answered a few questions.

Q: Why form a truck club?

A: It's a camaraderie thing, plus we share knowledge, and from time to time, parts. Most of us do our own work on our vehicles and if we get stick, we can call someone or go on the Internet and within a couple hours, have an answer to our question.

Q: Does someone tech these things out to make sure that they are off-road worthy?

A: At most events, someone does but in the case of the Moose Trophy Rally, we assume that if it made it there, then it's pretty safe.

Q: To what do you attribute this maniacy for going off-road?

A: It started in the 70s coming on big-time, back when people drove Jeeps and Internationals. And now they are catching on that Land Rovers are very capable vehicles. Plus they see that you can buy an older Land Rover for $10,000 and put a bunch of after market parts on it and they'll have a killer truck that'll go anywhere.

Q: OK but how do you reconcile all sorts of fuel, hogging more than your share?

A: I don't know, what is my share? Sure it's got a four-litre engine and it's hard on gas but I don't drive it during the week. Most of the truck's made of aluminum so it's actually light for its size.

Q: Does this enhance it's prowess as an off-road vehicle?

A: Yes. It's got a huge steel frame and solid beam axles. All the weight is close to the ground so rolling is not an issue.

Q: Is rolling ever an issue?

A: Maybe more so with the older Land Rovers. But then again, you don't see many catastrophic high-speed roll-overs. If at all, most happen at low speeds, almost in slow motion.

Q: What do you say to people who accuse you of bashing through the forest destroying trees and property?

A: We only drive on tracks that are pre-existing. The Moose Trophy Rally is on old logging roads and private property. Our aim is not to destroy anything. If trails are non-existent or closed, then we don't go there. But public right-of-ways are fair game.

Q: Remind us again why you intentionally go off-roading knowing full-well that you'll do mechanical or body damage to your truck?

A: Because it's fun and we love doing it. I wouldn't give it up for the world.

Artist conception of the Kevins.

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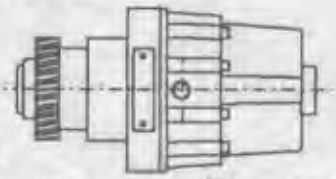

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Dirty Pictures!

What? You expected another centerfold? No! These are from the Birthday Party!

A Great Big Thank-you from OVLR to:

Atlantic British
Tim Hortons
Land Rover Ottawa
BMC
Trek Outfitters
Mike Loiodice at LR USA
DAP
Key Stone
Lori Sickley
Robin Craig
Trevor Easton and his fair damsel, no, not the blue Rover, his wife.
Wise Owl Innovation Inc.
Land Rover Enthusiast
Rocky Mountain
and most of all Mrs. Deacon, Kathy and Scott for hosting the event on their property and for all the advance preparations.

Our next centerfold, Mike Loiodice, practices his come-hither look. (Scott Wickham)

There are so many possible captions, we just can't choose. After all, this is a family magazine. (Scott Wickham)

Warning! There are bandits in the bushes! (Tony Funnekotter)

While-U-Wait painting on site! (Tony Funnekotter)

This is Art. (Tony Funnekotter, artiste)

Russ Wilson lost a bet with Dixon. Note - don't bet with Dixon. (Scott Wickham)

Now, you sit there in the long grass and think about what you've done! (Tony Funnekotter)

Lucy gets a mud pack. (Scott Wickham)

Scooter and Lucy.(photo provided by Scott, but presumably taken by someone anonymous)

They come in all shapes and sizes, but they all leave 90wt puddles. (Scott Wickham)

Bill Rice's 109 forground, Ron Thompson's 110 in the backround. (Scott Wickham)

LAROSE BY ANY OTHER NAME STILL SMELLS AS SWEET

Text and photos by Terry King

After a quiet week of vacationing (meaning no-offroading) in Calabogie, we arrived home a week ago to find an email about an all-club event to Larose Forest. The invitation came from Ottawa Valley Off-Roaders (OVO) and the description read something like "there is plenty of mud for the serious, and there are always bypasses for the daily drivers"...starting the next morning at 8:30 in Limoges. While I had planned to remove my Disco's spoiler Saturday morning, because it kept getting in the way, and to replace the useless antenna and to do some other stuff, the prospect of an off-road won out after the quiet week...the cleanup could wait. I unloaded the Disco from the past week, and loaded it for the next day : my axe, boots... plus everthing you need to change a flat with alloy wheels (read : 28mm socket, Louis, not just the stock spanner [thanks Andrew/Ted]), a piece of 2 x 10... bug juice, sun screen, food, camera, water .... and the usual tools and ...(hmmm, I wonder if this serp belt will fit on a Canyonaero ??...better throw it in...never know...) But, I did NOT bring a shovel. Next morning came early...tires up to it ? ...will they have winches ? I should have bought that recovery shackle...oh well, I've got minimum recovery points at least...after 60km, did I miss it?... ah, there are a bunch of vehicles at the Ultramar...After introductions we set about scrutinizing each others' vehicles. This is a little different from scrutineering, and I soon understood the reason for the statement "there is always a bypass in Larose"... half the vehicles were equipped for three feet of mud or water, and the other half were daily drivers like mine...and yikes, no other Landies in sight....I would be the only representative from OVLR. My first thought when we got to Larose was, wow...is it ever beautiful! And no gates, no fences.Pete recommended to air-down, so I did....to 18 psi...I know the tires are rated for it, but I was a little leery, because I hadn't done it before and I was uncertain about it...but, they all were, so I did. For your information, we alternated CB/NoCB vehicles and matched the weight of vehicles to those behind, and headed out. Just two minutes into the trail we encountered a 50-foot-long mud hole with a three-foot bank at the end....see photo one for the mud and photo two for the nice contrast between a muddy vehicle and a previously clean driver.

