

OTTAWA
VALLEY
LAND
ROVERS



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www.ovlr.org

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Annual Tune-up



Technology Gap PHOTO CREDIT: D. KENNER



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General Information

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

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

Membership: Canadians joining throughout the year pay \$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

OVL R/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>

OVL R Forums

Please see:

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

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OVL R Newsletter

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The OVL R 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 (terrycking@rogers.com) 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 OVL R 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 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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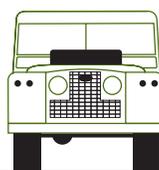
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Hey man, what's going on?

OVLRL 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:

ByWard Market 15th Annual Auto Classic – Sunday June 5

OVLRL Birthday Party – Silver Lake, Friday June 24th to Sunday June 26 ==>(Thursday arrival is ok)

All British Car Day (ABCD) – July 16, Britannia Beach Park – Lakeside Gardens, Ottawa, ON. www.britishcarday.ca or info@britishcarday.ca All British Vehicles (Cars and Motorcycles are welcome)

Second Annual Cedar Hill Classic – Oct. 15th, final details to come

Presidential Dribble

The end of May is at hand and it is now time for many of us to sweep the mouse nests out from behind the seats of our seasonal play toys. I was happy to see about 40 members out to the Maple Syrup Rallye this year. This event is the longest running annual land rover reunion in North America.

Our hosts, Vern and Linda Fairhead once again graciously gave us the run of their beautiful farm and sugar bush. The weather dictated the end of this year's boil only the previous day, but Vern reported that the quality of this year's batch was very good. Through their generosity we were offered syrup at a discount. Yes Vern, I agree... an excellent year!

Though weather was somewhat threatening throughout the day, those who made the pilgrimage to Shawville were greeted by Peter Gaby and his staff working their magic at the club kitchen trailer. The usual offering of French toast, sausages, coffee and fresh fruit salad were complemented by Linda's family recipe baked beans au maple syrup!

Another ritual, an off road run guided by Vern, set off after lunch. As usual the trail proved to be a challenge. One vehicle needed help getting home but as with anything, many hands made light work of the afternoon.

This year saw the reprise of the Spring Tune Up. Through the generosity of Andrew Finlayson and his most tolerant lady Delia, nine hearty enthusiasts braved the April showers- yes in May- they were late- for the opportunity to do some light wrenching on their treasured vehicles. Through the generosity of Land Rover Ottawa, Andrew had the computer diagnostic gear ready to demonstrate his prowess at the keyboard.

It is really neat to see first hand some of the technology used in a modern shop... I'm usually first to complain that shop labour rates SEEM so



high, but with tools like this, an experienced technician can get to the bottom of a problem saving the customer big bucks! I wonder how much it would cost to get that annoying squeak out of my '66 109. I think it's OBD II compliant.

Over the past few months the club has gained a few new members. Marcel Martin of Hanmer On. with his fleet of series vehicles, Daniel Giorgi

from Montreal, with a Discovery, and Lauchlin Henry Armstrong with his 110 Defender and a Lightweight. Mr Armstrong and his family come to us from Port Hawkesbury NS. We welcome you all and hope to see you at club events in the near future!

Your club exec. is working hard for you in the background. We are in the process of organizing the Birthday Party. There will be opportunities for all members to volunteer at this and other club events... feel free to offer a hand and be assured your help will be appreciated!

Please consider the "Tread Lightly" concept.

BRUCE

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

All British Car Day (ABCD)

July 16th, at Britannia Beach Park

In the late summer of 2004, representatives from several of the Ottawa based British Car Clubs got together and started discussing the concept of holding an all-British car show in Ottawa. They realized there were already several car shows in Ottawa each year, but none which showcased only British cars. All of OVLRs activities were aimed at events which had an off-road component. While there was participation on an ad hoc basis in various local events, there were no all encompassing events to join into. And so the All British Car Day concept was born.

