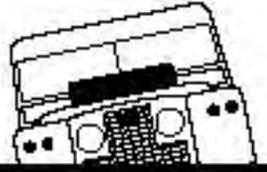




OTTAWA
VALLEY
**LAND
ROVERS**



DECEMBER 2002

WWW.OVLR.ORG

VOLUME XIX, NUMBER XII



The world view of a Land Rover driver. (François Kirouac)



OTTAWA
VALLEY
LAND
ROVERS

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.

OVL 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 sum-mer 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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(position open)

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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 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.

UNDER THE

HOOD



Who is this man and where is he going? See page 14 to find out!



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HEY MAN, WHAT'S GOING ON?

OVLR 2002 CALENDAR OF EVENTS

December

Christmas Party, Hungarian Hall, Dec. 7

We've been mentioning this party all year. There's no excuse for missing it. Remember, we know where you live.

OVLR Social Dec. 16

Keith goes to Moab again, Dec 28-Jan1. He's camping. New Years in Moab - now that's cool. There's a night run planned for the 31st, of course. Hey, it's not like there's anything else to put in this space right now.

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

January 2003

OVLR AGM, Legion hall, Jan. 14. Starts around 7:30.

Royal Canadian Legion, Kanata, 70 Hines Road.

From the Queensway north on March Road to Solandt (Esso Station,) Left at March (Traffic Signal)to Solandt then right on Hines.

August 2003

August 1-3. Land Rover 55th Birthday Party. Hazelton, PA

Rumours continue to circulate that the OVLR is turning 20 in 2003 and that there will be a celebration. Details are closely guarded, but be prepared for a celebration in June sometime. Speculation is that Silver Lake is a front-runner for the location.

TAKIN' CARE OF BUSINESS

CLASSIFIEDS

WANTED

Original Sales brochure for Discovery I for years 1997 or 1998. David Huddleson, 613-822-1315 or dhuddleson@sympatico.ca

CLIVE'S GOT PARTS!

My name is Clive Shepherd and I am new to Land Rover ownership and restoration. I purchased a 63 IIA last summer and have been busy since. (a diesel with only 30k miles) I have recently acquired a 69 IIA for parts. It has a gas engine and is a complete truck. I live south of Hamilton, ON in Stoney Creek. I plan to part the 69 to complete my 63 and hope to find someone interested in the other bits at very reasonable prices. (so many suppliers what an arm and a leg) Any takers? Thanks for you help. Cheers, Clive
clivshep@enoreo.on.ca

ILTIS FOR SALE.

Could be fire sale coming up if it don't move off the lot!

Bombardier Iltis 1985 For sale asking \$4,000
The Iltis features a user selectable two wheel / four wheel drive system with a locking rear differential. A permanent four-point roll cage. Four removable doors. A retractable and / or removable canvas roof. A fold down windscreen. Rifle, fuel can and spare tire holders. Storage bins on top of each fender in the engine bay. Water and RFI proof ignition system.

Included extras
6.50 x 16 Michelin XCL used, some tread left,
Extra driver side front door, no hardware
rear seats and seat belts (have been removed to make more room in back for gear)
full set of manuals: service, operators, lubrication, maintenance, & parts (both hard copy and CD, files as pdf.)

For more information contact David Pell at
dpell@nortelnetworks.com or phone 613 791-2994



FOR SALE, MAYBE AND MAYBE NOT:

Don Murphy of Newfoundland might be willing to part with (not part-out!) his 1962 Land Rover. He's not sure but if you are interested in this second owner adorable blue truck, you might want to see him at don.murphy@northatlantic.nf.ca



D130

Ted in Toronto is Entertaining Offers on his Defender 130. 1984 3.5 liter V8 Defender 130. Rebuild at 83,000 miles including engine, gearbox, clutch, water pump, front axle, bearing seals, front drive shaft, front and rear brakes, new body panels and paint with clearcoat. Right hand drive, 4 speed manual, equipped with new Superwinch 9000, auxiliary lighting front and rear, hi-lift jack, expedition rack, Uniden CB radio, snorkel, Rancho 9000 air adjustable shocks. Recent import from UK with all documentation and duties paid.