The bypass was to the right, a deeply rutted, muddy, stumpy incline placed between big pine trees...(are they as tough as maples, I wondered ?)...the first Suzuki jumped in and got through and up and over...the next vehicle, a Pathfinder, wasn't really ready for it, he had road tires, and no diff-lock....he took the bypass and although he gave a good effort, he could not climb the middle rut to get out of the pit. Out came the snatch cord and he was pulled through. Several others got through with or without help, I didn't watch them all because I was clearing brush...and then it was my turn...I put the left wheels in the mud and the right wheels between the ruts, and just hoped for some bite to jump out to the right halfway down.

I made it through without much trouble, to the cheers of the daily drivers and the surprise of the others. Pete remarked to me that he didn't know I had diff-lock. I had not realized that most of them didn't have it on their vehicles. After the muddy part we covered a stretch of forest filled with tight turns, trees close on both sides, several sideways inclines (watch those roof racks !) and dusty trails. We came to a "clearing" with "bypasses", seen in photos three and four.

The Suzukis put on a display of near vertical climbs, forward and reverse. At one point, I thought one was going over backwards, but he saved it. We had several options through the muddiest spot in the clearing. After I encour-

aged (egged on) one of them, and he made it, I thought I would try the safest way through the worst part. It started with a tippy sideways downhill into a muddy pond, followed by a steep sandy incline next to a big tree. While I gave it my best shot, I ended up with both rocker panels on the sand, my left front wheel buried, and the back end in the mud and water. I would guess it was a 40 degree slope, but I don't have a Lev-o-gauge yet. If I had packed a shovel, I think I could have dug my way out, but that was an afterthought.

A Suzuki tried to help, but it couldn't pull me out. It took the weight/strength of a Land Cruiser to free me. None of the other daily drivers attempted this particular route, but I think they enjoyed watching me try.We proceeded on through the forest, with several more climbs, tight fits, and dips into water, and then followed the next bypass around the "ravine"....which was deemed too tough for the daily-drivers. After seeing it, I have to agree. It starts with two-to-three feet of water and ends with a high-ridged steep muddy incline. Nobody made it unassisted. I helped relocate one vehicle's spring because the articulation was so great it came off its mooring. This seems to be a regular occurence with heavy modifications. Photo five shows the start of the incline, but it doesn't do it justice. This was an impossible hill.After we got through/around, we were scheduled to have a break, but one of my tires had aired down to zero psi, so I pulled out all the gear and proceeded to change the tire. One of the OVO members brought over a compressor, but the seal was too far gone to inflate. You could hear the hiss, and when I poured water on the rim, you could see bubbles. While the others ate lunch, I provided a lesson in changing a tire in a bramble patch. (Note: I am not sure if this is a common problem with alloy wheels and aired down tires, but a re-seal took care of the problem the next day; I may have hit something, or it may not have been a good seal to begin with).As the temperature had reached 27c, and it was two o'clock, as I had no spare I decided to head out with another fellow whose water pump was making noises. With the words of Pete echoing in my ears, "You'll never forget Larose, boys!" we headed home. In my limited experience I would have to say that Larose offers just about any level of challenge you can look for. I would like to see the 101's tackle some of those slopes.My last thought is that despite the differences in vehicles, and the various markings on the grille, the spirit of off-roading and camaraderie is universal under the skin. The OVO leaders hosted a great day on the trails, provided great direction and knowledgeable advice, as well as unquestioning support to me and their members. I would go again any time.

Deep Blue Dream-Machine

by Mike Rooth

What a motor. What bloody awful...well perhaps not that bad.

What I saw was a SIII. Marine Blue, decent nick (for its age) with Rostyle (Range Rover, clot) wheels, huge.

Test drive. (Well, you have to dont you.) So I did. Er..Fine. The lady got in and said "I just switch it on and leave for a bit and start it".So I did. Heater plugs? I dunno. I donow.

Wer wer, cough.

Werwerwercoughychuffychuffywercoughwowwow ROAR ...rumble. Chip pan rattle. And this is pure good 2 1/4 diesel.

Ok. It runs. The Nightmare starts. Hide your kids. (Well,OK, your daughters.) No EVERYBODY. Cos I'm driving.

What an awful Land Rover. Steering? Well, I suppose HMSVictory, or the old Warspite had some but this? Jeeze.

"Tyres" she said,"Are at forty pounds". The steering was at a hundred. Honest.(all right I have never been that, but just this once?) Right. Suit yourselves, I'll sulk. For months. So there.

This thing had active suspension. Very active .Winny the Pooh bounce. Nasty bounce. Throw you out of the cab bounce. But...I was actually in a cab, you see. At home. Above the world. Uncomfortable again. What a prat. Great!

You may or may not (OK you wont) believe the rest, and this is just the start. So you can all take cover. INCOMING!!!

Gratuitous butt shot. From the Birthday Party. (Tony Funnekotter)