The first Ottawa All British Car Day was held in July of 2005, and it has been held every year since then in mid-July. Always held at the Britannia Beach Park on the shore of the Ottawa River, this has become a popular event in the Ottawa British car community. Except for a few years which were sunny all day, we somehow seem to have had at least some rain blow through on the show day. While not ideal for a car show, it has not dampened our enthusiasm for putting on this event every year. The Land Rover participation was never dampened during the rain, and in fact, hopes always run high with OVLr owners that opportunities to a Jag or some other tasty vehicle off the grass might arise as has at other events (several times at the British Invasion in Stowe, Vermont, at Bronte Creek near Toronto, though the later saw a mighty 101 needing a tug too).

The show is open to all British cars and motorcycles. There is an entrance fee of \$20 (\$10 for motorcycles) for anyone showing their vehicles to cover the costs for the facility and the food but it is free for the general public to come and view the cars. OVLr has had a number of vehicles representing the club over the years, with a respectable showing of not just 88's and 109's, but Dave Pell with his ambulance, the occasional Lightweight. The club trailer has been in attendance to help with feeding both ourselves and the other participants.

Registration and your \$20 gets you lunch tickets for two (2) people, and entry in the door prize draws, which will occur throughout the day. Consult the Events Schedule at www.britishcarday.ca for more information on the timing of the activities throughout the day.

The park will be open by 10:00 am for arriving vehicles. Parking is more or less random, with no special order by marque or by year. When you arrive, either pick a spot in the shade, or by another Land-Rover. Or even by the most expensive looking Jaguar if you wish to see the owner twitch a bit.

An indication to the scope of the event is that the following clubs are working together to make this event a success: Ottawa MG Club, Ottawa Valley Triumph Club, Morgan Club, Austin-Healey Club, Ottawa Jaguar Club, Rolls-Royce / Bentley Club, Ottawa Mini Club, Mainly Minis (Montreal), North American Singer Owners Club, and Eastern Canada Lotus Club

Registration: The PDF for the registration form can be found here -

http://www.britishcarday.ca/registration/registration_index.html.



I have no plan!

Photos from an exploratory run over near Shawville several weeks back.

PHOTOS BY R. PARSONS



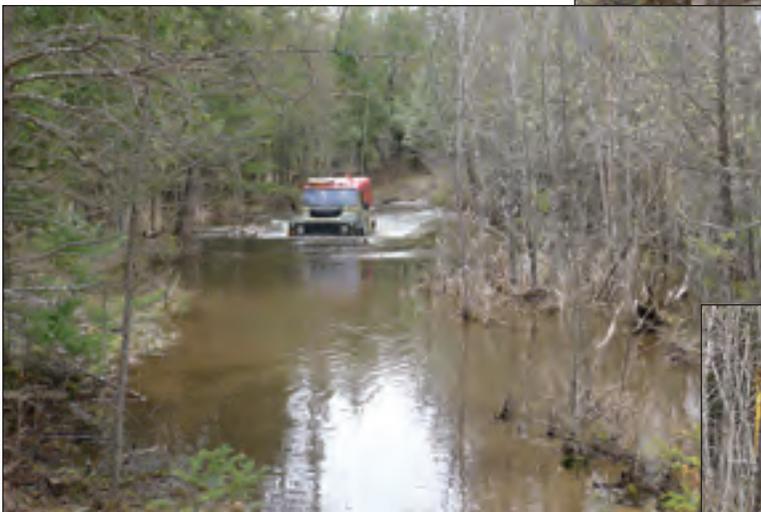
Eric wading on foot.



Eric earning his merit badge.



Eric wading seated (photos 3&4)



Some ATV's owner said they wouldn't get past the schoolbus... wrong!

Defender Trophy

Here is a story which has just gone to press in the UK in Land Rover World magazine.

Kevin is currently International Correspondent for Land Rover World magazine, a resident of Ontario and a member of OVL.R.