Please contact :
ted_matthews@hotmail.com



DAVE NEEDS A DRINK.

Dave's still got those parts and he's thirsty. Make him an offer.

Parts for sale/trade/give-away, to fit Series IIa & III, maybe others.

- (a) pair of hand-made, heavy-gauge steel bulkhead outriggers. Sized for surface mount on existing frame.
- (b) full set of custom-made leaf springs for 88" (maybe 109"). Very hefty, and never been used supplied with shackles and bolts. Come inspect these items in south Gloucester, near Manotick. Beer accepted as barter/payment!

David at 613-822-1315 or dhuddleson@sympatico.ca

WANTED

New Member needs New Shoes

I am looking for five (5) AT or MT tires in reasonable shape. 245/75/16. Thanks for your help.

Jason Lord in Kingston, Disco DII
(613) 531-4818 or jlord4@hotmail.com

Welcome New Members

Ray Pearmain of Ottawa, ON with a RR (*not to be confused with a LR*)

Paul Plousos of Manotick, ON with a 1973 SIII 88"

Chris Rollinson of Munster, ON with a 1997 Discovery

Jason Lord of Kingston, ON with a 2000 Discovery DII

GENERAL GOINGS-ON

OVLR TECH TIP OF THE MONTH

AUXILIARY WIRING OF NON-ORIGINAL EQUIPMENT

by Andrew Finlayson

Lets face it, the older Land Rovers offered little in creature comforts like decent headlights, heat or heaven forbid.....even a radio (that you could hear).

Well now we have come a long way with modern Land Rovers that have good headlamps, heat....well most of the time, and good quality Harmon Karden sound systems but still we want more! Some people want to have even more powerful Driving or Fog lights, perhaps a remote starter for those cold days (which I personally do not recommend) or perhaps an extra 5000 watts in the sound system to drown out the whining from that pesky transfer box.

Whatever! The point is, if your going to fit extra stuff onto your Land Rover do it properly! I cannot tell you how many bad wiring bodesges I have seen on all types of cars that has caused many a head ache not to mention letting a little smoke out of the main harness :(If you are going to fit an electrical accessory be sure to use good quality copper wire of the correct gauge for the application. (not bell telephone wire for your 100 watt driving lights) All connections should be soldered and heat shrink wrapped (not just those little blue squeeze connectors that last about two days) If you are wiring up auxillary lights remember to install a relay and fuses and a good quality switch. All wiring should be neatly wrapped and secured with the straps or harness clips (not garbage bag twist ties) and the wiring should be long enough to give adequate clearance and not draped over the exhaust manifold....yes I have seen that too!

Not only does doing the job or having the job done right the first time save you a lot of grief and possible embarrassment, it will last a lot longer too. Take the time to consult with your Technician or even read up on the subject if you're going to tackle it yourself. The end result will always be worth it! As a friend and fellow member says "the lowest price isn't always the best price."

Cheers!

P.S. The cost to repair that whining Transfer Box may be a lot less than a 5,000 watt sound system! 

DANES DUMP USED LRS

Ah Lads and Lasses, an opportunity not seized is an opportunity missed but we didn't find out until the week of. Did anyone manage to make it? Is anyone now driving around in a camouflaged Danish Land Rover? Send story and photos immediately! Ed.

Dear Sirs,

1. The Air Materiel Command of the Royal Danish Air Force hereby announces 197 used Land Rovers for sale. The vehicles will be sold at auctions held at the internet in the beginning of December 2002.
2. The above mentioned equipment consists of different types of Land Rover 88s and 109s all used by the Royal Danish Air Force and the Royal Danish Army (vehicles are in Army camouflagge painting). The vehicles were registered into the Danish Armed Forces inventory in the period from 1970 to 1984 and do all have a relatively low number of kilometres registered on their speedometers.
3. The Air Materiel Command is arranging inspections of the vehicles, which will be held in the last week of November 2002.

