

A Long Look Back

58

THANK TO JOHN MORRISON + LRO



◁ PHOTO A: This 90 belongs to the Armourers of 16/20 Squadron RAF and is towing an "S" type bomb trolley with a Tornado GR1 SKYSHADOW ECM pod and was photographed in an Explosive Storage Area.

▽ PHOTO B: Range Rover TACR2 on standby with Tornado GR1s behind on the operating pans.



△ PHOTO C: Left hand drive One Tonne Rapier tractor belonging to 126 Squadron, RAF Regiment. Their Rovers are painted sand and green as they are operating in an area with vegetation. Note the winch pulley, front towing jaws and SA80 rifle in clip on dashboard.



△ PHOTO D: As mentioned last month, the Red Crescent is now being applied to medical vehicles as well as the Red Cross.

Except from March 1991 OVLN Newsletter – see page 4-5 for more!



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General Information

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

OVLRL 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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLRL/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVLRL Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

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OVLRL Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVLRL Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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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Hey man, what's going on?

OVL R Calendar of Events

Socials:

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

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

Maple Syrup Rallye – end of March, beginning or April, details to come
OVL R Birthday Party – Silver Lake, Friday June 24th to Sunday June 26
Second Annual Cedar Hill Classic – Oct. 15th, final details to come

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVL R!*

See page 2 for subscription details.

From the Recycle Bin

These excerpts are from the March 1991 OVLRL Newsletter – a great look back!

G'day eh:

March 8/91

IN THE HEADLINES: The annual Maple Sugar Rally is on, LRs make their mark in the Gulf, final plans for the field kitchen, some neat vintage pix and ...start thinking garage sale.

Now the details.

The March meeting got underway at the home of OVLRL prez Jason Wednesday with Treasurer Tom reporting a bank balance of \$1,600. The membership continues to climb after its traditional January "dues due dip" and now stands at 51.

Big item on the regular agenda was the ANNUAL MAPLE SYRUP PARTY. Vern and Linda Fairhead, who have held the sticky event at their Shawville area farm the last several years, recently moved to the Kingston area. Vern however, plans to tap some maples for 'ol times sake' so we're on again this year. The day is Sunday, April 7. We'll rendezvous at 9 am SHARP in the parking lot at Shoppers' City West, Baseline at Pinecrest roads. (Watch out for Daylight Saving Time that weekend) and convoy the 70 odd miles to Vern's farm. Round about noon, chefs Harry and Lyne will serve up an all-you-can-eat mess of french toast, sausages, beans, coffee and buns complete with Vern's freshly-made maple syrup. There'll be a bonfire, helping with sap collecting and boiling and taking in a bunch of fresh spring air... before spring even gets here.

Cost is \$7 for adults, kids 12 and under, \$4. The phone committee will be making the rounds for local calls from Ottawa the week before and would like to gather some "for sure" numbers so we can buy supplies.

The other "big ticket" item at Wednesday's meeting was a decision on a basic plan for our mobile field kitchen. The proposal to build something that would combine a mobile food service facility with storage for our growing inventory of off-road and camping equipment came at the annual meeting. Our major events--the Maple Rally, birthday, US rally and fall oiler all present a serious cooking challenge with upwards of 50 hungry people.

The exec had asked for suggestions from all members but, by the meeting date, only two had been submitted...one from former prez Robin and another from editor McD. On hand to discuss the project, besides the exec, were Lyne Leduc, Gerry Dowell, Robin, McD and Bates. The plan calls for the project to be built in several stages to better manage costs while providing a usable vehicle at each step. This year's target is an eight-by-five foot utility trailer constructed of galvanized steel designed to carry a 1-1/2 ton load. Next year, we'll build the kitchen preparation, cooking and serving facilities. When completed, the unit will carry 50 gallons of fresh water, propane-fired cooking burners, 12 square feet of food preparation counters, coolers and 40 cubic feet of storage space. Budget for stage one: \$900.