STORY AND PHOTOS BY KEVIN GIRLING

From a chilly -28°C in Canada to a balmy $+28^{\circ}\text{C}$ in South Africa, this was a trip full of contrasts! International Correspondent Kevin Girling joins Defender Trophy Venda'11, a South African event which brings back the spirit of Camel Trophy.

Camel Trophy team spirit is alive and well in Defender Trophy, a South African dealership event now fully approved by Land Rover in the UK.

Defender Trophy started life as a local event run by one of the dealerships located in a suburb of Johannesburg. Land Rover Centurion first ran the event back in 2002 and has been running it ever since. With only 12 vehicles taking part then the event has now evolved into one that could soon be on the world stage with 22 competitors this year and a further 11 support vehicles carrying support staff and journalists. That does not include the catering team which operated independently of the main convoy.

Modelled on the highly successful Camel Trophy, and carefully avoiding the perceived mistakes of G4, Defender Trophy offers a little of everything. Serious off-road driving is the order of the day - every day, and is challenging stuff. Two destroyed sidewalls and



There was some wading

a puncture later I know!

For the first time ever Land Rover Centurion introduced selection trials held at the Land Rover Experience, Gerotek under the watchful eyes of Andrew Brown and his team of instructors. Each team had to demonstrate their capabilities for each of the following disciplines: winching, recovery, gradient and water crossings. Vehicles were also thoroughly scrutinized for safety and security to ensure the Trophy was as safe as possible. To obtain official approval for the event Land Rover in the UK required a risk assessment to be conducted by The Land Rover Experience at Gerotek. This resulted in a 1" thick tome which was the bible for the event and reflected the meticulous planning. If all this seems extreme consider this; this event is now the premier Land Rover event on the South African calendar, a four day vehicle dependent expedition into the African bush populated by big game, seriously poisonous snakes and mind blowing trails which would destroy many popular 4x4's but not Land Rovers!

This year's event took us to the Limpopo region, just south of the South African border with Zimbabwe, a good six hours of hard and fast driving north-east of Johannesburg. Land Rover Centurion had arranged for me to use one of their rental Defender 110's fitted with the Puma engine. This was my first chance to compare my own 300tdi with the Puma and what a difference and pleasure it turned out to be. I quickly discovered that the highway speed is

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Defender Trophy *(continued from page 7)*

significantly higher, even with a heavily loaded vehicle complete with roof top tent. The ride was excellent although we certainly had to ensure minimal movement of the steering at speed to avoid too much body sway. I was not worried but any driver of a well loaded 4x4 needs to be very aware of the potential for rolling a vehicle with a heavy load on the roof. Fortunately Land Rovers are the best in the business when well loaded under these conditions.

Limpopo is South Africa's northernmost province and borders onto Mozambique, Zimbabwe and Botswana. The great Limpopo River flows along its northern border and the area offers spectacular scenery, culture and wildlife. Limpopo is also home to the northern section of the world famous Kruger National Park, known for its large herds of elephant and buffalo, tsessebe and sable and an abundance of bird life.

Most of us around the world embarking on a Land Rover trip operate in very different conditions without the ever present threat from wild life. Africa is the real deal, hot and humid temperatures, a total adventure experience which combines the use of the vehicles we are all passionate about and a real expedition into the wild!

For many the image of Africa is either desert or flat open land with herds of zebra, giraffe and elephants wandering slowly across the plains. Limpopo is the opposite. The animals are there but hard to pick out in the rolling hills and dense bush. The Soutpansberg region, where the convoy was headed is one of the most spectacular areas of South Africa offering a combination of mountains and vast areas of mopane trees and giant, ancient baobab trees that dominate the plains sweeping northward to Zimbabwe. There are 340 indigenous tree species here, an abundance of animal life and the world's highest concentration of leopard. A point worth remembering should you need to relieve yourself in the middle of the night!