4. For further details concerning the above mentioned auction of used Land Rovers please see the Air Materiel Command homepage at the following internet address: www.fmk.dk and/or at www.fmk.dk/laro_salg where also terms, conditions (hereunder registration for inspection and auction) are displayed.

Best regards

Jesper B. Nielsen
Sales and Marketing Officer
Sales and Agreements Branch



INTIMACIES BETWEEN ME AND A NEW MEMBER

submitted by Shannon Lee Mannion

The editor (moi) writes to a new member:

Hey, how's it going? Did ya get your first OVLN newsletter? It was too late to put you in as New Member in that edition so you'll be mentioned in the next one. BUT at least you were there in body! (He was in one of the photos taken at the Oiler in November's newsletter. He's one of the guys looking up at the ceiling and pointing. Ah, that old Psychology 101 experiment.)

New member writes back:

Please do not put my new member in the newsletter which I did receive thxs as it is rather old and withered, just like many of the vehicles in the pics!

Editor writes back, confused:

Uh, we usually put in new MEMBERS' names to welcome same. Now I know that your poor old MEMBER is plum tuckered out but look at it this way, this may be the one and only time your name will ever get published in the OLVR Newsletter. If you have anything to declare for December's NL, the deadline was yesterday!

New member writes back:

You can say that the only time I ever drove a Series I [and any LR] was as a relief driver on the Dar Es Salaam, Tanzania to Zambia Hell Run and managed to spin it on a curve, so was not popular for the rest of the trip back to Kitwe with my Copperbelt friends! So I went back to flying my Piper.
[signed Ray, whose member is not even slightly frozen stiff despite this cold weather!] 



Land Rovers are fun! Collect the whole set! (from the François Kirouac collection)

CAN YOU BELIEVE IT???

THEY ARE FINALLY AVAILABLE!!!

François Kirouac writes:

The pictures from last summer "Saguenay Triangle" are finally available for you! Six hundred wonderful pictures from Réal Ouellet, with more pictures of the same event. Also, there is pictures from this year's Labour Day Rallye in Nova Scotia, with the extreme off-road, and pictures from this fall adventure in St-Luc. (For the people who did that trail last year, at the Mont-Radar event, you will hardly recognise the trail! It had been destroyed by rain!!! That was the heavy off-road where Bruce broke another front diff. and Bill and Bernie, with Paul-André, rescued us...)

You simply have to go to my store's web site, at www.kirouac.ca. Then, at the bottom of the presentation page, you will see a text relating to pictures and adventures. Click on that and you will be on a new menu. It is not finished yet, but you will still be able to see great pictures which you can enlarge to high resolution if you want!

Hope to see you all soon! 



A true test of a Land Rover owner. There's a perfectly good bridge with a road going across. Do you drive through the trees so you can ford the river? Of course! (from the François Kirouac collection)

We warned you. We need jokes. If you don't send us some, we'll have to start writing limericks. And nobody will like that.

MARLBOROUGH FOREST CLEANUP – OVL R WINS...SORT OF

words and photos by Kevin Willey and John Farley

Actually, everyone is the winner after the forest cleanup project hosted by the Eastern Ontario Trail Riders. Members of OVL R as well as Ottawa Valley Offroaders, City of Ottawa employees, Marlborough Forest stewardship group and the media were in attendance.

From OVL R, Francois Juno was there with his new Unimog, Dave Pell with his new 109 and I had my trusty Disco. Tim Horton's supplied coffee and doughnuts for a pre-collection fuel up and we all ate our fill.

How did OVL R win? Gross tonnage and volume, if there had been a competition. We managed to fill the back of the Unimog before we had gone more than a kilometre with building material and rusted old fence rolls, as well as two heavy duty garbage bags. All this in just the first hour.

Francois delivered the first load to the dumpsters provided for removal while I scouted ahead to find some more big stuff. Did we strike it rich, two cars just waiting for removal a VW Beetle and a Grand Prix.