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From the Recycle Bin *(continued from page 4)*

WHAT'S NEW...GOSSIP...TRUTHS...FOR SALE...OUTRIGHT LIES...WANTED

*-VP Yves has put together several options for the CPR/first aid course. Next Newsletter will have a full rundown, then we'll make a decision.

*-Joel's ground-up rebuild of his Series 111 is in the last stages having just come back from the paint shop. Jason is making final adjustments and Joel is planning an unveiling soon.

*-Editor McD is visiting the west coast and plans a weekend with former OVL R Prez Neil Brewer and family. Neil is homesteading in the mountains of Agassiz where his 88/2A always wears its canvas coat. (Don'tcha hate that?) Full details and pix next month.

*-Start putting away those useless Christmas gifts. We're gearing up for the club garage sale in May and depend on your donations.

*-Malcolm Reith is responding to the government's call for restraint and has dropped the price for his mint-rebuilt 109 to \$12,000. See last month's newsletter for details of this beauty. Call him at (514) 525--6865.

*-Unevents uncoordinator Al is back from Florida with no apparent diseases but lotsa flea-market/garage sale junk. It was Bates heaven. He reports that Sally, his trusty 107, sprang to life with the first turn of the key upon his return.

*-A delegation from OVL R is making plans to meet this spring with Ron Mowry, US organizer of the 1992 Maritime-to-Alaska tour. We'll be hosting the 50-vehicle group when it passes through the Ottawa area in early July. Activities and actual dates are still in the planning stages.

*-OVL R will be seven years old this summer and we're already planning our annual celebration. It's scheduled for mid-June. Full details next month.

*-Monthly meetings have been moved to the first Tuesday to mesh with the newsletter deadline of the eighth. Call the exec for locations.

*-Robin's Rover Ramblings and his continuing series on welding were not available at press time. Sorry about that.

That's all folks

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Rebuilding the Thai way... Part II

A bit more information and photos on Allan Brown's 109 rebuild project in Thailand.

The truck was rebuilt where Thai Land Rovers in full CKD format were assembled in Bangkok. They still have all the original aluminium presses and if a piece of your truck is even a bit bad, it's easier just to press a new one on. As a result, Allan ended up with new door tops, a new right fender and of course floor and console. The pick-up roof, which is 14.5 inches longer than original, was custom made on their aluminium presses with galvanized frame.

Since the last report, they have actually got all the wiring in and the truck is complete. The entire job ended up being upwards to C\$13,000 since everything underneath brakes, bearings, steering, A/C interior, etc... got added to the restoration list. The Series "still has that new car smell". And brand new BF Goodrich's all around.

The engine model used was 4DR6. It is a 2.7 Litre Turbo. Since it is made to fit the Jeep (which is pretty much the same look and built as a Jeep from the 1950's) the drive shafts exit the transfer case to the right of centre lining up perfectly with the Series diff's. It has a 4 speed gear box and a nice and simple hi-lo and 2-4 levers. If lucky you can stumble onto one with an overdrive lever. A good link for a bit of info is - <http://www.jdmcars.ca/J53-11954/>. Allan observed "My friend here, who has at last count about 60 Land-Rovers, from series 1 all the way up to new defenders & a few 101FC's tipped my off to this engine and with all the combinations he's used from Nissan, Toyota, Isuzu, 200TDI, 300TDI, etc... it is his favorite for putting into a series truck".



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Rebuilding the Thai way *(continued from page 6)*

One observation was that if he did another extended cab he would lengthen by 16.5 inches instead of 14.5 inches. Apparently it is OK for kids on the back bench but a squeeze for adults. It's still a possibility for his other pick-up that currently sits at the same shop waiting for me to make up my mind on it.

The Land Rover has been driving it around the town of Chiang Mai in Northern Thailand to do the work with refugees that we've been doing ever since. Allan writes "From a place of visiting refugee camps and schools for migrant Burmese children, while driving that landy, we grew an organization that has now become known by it's signature use of classic Land Rovers. (while other organisations are driving around modern Toyota's and Isuzu's we're turning heads and making smiles)".