There was also some high & dry climbing

Competitors and journalists alike had to locate the starting point using nothing more than a GPS fix. If you have a GPS that shows nothing more than identified roads, rivers and rail tracks this is a challenge. 'Tracks of Africa' is GPS software which includes dirt roads and I did not have that software. Fortunately the early morning fill up at a

gas station in the area (the only gas station in fact) attracted a wealth of competitors. True team spirit emerged and we were not only led to the start but even plied with breakfast. The local hunting lodge we had stayed at could give us a bed but no breakfast! The expression TIA came back to me – 'This is Africa' where things happen, or don't happen, at the pace of Africa.

Following the convoy of competitors down dirt roads through traditional African villages we arrived at S22 29.938 E030 38.038, our starting point. The Big Tree is a huge Baobab tree estimated to be 3500 years old with a root structure that spreads out almost 5km from the base. Just to circle the tree you need 57 adults standing shoulder to shoulder! A ceremony marked the start of the event. The chief of the local tribe was guest of honour and members of the tribe, colourfully dressed in tribal costumes, provided a traditional welcome to the contestants, complete with drums and dancers. This was classic Camel Trophy content and demonstrated a huge amount of respect to the indigenous African people whose land we would be using during the event. Then it was time for the teams to start heading out.

The first obstacle to overcome was the swollen Mutale River. Heavy rains resulted in a river crossing a little deeper than perhaps intended but, as one would expect, every Defender made it. A team effort and a human chain was needed to plot a safe path and then guide the vehicles safely across. Memories of Camel Trophy days came flooding back (excuse the pun) as vehicles emerged from the river with water pouring from every cavity, including the

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Defender Trophy *(continued from page 8)*

interiors. The remainder of the first day was spent testing GPS skills. Competitors were tasked with locating and identifying trees, plants and other landmarks in the bush from a list of GPS waypoints. For some this extremely challenging with many competitors not reaching camp on the banks of the Levubu River in the Makuya Nature Reserve until well after dark, and some after midnight. As one might expect everyone still had to be up early on day two!

This day started with environmental tasks, winching, bridge building and an obstacle course which was set up on a steep hill of loose side wall destructive rocks. Groups rotated through each challenge with some teams demonstrating very successfully that a well fitted out Defender can achieve quite remarkable things. That is not to say that a stock vehicle falls short in any way. George Orwell would likely have described it as 'all Defenders are equal but some are more equal than others!' One distinct difference between Camel Trophy and Defender Trophy is the vehicles. This was not a standard fleet of 110's outfitted by Land Rover Special Vehicles. Every vehicle entered in this event is privately owned and outfitted to the owners own specification, and subject only to budget and imagination. This made for an amazing collection of vehicles, no two alike.

Venda '11 had a wild dogs theme, and I am not talking about team members! Land Rover South Africa has for some time been a huge supporter of the Endangered Wildlife Trust (EWT) Wild Dog Project, the most endangered carnivore in South Africa. EWT were active participants in the event and all competitors were given the challenge of locating a stationary cardboard cut out of a well camouflaged wild dog in the bush. From our location which was several hundred feet up on a cliff ledge this turned out to be a challenge! Distracted by



Some of the entourage

stunning views and hippos in the river below this was no easy task. Next was the use of a radio direction finder to locate another cardboard wild dog. This simulated the actual tracking of wild dogs (fitted with radio collars) in the bush. Just to add to the sense of adventure huge spider webs seemed to hang between every other tree populated by huge and very colourful spiders – not for the faint hearted as they are poisonous! A well completed questionnaire on the subject of wild dogs was also worth points so most competitors went away with a great deal of knowledge about endangered animals and very specifically the Wild Dog Project.

Predictably day three was another early start. The task for the day was to negotiate a

rarely used trail over the Soutpansberg Mountains. The scenery just got better and better as the convoy climbed higher during the course of the day. Stunning scenic backdrops and deep lush valleys populated with villages contrasted sharply with the extreme trail conditions which proved challenging. It was soon apparent that what you could achieve during a pre-scout with a handful of vehicles differed significantly from attempting it with a 33 vehicle convoy. It was quite a sight to see such a variety of Defenders moving up the trail – too many to ever capture in one picture. Each competitor was rotated into a leading role and therefore responsible for navigation, safety and convoy management, all of which scored points if well managed. With this number of vehicles spread out so far it proved to be more difficult than one might expect.