When the Mog returned, I directed them to a spot back in the bush where we loaded the Beetle into the back after we cut it up with an axe. The Grand Prix, we connected to the pintle hook with a chain. Also ready for the moving where a couple dozen old tires and miscellaneous car bits, most of which went into the back of the Disco.

Back we went to the dumpster, slowly since the drag car was losing parts as we went. Dave was on radio duty so he could let Francois know when something fell off. After putting the gas tank back on the pile three times we tossed it in with the Volksie. The rear diff was cutting a furrow you could plant corn in so we stopped at the first cross road and got the gas axe out and cut the rear axle free. It gets a better view from the front seat this way.

We arrive back just in time for a couple of BBQ burgers and tube steaks. Water and pop were available as well. A local grocer supplied food. Well-fed, we went back for another run to see what we can find: a hood from a truck, dozens of shotgun shells, more tires, a kitchen table, a huge chunk of blue tarp and the Unimog was full again.

By this time it was around 2:30 p.m. and the wind was getting bitter, Francois has a commitment later in the afternoon, and I had to get some work done at home for SWMBO so we decide to head back and dump the final load.

The OVL R team managed to fill a large dumpster and deposit about 30 tires and three cubic yards of plain old trash. Good fun was had by all and we even got to play in the mud a bit.

Thanks to every one who came out to help. The stewardship authority really appreciate the effort and it is a good way to say thanks for the use of the forest.



Francois leads the charge of the not-so-light brigade.



Well, the sign worked. There are no cans in sight.



The question is - did he keep the tire?

RHONDA IS RECOVERING

submitted by Julie Rosvall

I was just speaking with Garnet Hemeon of the Yarmouth area of Nova Scotia, and was sad to hear that his wife Rhonda, an avid Land Rover enthusiast, and the MORE club treasurer was injured this past week. She suffered from skull fractures and a blood clot after falling from a horse while on vacation out west. Rhonda underwent surgery for the blood clot and fractures and is doing well. She is flying home and will have the opportunity to start healing at home. Rhonda is a great woman, and will be back behind the wheel of the 110 that she and Garnet purchased just before Labour Day in no time.



Update two weeks later:

Rhonda is doing exceptionally well. Her appetite and energy level are still very low and she is suffering from headaches of course. It will be several weeks before she is allowed back to work, and has strict orders to take it easy.

People can reach Rhonda once she is back at work in couple weeks at rhemeon@hotmail.com

FROM NORTHERN LIGHTS

What John Farley of the umbrella group, Northern Lights, writes about the Great Marlborough Forest Clean-up:

A little background on the event. This was our fourth annual Great Marlborough Forest Clean-Up and with help from the City of Ottawa, Rideau Valley Conservation Committee, Loeb and all the local four-wheel clubs, we were able to pull another 15 tonnes of garbage out of the forest. This brings our total to 75 tonnes over the last four years. There is still more work to be done and many areas that need our attention next year. It is nice being able to give back to the forest that we have been using for the past 25 years.



HANDY REFERENCE GUIDE! CLIP AND SAVE!

OFFICIAL CANADIAN TEMPERATURE CONVERSION CHART

submitted by Kevin Willey

50F Fahrenheit (10F C)
Californians shiver uncontrollably.
Canadians plant gardens.
OVLRL members are still playing in the mud.

35F Fahrenheit (1.6F C)
Italian cars won't start
Canadians drive with the windows down
Almost time for the oiler.

32F Fahrenheit (0F C)
American water freezes
Canadian water gets thicker.
Start to think of installing the truck cab.

0F Fahrenheit (-17.9F C)
New York City landlords finally turn on the heat.
Canadians have the last cookout of the season.
OVLRL members go out for a snow run.

-60F Fahrenheit (-51F C)
Mt. St. Helens freezes.
Canadian Girl Guides sell cookies door-to-door.
OVLRL members look for their door tops.

-100F Fahrenheit (-73F C)
Santa Claus abandons the North Pole.
Canadians pull down their ear flaps.
OVLRL members hold the AGM.

-173F Fahrenheit (-114F C)
Ethyl alcohol freezes.
Canadians get frustrated when they can't thaw the keg.