Their focus has turned to the unregistered or migrant population who are at higher risk. Lately, most of their work has been in helping the Rakhine street children and communities. They have a safe house for abused kids, a home for babies or very young children who's parents are in jail a street drop in centre and a group that does medical care in the Dump community or at a local clinic they partner with. (the medical and Dump Community team use the old blue red-cross 109 5 door.)



The story of Burma is both sad and fascinating to look into. It's horrible what a few ruthless leaders can do to a whole population over a period of 50 years.

If you are interested in seeing more photos of Series Land Rovers working today along the Burma-Thai border, visit <http://www.compasio.org>

Annual OVL R Maple Syrup Rally

ARTICLE AND PHOTOS BY DIXON KENNER

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga, depending on where you might be sitting. For the past twenty-two years, members of OVL R have been celebrating the coming of Spring with a gathering at Vernon Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laning.

The Maple Syrup Rally is traditionally held at the end of March, beginning of April at the height of the sap run, although this year it will be a little later. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. Look to the web site for a date towards the middle of April for when the tentative and rain dates for the rally are. Remember, Mother Nature determines the date, not us!

Activities? Well there is the traditional brunch of french toast, sausage and baked beans – all potentially smothered in fresh maple syrup. Depending upon the weather and the sap run, as well as to make you appreciate your breakfast, attendees are encouraged to take a visit down to the sugar bush and help in the production process to make part of the brunch – namely the maple syrup. A little sap gathering, some stoking of the fires under the evaporator... Finally, there will be a little white, or if conditions have turned that way, brown/mud laning around on some abandoned rail beds, around the sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year. Bring your cheque book! (Note, this is the real stuff, not that nasty chemically filled artificial stuff usually found in the supermarket.) Be alert, it can sell out before you know it!

The organizers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Peter Gaby by April 4th via email at petertgaby@rogers.com. The cost of the rally is \$5 dollars per person, a price unchanged since the rally started. Children under three are free. To drive on the off-road you need to be a member of OVL R and have a valid driver's licence.

Some other aspects for you to consider? Well, in the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vernon an email at antiquebikeguy@yahoo.ca. There is plenty of wood about, and Vernon probably won't mind you using some of the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Trivia note

At 23 years, the Maple Syrup Rally is one of the longest running, annual rallies in the North American Land Rover community. The oldest in North American is the OVL R Birthday Party.

Getting there:

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate Shopping Centre at 8:30 am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry or Peter Gaby.