By the time darkness came we were over the peak and into the Mangwele Pass requiring careful driving to avoid damaging tires and vehicles. Loose sharp rocks dominated this section of the event as drivers battled to keep vehicles from sliding on the loose surface. A late arrival in camp for another night stop

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Defender Trophy *(continued from page 9)*

was not the end of it. The support team supplied an excellent supper before teams had to set up camp and then make team presentations around the traditional campfire for additional points.

Day four turned out to be another long and challenging day of driving trails more suited to military tanks. Naturally the Defenders took it all in their stride. Progress slowed as convoy etiquette was forgotten. The rule to wait on a junction until you are sure the following vehicle has seen the direction to take was broken. A segment of the convoy headed off in the wrong direction, clearly visible from the head of the convoy high on the hillside. A chase vehicle was dispatched resulting in another delay until the convoy could regroup and continue.

For a complete change competitors were introduced to something akin to a trials event in a disused quarry, a very welcome change from the rigours of the trail. Another welcome change was the presence of water after the dust of the trails although it was slightly tainted by the presence of a large dead animal. Mud became the next big challenge as vehicles negotiated a course marked by flags and tape across mud flats and through water. At the end of the course teams were required to reverse to a point where the rear of the vehicle touched a post before driving forward to exit the course. One well respected 4x4 journalist from South Africa clearly unfamiliar with the talents of the Defender in mud, took up position directly behind the approaching vehicle on an embankment. Convinced he would get an excellent picture you can imagine his surprise when the 110 not only hit the mark but then reversed over it and started climbing the embankment! After a huge rush of adrenalin and a mad scramble this is one 4x4 journalist who now has a healthy respect for the Defenders capabilities!

Going forward proved to be much more of a challenge and inevitably almost every team had to deploy a variety of devices ranging from rubber mats to waffle boards and sand tracks. Valiant attempts were made by all, however, winches quickly became the order of the day. Our time in the pits at the Nwanedi Nature Reserve marked the end of the event and the convoy headed for a large game lodge where the monkey and baboon population seemed to equal the number of guests.

The award ceremony bore all the hall marks of Camel Trophy. Freshly showered competitors, organisers and journalists suitably dressed in matching new event shirts gathered for dinner and the awards ceremony complete with a team spirit award.

As the event has gained in popularity over the years there is now no shortage of sponsors for the event with a top prize of £4500 of off road accessories from LA Sport. There were also plenty of prizes and trophies for category winners and every competing team so everyone went home with something. Team Motor Dogs crewed by Colin Gallop and Bruce McDonald took first place overall with the Roger Rouessart Team Spirit Award going to Team Bairy Hollocks crewed by Warren Vos and Peter Healey.

A highlight for everyone was the appearance of African explorer and humanitarian Kingsley Holgate, a giant of a man who has explored the whole of Africa driving vehicles ranging from the Series II to the most recent Discovery and everything in between. Sponsored now by Land Rover South Africa his talk to competitors was nothing short of inspirational and a crowning moment to a great event. We hope to bring you more about Kingsley Holgate in a future issue.

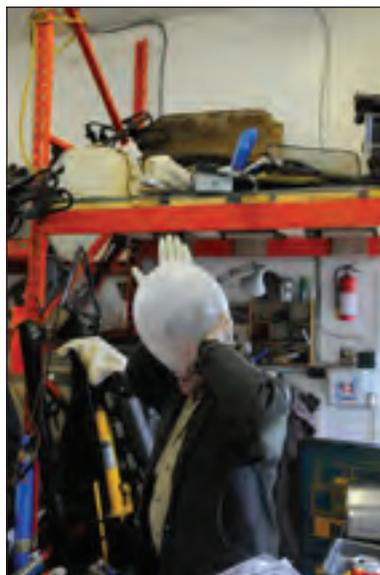
What now for Defender Trophy? Logistically it seems hard to imagine shipping in teams from around the world for an event which clearly is a huge contrast to G4 unless Land Rover is once again prepared to supply a standardised fleet of 110's. With the financial fortunes of the company changing for the better it could happen.