-460F Fahrenheit (-273F C)
Absolute zero; all atomic motion stops.
Canadians start saying "cold, eh?"

-500F Fahrenheit (-295F C)
Hell freezes over.
The Toronto Maple Leafs win the Stanley Cup.



TOUCH ME, FEEL ME

by Roger Daltry aka Tommy, uh, ok - by Dixon Kenner. Photos by Bill Caloccia

Late breaking news from our correspondent in the field, photos coming in January—The Christmas Party on December 7, 2002 sported the traditional Feelie Meelie & Seelie Meelie contests for all of those people who not only undertake regular maintenance on their vehicles, but are also known to explore a little deeper into the workings of various Land-Rovers.

Considering the number of perfect scores, it is apparent that the club has many members who are doing a lot more work on their vehicles than others know about. Considering they are keeping quiet about this maintenance leads one to believe that the potential for other prizes to be awarded for their antics is very great. For example, Jean-Leon Morin comes to mind considering the detail on his entries!

For a brief bit of background, a participant can only win one of the categories. Thus, if you win both the Easy and the Expert, you would be given the Expert as the higher of the two. In cases of ties, which person gives the most detail on the part wins. In other words, writing “80 inch wheel cylinder” beats out just writing “wheel cylinder”. Four of the five categories were determined on this basis, as all categories but Expert have at least two winners.

Observations. Getting the right degree of increasing difficulty is difficult. It did not work this year as the Expert and Extreme should be reversed. Common errors? The rear tire spacer u-bolt was uniformly identified as a u-bolt for leaf springs, while the only squared u-bolt on a Land-Rover Spring is one on the front of a 109 (Roy Parsons was the only person to point this out). Another uniformly misidentified part - the stud that holds the intake/exhaust manifolds together. Everyone identified that as a valve cover stud.

Winners: (Runner-up where tied)
Easy - Keith Elliot (6/6) (Kevin Newell)
Medium - Roy Parsons (6/6) (Jean-Leon Morin)
Expert - Fred Barret (2/5) (Bruce Ricker)
Extreme - Jean-Leon Morin (6/6) (Ted Rose)
Seelie-Meelie - Ted Rose (4/4) (Andrew Finlayson)

The items for the curious:
Easy: Axle strap; Flex Hose (rear 88); Wiper Arm (SIII); Tire Hold-down Clamp (later style); Thermostat (old style); Wing mirror (aftermarket)

Medium: Hold-down clamp (softtop hoop); Folding Lockwasher (hub); Fuel Bowl Retaining Clip; Carb Throttle Linkage; Brake Spring (109 rear bottom); Felt washer (hub)

Expert: Stud intake/exhaust manifold; Vibration Damper (timing chain); Clamp Plate (Exhaust system); Spacer U-Bolt Rear Tire Carrier); Axle Breather

Extreme: Diesel Glowplug (old style); Transmission Brake Clevis Pin; Oscar Switch (Thermostat switch for mixture warning light); Bolt locktab (Swivel hub); Hinge ball (from I/II/IIA door hinge); Body Shim

Seelie Meelie: Brake Cylinder (front, 80"); Spring adjuster (Brake, 80"); Rocker shaft bushing; Fuel Pump valve (old style)

Now for the “True Confessions” part:
Yes, it is true, many of the parts were from the Big Green Beastie, or destined one day (maybe) for it. Hence the couple of parts that felt distinctly dirty and grungy on the one hand and others that still had on the Land-Rover plastic wrap. If I do this next year I promise to raid Jeff Berg’s and Quintin Aspin’s garages for a “What Was This Part” contest!

Thanks go to Dale Desprey for supplying a number of parts, Eric Riston for vetting the resulting list of parts for “reasonableness”, and Atlantic British of Mechanicsville, New York for supplying the prizes to all the winners of these competitions. 🚗

NEWS FLASH! SOME XMAS PARTY PHOTOS ARE ONLINE AT [HTTP://SHOSHIN.CALOCCIA.NET/LR/Shannon/](http://shoshin.caloccia.net/LR/Shannon/)



The hardest part was reading the sign blindfolded.