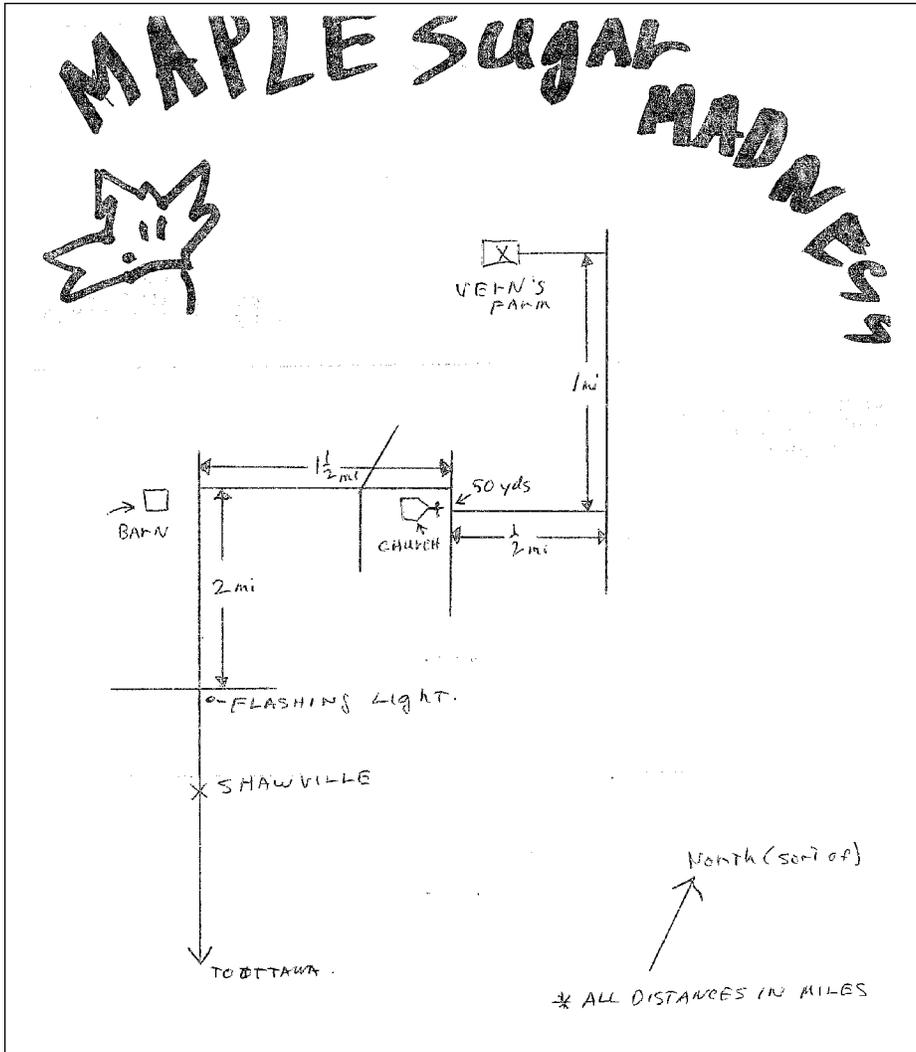
The following directions assume that you can find the Champlain Bridge at the north end of Island Park Drive in Ottawa.

Crossing the Champlain Bridge over the Ottawa River, you will go straight to the second set of lights where the road ends at a "T". Go west (left).

Follow the upper road (highway #148) through to Aylmer, past the Canadian Tire, to a set of lights at the park (there is a war memorial in the centre of the park to your right. The town library is across the

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OVLR Maple Syrup Rally (continued from page 8)



Note: The Quyon Ferry: The ferry is scheduled to open on March 31st this year. Those members in the west end of Ottawa wishing to avoid the long trek into Ottawa, just to turn around and drive west again, can take the ferry across the Ottawa River and chop dozens of miles off the trek. Check their web site at www.quyonferry.com for the opening day and scheduled hours. There is also a map on the web site.

Maps:

Shawville (and Vernon's spread for that matter) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trail driving, you may wish to also pick up the map sheet 31-F/10. These maps, and other larger scale derivatives, can be purchased from World of Maps at the corner of Holland and Wellington near Tunney's Pasture.

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vernon a call at (819) 647-5544. Members are also welcome to come up on Saturday and help Vernon with some sap gathering and maple syrup production.

Other seasonal information:

Storage – The three main enemies of maple syrup are air, time and temperature. Therefore, the following storage practices are recommended:

- Immediately store your maple syrup after purchase in the refrigerator even if the container has not been opened. If this is not possible, consider freezing the syrup. Personally, all of

street on your left) in the centre of town. Highway 148 does a right turn here at these lights.

Follow Highway 148 out of Aylmer and proceed to Shawville (you will pass by the villages of Luskville, Quyon, etc.).

Drive through/past Shawville.

About one mile past Shawville, you will look for a side road on the right. The side road is marked with a small green sign that says "Radford" (there are a pair of barns across the road on the left hand side of #148). Turn right onto Radford.

Go straight, past the church, until the road ends. Turn right, then take the first left.

You will take the first left at the next concession road. One mile from this turn, you will find Vernon's farm on the left.

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OVL R Maple Syrup Rally (continued from page 9)

mine goes into the freezer.

- Maple syrup packaged in tin or glass can be stored for up to one year in the refrigerator in its original container. However, some people who buy in large quantities often repackage and freeze the syrup, taking it out of the freezer when needed.
- Because plastic “breathes,” repackage syrup originally packed in plastic if you plan to store it for more than three months.
- If excess water is present or if containers are not clean when filled, bacteria, yeast or mould may grow during storage. Do not simply remove the mould and reheat the product. Some micro-organisms produce toxins as they grow and these toxins could make you sick. Some web sites advise that the syrup should be discarded.