The fact remains, however, that South Africa has a clear alternative to Camel Trophy without branding or environmental issues. Land Rover in South Africa is clearly evolving rapidly under some brilliant leadership into a force to be reckoned with on the global scene. Land Rover South Africa, Experience Gerotek and Centurion all demonstrate very professional and impressive operations based in a country made for events like this and more specifically Land Rovers so we can only hope that others from around the world will soon get to experience Defender Trophy.

The Tune Up

AUTHOR D. KENNER

The (more or less) annual Tune Up took place on a very wet Saturday in the middle of May. Environment Canada forecasts of a deluge managed to deter quite a few possible attendees, or brave individuals who were planning on sallying forth to see how their maintenance really fared under the eyes of the more experienced. However, in the end, there were four Series Land-Rovers and two modern plushies in attendance. Both Segewick and Clifford took a pass and the Red Rice Rocket replaced Bruce's more noble steeds.



Yup, each one is pressure tested

The Tune Up was hosted by Andrew Finlayson at his country spread roughly between Kanata and Carp. A good solid drive from the downtown, especially for those with challenged windscreen clearing systems <cough>. The BGB found Roy Parson & his military 109, Ted Rose & his 88, and Kevin Newell and his slightly non-concours 88 all

in attendance. Terry King was there, Disco in hand to occupy the prized dry spot next to the garage, Frank Ashworth's LR3.

Test-book in hand, Terry had a variety of challenges identified and discussed, followed by Frank's LR3 being plugged in and getting a clean bill of health. Observers must note that when Ted tried to plug the test-book into his Land-Rover, the results were not as pretty. Photos (evidence) were obtained for future documentary use by the Ted Rose Sighting Society.

Given the rain, the opportunity to repair to the Cheshire Cat was not followed, but a BBQ at Andrew's

and general Rover chatter followed.

All in all, a successful Tune Up. Thanks go to Andrew Finlayson for hosting the Tune Up and Bruce Ricker for the organisational efforts in making it happen.

From the OVL R Mailbag ...

An excerpt from a letter from an enthusiastic new member, let him know if you know anybody down his way... ed.

OVL R,

I have been looking for months for a good source of Land Rover Series information and my mouth dropped when I accidentally stumbled on your site late this evening. Its 1:17 AM, Saturday morning and wanted to reach out to you and ask that you forward my email to Ben Smith for additional insight in my project. FYI, I printed your application, made a check for \$45.00, filled out the application/envelope and it will be off to the mail to you guys in tomorrow's

mail! Thanks for archiving the newsletters and I really ENJOY them!

Thanks in advance for any insight that you may have and do you have ANY members in Houston, Texas that I may reach out to?

Best regards,
Curtis King
Houston, Texas
ceking@sigmaroyalties.com

1964 Land Rover Series 109 IIA - Dormobile (frame off restoration in progress)
1973 Land Rover Series SIII 88 (mechanical restoration in progress)

Trailer Cleaning Day – Done!!!



PHOTO BY T. KING

A Proposed OVLR Event

As the Summer doldrums kick in after all of the pent up release of energy and enthusiasm from the Birthday Party, heads turn to something that might be a bit more seasonal as well as different from the usual assortment of Summer offerings. Certainly, members are using the forums and email to arrange for the occasional off-road journey here or there, but something that is not generally considered is a leisurely country drive in our aluminium steeds.