“It’s a Rover, but I’m not sure what colour...”

TALL TALES AND QUESTIONABLE ANTICS

THE INCREDIBLE SHRINKING HARD TOP

...OR HOW TO WINTERIZE YOUR LAND ROVER.

by Martin Bagshaw

It was getting pretty cold out there on the lonely frontiers of downtown Ottawa. It was then that I noticed that the hard top was shrinking.



Not only did the hardtop shrink, the mirrors are multiplying!

Daniel provided the transport for the heater and wings from John's house to Ottawa, for me. Daniel had bought some stuff from John as well, for his rebuild, and was happy to provide transport. Daniel has a secret stash of parts and Land Rovers somewhere in the Gatineau (North of Ottawa). He's a great guy to know as you'll find out.

Now the good part. Daniel hearing of my desperate need of heat, gave me a Smiths shin-burner he had laying around. He also happened to have a spare truck cab, that he was willing to let me have for a very good price.

A truck cab was on my wish list of things to buy, however they are often priced beyond what I willing to pay. A cab top is just the thing I need to get through winter. A smaller area to heat will no doubt heat up faster. That's the theory and I was willing to give it a try because with Land Rovers you never know. I have so far installed the pick-up top, and the shin-burner. The combination with the other Smiths heater has so far worked great. I am now relatively warm and cozy and the shin-burner gets more hot air up to the de-misters (if you can believe it). My next task will be to install the Kodiak. With the Kodiak and the shin burner under a cab top I'm going to be roasting. Bring on Winter!

Now, if she will only just start when it's cold . . . and stop leaking so much oil. . . . 

"What must the Linear Coefficient of Thermal Expansion for Birmabright be?" I says to myself, as the hard top shrank, to a fourth of it's normal size, threatening to implode on its frozen occupant. *SNAP* What a nightmare! It must be time to buy a truck cab and stop thinking about it. Winter was fast approaching, it was getting colder and colder in Matilda and the de-misters just wouldn't. I had installed a Smiths heater during the rebuild, the model that bolts to the bulkhead under the passenger side wing. It proved to be pretty anemic. Thus I resolved to plumb in some more heat before it got really cold. As my luck would have it, John Green was trying to part with a Kodiak heater, including the wing with the hole in it. Now that's just the thing I needed. Kodiak heaters are supposed to deliver a colossal quantity of BTUs. Well that's what the folklore says anyway. John was gracious enough to accept a pile-o-SI-parts in exchange for the heat beast. Thanks John.

Enter Daniel Robitaille (a soon to be OVLR member).



Ahhh, cozy at last.

RELIEVE - SORRY, RELIVE - THE EXCITEMENT.

YES, IT'S TRUE! MORE BIRTHDAY PARTY PICTURES!

Photos by John Belyea



Note - the above gas tanks may not pass crash standards.



Quick, hide! He's shooting at us!



If you keep your lights on when crossing a beaver pond, the beavers are more likely to see you. A safety tip from the OVL R.



"I keep driving through the car wash, and my truck isn't getting any cleaner!"



Got light envy? Read the tech tip in this issue!



Making it look easy.



I keep getting the feeling that someone is following me...



Circling the wagons.



Keith Elliot has finally learned that it's not always good to go through the deep stuff. Proof in next month's newsletter.



Gridlock at the Birthday Party.



The Land Rover equivalent of the old guys sitting outside the country store."Those youngsters can't park." "We used to park much better!" "We had pride! Look at them, they just don't care..."

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ROAMIN' WITH ROMAN

by Shannon Lee Mannion

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A confluence occurred in Roman Boehringer's life two years ago; a contract ended, the lease on his chalet expired and his beloved dog died. It wasn't exactly a mid-life crisis but hedging his bets before he turned 45, he realized that he was free to do something different. Thus the Swiss architect and former president of Land Rovers of Switzerland decided it was the perfect time to realize his dream to travel to North America. His family, on the other hand, were divided. "My father and brother were impressed," he recalls, "My brother wanted to come with me but my grandmother said that I'd be back in a month." He chuckles when he says, "I sent her the first post cards I wrote."