Maple syrup is packaged in tin, plastic, or glass. Each has advantages and disadvantages as to maintaining the quality of the syrup in storage.

- Glass maintains the flavour of the maple syrup indefinitely. It may darken slightly, especially if the syrup is not kept in the dark. Glass also allows you to inspect the syrup for cloudiness or sugar crystals. Glass containers are usually reserved for packaging small amounts—1/2 pints, pints and quarts. It is a costly way to package and is often seen in gift packs.
- Tin maintains syrup quality for 11 to 12 months. Tin cans rust, so care must be taken as to where the container is stored. A tin flavour can be picked up if stored for long periods.
- Plastic is a popular packaging material. It is lightweight and easy to use. Syrup stored in plastic will usually maintain quality for three to six months. Plastic breathes, so a colour and flavour change can be the result in long-term storage in plastic containers. However, new plastic containers have been developed to extend shelf life. The disadvantage to these, so far, is that the cost is more than the regular plastic jugs.

Memories of January's Newsletter Cover

ARTICLE BY DAVE LOWE

I was pleasantly surprised to see the front cover picture of Vernon Fairhead together with his 109.

I bought this vehicle from Vernon when he resided in Barrie in the mid 70's. It was repainted blue and served Team Daphne very well for many years under the name of Big Blue until a rotting chassis parked it. It is still behind the barn with the rest of the fleet and who knows maybe it will be rebuilt some day.

Vernon, it still has the Whitehorse sticker on the rear window, the Yukon sticker fell off.

Yep, I thought Vernon might appreciate the info. There are probably quite a few photo's around from the ALROC and early OVL R days showing Big Blue.

I remember going to Ottawa in the middle of winter in Big Blue, with a trailer, to pick up a Rover 3500. It was frozen into the ground and in pulling it out I tore the cross member. As luck would have it there appeared two individuals from the house across the street and they, being Rover types took me to the shop where they welded brackets across the rear member which enabled me to drive home to Toronto.

Who were these two you ask. Simon Scuse and Andrew Finlayson. It was at the time Simon had just picked up the two 101's.

The reason for me picking up a 3500 was for the V8 since I had plans to install it in Big Blue. Had it well under way for a while but haven't yet got around to finishing it. It's a Rover time thing you know, musn't rush. Thirty years !! how time flies. Now I have Disco and Rangie chassis to play with. I have a LWB Rangie rolling chassis and they have a wheelbase of 110" Hhhhhmmmm.

The usability and applicability of Club Awards

BY ANON

The March Executive meeting saw an interesting debate about the various awards that the club bestows upon its members. Generally, they are kind of harmless or the labour involved in nicking them out weights the effort. Take for example the Lugnut Award. A lovely carved piece of butternut, it sports a real, authentic Series lugnut where the tire would go. Would a winner of the Lugnut ever think of nicking this? Of course not. He already has a dash full of lugnuts, complete with stud for the one that eventuality will pop out.



Note the missing two plus the third which is obviously loose. Would Bruce be needing the Lugnut after having three simultaneous failures whilst climbing out of an icy water hole? Nope, he needs the special pre-studded lugnuts (Please contact Les at Rover's North for availability of these heritage parts).

The Silver Swivel Ball sports a lovely series swivel ball as the name bespeaks. This part is safe because the level of effort to change a Series swivel ball, contrasted with just filling the rusted, leaking mess

with Range Rover swivel ball grease is completely outweighed. And yes, that RR swivel ball grease does wonders in your steering box too. Not that the author has any experience with this <cough>, he will just defer to Alan Richer. No, the Silver Swivel Ball is safe with Dave Pell.