To address this perceived need our esteemed El Presidente is considering arranging a country tour to points east. Well, a particular point east, namely the Beau's Brewery in Vankleek Hill. A small micro brewery of rising popularity that has gone from

running four days a week to 7/24 over the past year, they offer both tours to show how they make their product as well as provide free samples. As this is an informational tour and not an open bar, they do have a patio where one can sit and relax over a few after the tour of a local, family-run, award winning, organic and totally DIY brewery.

A date has yet to be determined, but later in July is the expectation. For those unfamiliar with the location, Vankleek Hill is approximately 58 miles east of Parliament Hill via Highway 17. More information in a future newsletter or in the forums. For those interested, their web site is <http://www.beaus.ca/>.

Clifford and the Tune-Up

It was the thought of a lovely, though slightly blustery day, as Clifford thought of the light canter over to Andrew's for the Tune Up. It has been a while since he had seen one of these. A long while in fact as they used to be over at the Land Rover dealership and all of the modern Land-Rovers would show up, assuming they even started that morning.

"I wonder if they will be whispering my name when I drive up?"

"I wonder who will be there?"

"Will they cheer when I drive up?"

He had overheard Bruce talking the other day. Before the mighty Gin Palace of lore passed on, some precious parts were saved. Parts that are reverently stored for transplant into Clifford one day, if he is worthy enough to get a blue star! Gin Palace... Parts that went into Rino's famous, all galvanised Range Rover, another mighty steed to possibly meet one day!

Sedgwick is curious about this 110 that he heard appeared at the Maple Syrup Rally. "What is all of this talk about this 110?" thought Sedgwick, so he decided to go and see for himself, with the aim of leaving Clifford all alone at Bruce's. Clifford was at first despondent. "Oh, how could Sedgwick be going over to the Tune-Up to see Andrew Hutton's 110! I rescued him, not Sedgwick!

Clifford began to daydream what the Tune-Up was going to be like. Maybe that famous and elusive person who has a whole society dedicated to seeking him high or low. What was that he overheard Bruce talking about? The Ted Rose Sighting Society? He had heard all sorts of wonderful things about this elusive person. A wizard at tuning and wiring Land-Rovers it was said. Maybe he would be there! How could Clifford convince Bruce to take him to the Tune-Up?

"Hmmm, maybe on the other hand..." thought Clifford "... Sedgwick should go". Clifford was in excellent shape and had proven himself at the

Maple Syrup Rally. Let Sedgwick go to the Tune-Up and show that he is unworthy for the Birthday Party, not being able to keep in shape. "He's old and lazy" reasoned Clifford to himself.

The bickering between the two continued and in the end, neither Clifford or Sedgwick went to the Tune-Up. It was pouring rain and to stop the incessant squabbling Bruce took the "Red Rice Rocket", the Triple R, the R Cubed, an unworthy thing made from recycled Chevettas, Pintos, Gremlins and other American performance vehicles.

Further adventures might follow...

A note from Barry Robinson via the Internet:

"Restoring classic cars is my hobby and while engaged in this endeavour I found a number of fellow enthusiasts that made some excellent parts or provided highly skilled services. But because of the low sales they did not do much, if any, advertising. I only found these artisans through word of mouth, or stumbled over them in nooks and crannies. So I put up a not-for-profit web site to showcase these gems so that there would be a central point".

The site, British Car Cottage Industries (BCCI), www.britcot.com, grows steadily and they are still looking for more to add to the list. Members are welcome to send additional information for any "cottage industry" people that they know.

Barry is north east of Ottawa and has a MGB GT V8 in great nick and a Aston Martin 1955 DB 2/4 MkII under restoration. Contact him at: barrie@look.ca or 705-721-9060.