Roman cautions that he just didn't jump into this dream, "You have to prepare before you go, both in your mind and with physical arrangements. I prepared over a year. I had tried several times to come to North America but other things were more important and the time wasn't right." However, when February 2002 came, all systems were go and he shipped his 2001 Land Rover TD5 to North America and embarked on a year-long adventure that has seen him travel more than 50,000 km in the past eight months or greater than the distance once around the world, "And" he says with a laugh, "I have possibly 10,000 km more to go." The Land Rover has a 95-litre tank and the five cylinder diesel engine gets nearly 800 km or 25 mpg.

He has been travelling and living in his Land Rover since landing in Georgetown, South Carolina in February 2002. Passing through Ottawa two months ago, he took a look at OVLR's web site and saw that we had an event, the annual Frame Oiler held at Roy Bailie's Kanata Collision in Stittsville and he dropped in, "I wanted to see how Land Rover clubs are doing over here," he smiles.



Some people dream of adventure. Others live it.



This is our kind of mobile home.

Being above ground, I do not have to worry about predatory animals or flooding. It is not heated but I have hand warmers that I can use for my feet if necessary. And I have a very good sleeping bag that I bought in Edmonton."

Although gregarious, he is travelling by himself with just a laptop computer (and one that doesn't receive or send email!) upon which he keeps a running commentary or journal, something he admits that he was too busy at home to do. As he learns about North America, he learns about himself, "It is through my writing that I can follow my track." Wearing a T-shirt with the time-honoured Jimi Hendrix question, 'Are You Experienced', he revealed in his charming German accent why he feels that Land Rovers have soul, or at the very least, personality.

The one thing Roman wanted me to convey is that this story is about his Land Rover, the tent he designed that

has been his home for the past year and his philosophy.

Q: Why did you chose a Land Rover specifically?

A: I have the Land Rover virus. In Switzerland, we call it the Influenza Solihulensis. I got the influenza when I was a kid from seeing the TV program Daktari. I loved it. I chose the TD5 because diesels are slower and I wanted to slow down.

Q: What lead you to come to North America and to Canada in particular?

A: Every Swiss person wants to come to Canada to see the wildlife. I did much meditation in Switzerland between 1995 and 2000 and I had a vision of a maple leaf. And then I saw the red flag of Canada. I couldn't understand this immediately but now that I am here, I realize that it was a sign.

Q: How did you get to North America and how much did it cost?

A: I was the only passenger on the ore carrier, Julia. The crew was about 20 people and there were between 12 and 20 cabins for passengers. It cost 700 Euro for the truck and my passage was 1,000 Euros.

Q: Have you had any trouble with the truck since you started on your trip?

A: In the southern States, the radiator started to leak. I stopped in Santa Fe but the truck is a European model so they could not fix it. They gave me an address, Bill's European Automotive Repair Inc. and he tried to help. We put in an additive (leak stop) and I still have a small leak and will get it fixed soon.

Q: Do you ever get lonely travelling by yourself?

A: No, never. I sing and make jokes and I am always happy when I find a radio station that is funny.

Q: Have you covered all the ground you wanted?

A: I did not see middle America, didn't see Yellowknife and probably won't see northern Labrador because it's too cold to go there now. I didn't get to Detroit or Chicago. To travel through America and Canada you have to stay more than one year.

Q: When your trip is over in February, what do you plan to do next?

A: I will begin a new life. I would like to stay in Canada and start a business but I must return to Switzerland first.

Q: If you were to comment on how this trip has changed you, what would you say?

A: I have found out how life works. When I want things, they never come to me but when I give up wanting, then it comes. This is the amazing thing that I learned on my journey.



"Fear and Loathing in Las Vegas. Hmm, this place sounds interesting."



Never has the name "Discovery" been more appropriate.