Which leads us to the Towball Award. The previous edition of the Towball Award was too good. Tacky, yes, but it sported shiny parts. However, once it fell into the clutches of Eric "Towball" Zipkin, it was as good as installed! So, that tribute of steel, marble and gold vanished to the wilds of upstate New York (he lives north of the Bronx) and the club built another under the adage "Build it and another will seek to win it!".

Well, this year our esteemed editor, Terry King, won the award after requiring a slight tug from a old farm tractor with balding tires when he got hopeless stuck upon a grassy plane that resembled a fine lawn. At the most recent Executive Meeting this was bestowed upon him to much of the assembled glee of those there. Terry, immediately starting to produce a diesel-like smoke screen said that this would be placed upon his mantle piece in his living room. Yet, the excited gleam in his eyes as he looked upon the towing assembly and other parts of the award gave away his true intentions. The lack of photographic evidence only feeds the suspicion of the assembled masses.

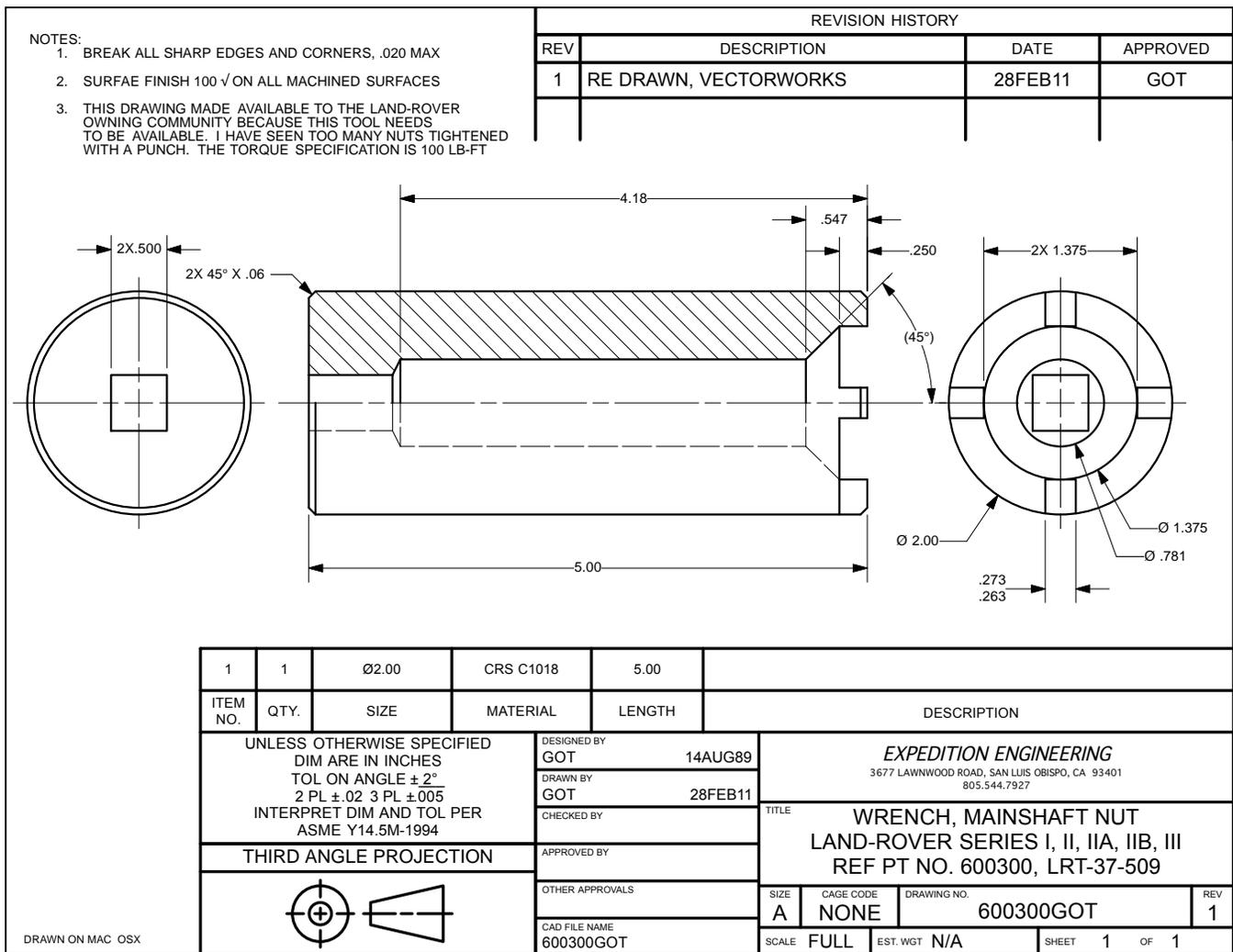
So, the question remains, should the club equipment manager be tracking the various parts affixed to our awards before a fight breaks out over these truly valuable and exquisite works of heritage art? Send your comments to the Editor.