The Ted Rose Sighting Society

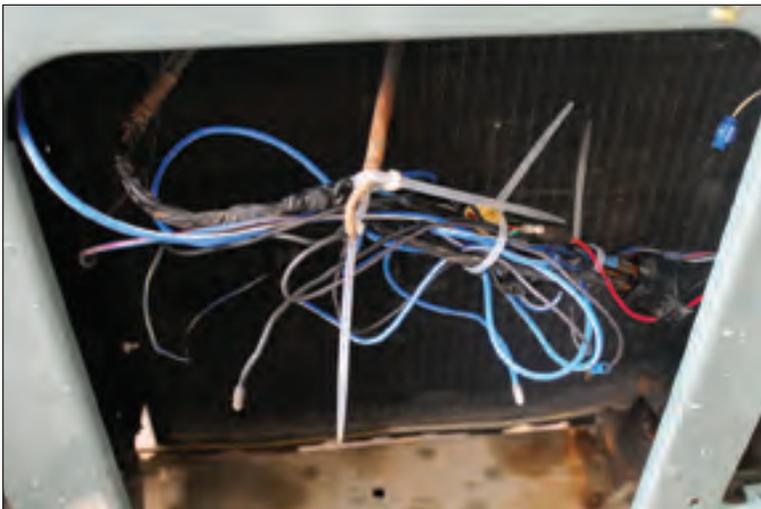
**“We seek him here, we seek him there,
Those Roverites seek him everywhere.
Is he in heaven? - Is he in hell? That
demmed, elusive ...”**

AUTHOR D. KENNER

The Ted Rose Sighting Society (TRSS) is pleased to announce a possible sighting of that elusive individual, Ted Rose. It seems that the esteemed Mr. Rose was spotted at the annual OVL R Tune-Up held at the country estate of one Mr. Andrew Finlayson. The belief that the thought of Heritage Rovers in distress can pull Mr. Rose out of his hiding is now being carefully considered by the core expert committee making up the TRSS. That we seek him here and we seek him there through this august brotherhood of spotters only goes to show that we are not vigilant enough! How could we have missed such a simple lure after all of these years? Is a critical mass of Series Rovers required?

However, suspicions are always in the forefront of our activities. Would such a simple event actually draw forth Ted?

Consider the following photo secretly gathered from the OVL R Tune-Up. This breakfast is allegedly that of our hero! Look at the quality of the wiring job! Could this be the work of our Ted, or was some nefarious person trying to sabotage Ted's Land Rover, or maybe even this interlocutor might have been an imposter!



Evidence pointing to the later theory seems to be emerging. This photo is of a part of an harness that was recently removed from a Dormobile known to be hiding in Westboro. Note the similar use of tie-wraps. That one is blue, and the other red only indicates that some pathetic individual is trying to cover their tracks, but the handiwork is unmistakable. Did Ted make a visit to Gander, Newfoundland, or something is rotten in Denmark (or maybe Solihull)?

The TRSS remains unconvinced if the events alleged to have occurred at the Tune-Up represent a genuine Ted Rose sighting. All OVL R members are asked to remain vigilant and continue the search for the Elusive Mr. Rose. As always, photographic evidence is required. Please submit any sightings to the TRSS c/o the OVL R Newsletter Editor.

Consider this photo secretly gathered from the OVL R Tune-Up (ref. #1). This breakfast is allegedly that of our hero! Look at the quality of the wiring job! Could this be the work of our Ted, or was some nefarious person trying to sabotage Ted's Land Rover, or maybe even this interlocutor might have been an imposter!

Classifieds

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BROWNCURCH ROOF RACK

The roof rack is now \$250 neg. Was 800+ US 10 years ago. Good for Disco 2, Great shape. no rust. Contact Chris: cjglauningersympatico.ca

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road register in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy. Contact Robin 1 613 484 6602 or rrcraig@sakto.com

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.

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
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613-941-4172
jean-francois.bonin@justice.gc.ca

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

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used.
LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used.
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Axle Guard \$400 (ovno) brand new still in original packaging - never used.
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LRN51115F - fittings
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DISCOVERY I ORIGINAL PARTS

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1983 MERCEDES G WAGON 280

This is the SWB model and is right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. This truck is in excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000 Please contact Matt Macpherson @ mrgrey9@gmail.com or 613-692-3684






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From the Annual Tune-up



Those with no reservation

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