CANUKS TO THE G4

The G7's got nothing on the G4 because they don't have OVL R representation. We are honoured to have a potential G4 participant, our president, Kevin Willey. He will be in Las Vegas during the second week in December, one of 35 Canadian finalists, to take part in the selection process. With some skill, daring and a bunch of luck, Kevin could be one of two people chosen to go to Europe in January to try to qualify for the world event. From Land Rover:

LAND ROVER G4 CHALLENGE DISCOVERY MAKES ITS CANADIAN DEBUT AT MONTREAL INTERNATIONAL AUTO SHOW

MONTREAL, Nov. 21 /CNW/ - When competitors embark on the final stage of the Land Rover G4 Challenge in March 2003, their primary mode of transportation - and their home-away-from home - will be a Tangiers Orange Land Rover G4 Challenge Discovery. But before competitors get their hands on the vehicle, the thousands of people attending the Montreal International Auto Show will get a "sneak peak" at the G4 Challenge Discovery as part of the Land Rover Canada display. Land Rover G4 Challenge Discoverys are all built on the standard Discovery production line and have the same mechanical systems as the vehicles going to customers. However, they have been fitted with a variety of specialized equipment to make them ready for the Land Rover G4 Challenge. Each Land Rover G4 Challenge Discovery is equipped with:

- Warn roof-mounted auxiliary lamps.
- Front and rear winch receivers.
- Warn winches.
- Safety Devices custom roof rack, rear ladder and platform
- Garmin GPS navigation modules.
- Pietzle rappelling gear.
- Land Rover Vehicle Kit accessories, including brush bars, Safari roof racks, kayak and mountain-bike carriers and first aid kits.
- Front and rear aluminum skidplates.
- Front and rear tow points with heavy-duty recovery rings.
- Air-intake system snorkel.

In addition to this specialty equipment, some of the standard Discovery features that will be put to the test by G4 Challenge competitors include:

- 4.6-litre, 217 bhp all-alloy V8 engine
- Land Rover's patented Hill Descent Control (HDC).
- Active Cornering Enhancement (ACE)
- Self Leveling Suspension (SLS).
- Center Viscous Coupling Unit (VCU) and Intermediate Reduction Drive.
- Four-wheel Electronic Traction Control (4ETC).
- Four-channel ABS braking with Electronic Brake-force Distribution (EBD)



Kevin practices, hoping against hope that the event will include lightweights. (John Belyea)

The Land Rover G4 Challenge is an adventure competition that pits individual competitors from 16 nations against each other in a myriad of challenges -including on- and off-road driving in Land Rover vehicles, kayaking, skiing, snow boarding, climbing, rappelling and more. The competition will last five weeks and cover more than 4,000 miles. The G4 name comes from the global aspect of the competition - the four stages will take place in four different seasons, on three continents, in four different time zones. All four 4x4 Land Rover models will be employed during the event."For more than 50 years, Land Rover vehicles have been the backbone of adventures all over the world," says Bob Dover, Chief Operating Officer, Aston Martin Jaguar Land Rover. "The Land Rover G4 Challenge will add another exciting chapter to our rich history of adventures. Best of all, the G4 Challenge epitomizes the spirit of Land Rover. The competition was designed to reward teamwork, ingenuity, strategic thinking, athleticism and, most of all, a positive, can-do attitude. While in the end there can be only one winner, in a sense, all 16 competitors will win simply by finishing this grueling event."

The first stage, using G4 Challenge Freelanders, will begin in New York City and run from the Northeastern U.S. to Canada. The second stage, using G4 Challenge Defenders, will cover the wilds of South Africa (Defender is not available in North America). The third stage will be in Australia using Range Rovers, while the fourth will return to the U.S., this time in the West using Discovery vehicles. Each stage of the competition will encompass both major urban centers and remote rural areas.

The four different stages will test the competitors' physical capability and mental alacrity as they are called on to navigate a wide variety of terrain (by whatever means they deem most appropriate) in their quest to reach the various scoring stations - electronic location markers with preset point values. While every one of the sixteen competitors will enjoy an enormous sense of personal pride and accomplishment upon finishing the event, just one will win the grand prize - a 2003 Range Rover worth \$104,000.