Two Tools of Interest

Goeff Tobin is a long time LRO & 101FC owner that lives in San Luis Obispo, California. He does some engineering as a hobby. Ben Smith has known him since 1995 and states that he was into Series LRs starting in, I think, the 1980s but it could be the 70s. He was an early

member of the Land-Rover Owners Association (LROA) which existed in the Nineties in the USA.

He has made two drawings of tools (mainshaft nut tool and hub seal seating tool) for people that might need them and get one made.

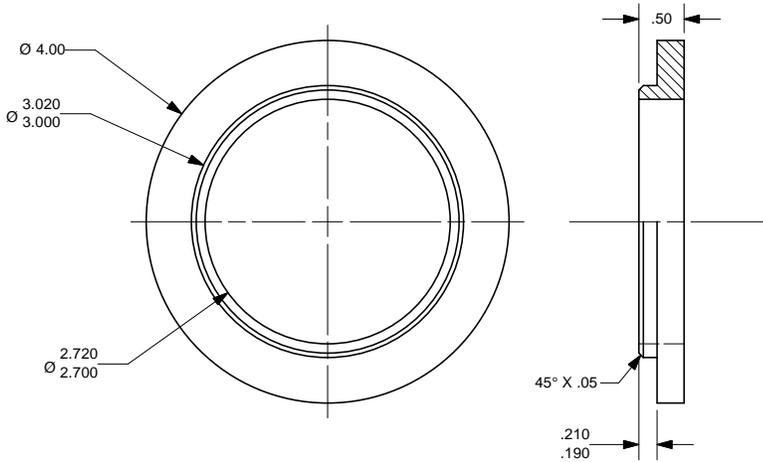


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Two Tools of Interest (continued from page 12)

- NOTES:
 1. BREAK ALL SHARP EDGES AND CORNERS, .020 MAX
 2. SURFACE FINISH 100 √ ON ALL MACHINED SURFACES
 3. THIS DRAWING MADE AVAILABLE TO THE LAND-ROVER OWNING COMMUNITY BECAUSE THIS TOOL NEEDS TO BE AVAILABLE.

REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED
1	DRAWN, VECTORWORKS	01MAR2011	GOT



1	1	Ø4.00	A36	.50	
ITEM NO.	QTY.	SIZE	MATERIAL	LENGTH	DESCRIPTION
UNLESS OTHERWISE SPECIFIED DIM ARE IN INCHES TOL ON ANGLE ± 2° 2 PL ± .02 3 PL ± .005 INTERPRET DIM AND TOL PER ASME Y14.5M-1994			DESIGNED BY GOT 12NOV10	EXPEDITION ENGINEERING GEOFF TOBIN SAN LUIS OBISPO COUNTY, CA	
THIRD ANGLE PROJECTION			DRAWN BY GOT 01MAR11	TITLE SEATING TOOL, HUB SEAL LAND-ROVER HUB SEAL RTC3511 REF PT NO. 18G 1349, LRT-54-501	
			CHECKED BY	SIZE A	CAGE CODE NONE
			APPROVED BY	DRAWING NO. 18G 1349 GOT	REV 1
DRAWN ON MAC OSX			OTHER APPROVALS	SCALE 3/4	EST. WGT N/A
CAD FILE NAME 18G 1349 GOT.VWX			SHEET 1 OF 1		

28th OVL R Birthday Party

Silver Lake, Ontario — June 23-26, 2011

For 63 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVL R celebrates its 28th Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for *Land Rover World*, *Land Rover Owner* and other magazines. The Birthday Party is also the oldest, continuously run Land-Rover event in the Americas.

The Birthday party is being organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support.

The event will again be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7. There are numerous trails in the area and the Club is continuously in the process of scouting out new opportunities.



A Glimpse of the 2004 Birthday Party at the main site.

PHOTO CREDIT B. O'HARA

People with an interest in Land Rovers come from Quebec and Ontario and the north-eastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products – Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive on the off-road. For information on past Birthday Party's go to the Past Events pages where write-ups on past Birthday Party's.

Activities

There will be the traditional Land-Rover activities. 2WD and 4WD trails across the local countryside that ranges in difficulty from a drive down a country green lane, to endless opportunities to winch your way to fun and frolic. The annual RTV, a cunningly laid out course that tests your abilities to drive an intricate course, without touching any of the canes set up to challenge and guide you. Or, simply undertaking necessary repairs by drawing upon the assembled expertise at the event.

Planning

Accommodations: It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organized by members lasting several days. In the past, members have taken a week off to do a double header of the Birthday Party on one weekend, then travelling from Silver Lake to other events. You have several choices open to you. You can camp on the main field where the event is organized from. That is free, and there are porta-potties available. But, as implied, you are camping out. No camp fires though.

A second choice is camping across Highway 7 in the Silver Lake Provincial Park. A choice taken by many as the park offers hot showers, porcelain and

... continued on page 15

Classifieds

EX-MoD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Cheers,
Len – lnp00@live.ca

FOR SALE

Land Rover Discovery II, 2002 — 191,000 km;
Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
Asking \$6,000

Contact: Jean François Bonin
613-941-4172
jean-francois.bonin@justice.gc.ca

FOR SALE: LAND ROVER 1973 SERIES III, 88

Frame completely rebuilt, has new outriggers, new front horns and new rear bumper.

New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. It needs finishing and I need my garage.

Call Sean McGuire 613-612-7622
Asking \$2995 OBO.

FOR SALE: 3 – 80 INCH LAND ROVERS

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.

Call Sean McGuire 613-612-7622
Best reasonable offer takes them.

OVLR Birthday Party *(continued from page 14)*

camp fires. Reservations for a campsite can be done either by telephone or on-line. Go to <http://www.ontarioparks.com> for information.

A final choice is staying at one of the many motels in the area.

Costs

Family (2 adults and kids) - \$tbd

Adults (12 and up) Pre-registration - \$tbd (On-site registration - \$tbd)

Kids (6-12) - \$tbd (On-site registration \$tbd)

Kids under 6 - free

What should you do?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- Celebrate and Enjoy!!






Tel: 913 473 LAND (5263)
 Toll Free: 1 888 473 LAND (5263)
 Email: info@landroversalvage.ca

P.O. Box 750
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Located on Hwy. 7 halfway between Toronto & Ottawa

Land Rover Parts

New OEM parts in CDN\$ — cheaper than paying customs and brokerage fees from our rivals!

We are constantly parting-out selected, good quality donor Land Rovers — full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!

Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers — so you can trailer to & fro!

Visit our online store at

www.landroversalvage.ca

or call us

613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic

(We own our own premises, so are here for the long term!)

We are also OVL Club Members = Enthusiasts serving Enthusiasts!

Does your Land Rover need expert help?

Come see the experts at Land Rover Ottawa

Huge inventory of parts & accessories in stock

Same day service available on most repairs

10% discount for all Club Members

Monthly special club offers - call for details



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 stevefraser@landroverottawa.ca

Parts Dept: Allan Taylor
 allantaylor@landroverottawa.ca

Land Rover Ottawa
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MSR Rallye 2002 — Building Bridges

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