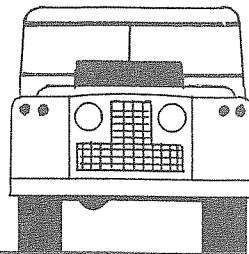


OTTAWA VALLEY LAND ROVERS



1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'day eh:

June 10/91

FIRST THE HEADLINES: More details on our busy summer events, curing the "Happy Wanderer" in your Land Rover, more LR bits for sale, a chance at Suffield parts and the members keep rollin' in.

NOW THE DETAILS: The Birthday Party convoy will leave the parking lot near the Beer Store at Shopper's City West, Baseline and Woodroffe, at 9 am sharp on Saturday, June 22. We'll be on site at Mike Dolan's Almonte area ranch before 11, have lunch and be ready for the official kickoff at 1 pm. That should be enough time for our friends from Toronto, Montreal and the US to arrive and work the stiffness out before we head for a light off-road trip in the Calabogie Hills. For those who prefer to stay behind, we have volleyball, horseshoes, lawn darts, tire kicking, swimming or some serious work on the suntan. You can pick up your new OVLR sweatshirt for sale along with a few club hats and scarf sets.

Master Chef Harry and sidekick Lyne will have the roast beef turned to perfection by the time the safari rolls back to camp. There'll be time for a cooling swim before tucking into the multi-course delight a' la Harry.

Then it's bonfire time, maybe another dip under the moon then off to the old sleeping bag to the sounds of night birds and things that stumble around in the dark looking for their own tent.

We'll be up early Sunday and off to the "Realman" off-road course. Your LR will have to pass inspection to play but all are welcome to pile into the approved vehicles. If serious off-roading is new to you, this is your chance to tag along and investigate the lure of mud, black flies, winching, waist-deep water, bloodsuckers, lotsa frogs, a couple snakes, and Huey, the thing from the bog. Fun eh? We'll wrap things up about mid-afternoon. Things to bring: Lunch Saturday, breakfast and lunch Sunday. (OVLR takes care of you Saturday night) Your own beverage. Swim suit, shorts, suntan and bug lotion, long pants and long sleeve shirts for the bugs after the sun goes down, a sweater, rain gear, your own cuttlery, plates and mug, flashlight, camping gear and a tent. If you're planning on joining the Realman event, add rubber boots, work gloves and a change of clothing. Don't forget the camera .

All this for just \$10--\$5 for kids, same as last year. If you're planning to miss the convoy, see the map attached.

The ABP Mechanicville rally July 12-14 will be attended by a delegation from OVLR and the Toronto Area Land Rovers. Members from both clubs plan to leave after work on Thursday, July 11 and meet at the state campground in Cranberry Lake, NY. that evening. They'll convoy across the mountains into ABP by mid-day Friday.

The ABP rally last year saw more than 100 Land Rovers of every description, some from as far away as Florida. Owners Dick and Steve opened their parts department over the weekend and provided lots of selection at sale prices. There'll be a concourse tour around the New York countryside, a chance to see old friends and meet new ones from around the continent. If you're planning to join the trek to Mechanicville, call VP Yves (613) 237-9719 to join the roster.

The Aug 3-4 weekend is reserved for the get-together at Rover's North in Westford, Vermont. Mark, Andrea, Lanny, Steve and the gang are holding their first rally in several years and are hoping for a good turnout. As in other years, OVLR has been asked to organize at least one event and we'll be making a proposal shortly. The July newsletter will have more complete details of the Vermont weekend.

And Aug 24-25 has been picked for our return to the Picton home of Richard Copple and a weekend of fun and games with the Toronto club. More details later.

Last month four OVLR members paid a weekend visit to the birthplace of the Canadian Series One Club, aka Dave Davey and the lovely Nancy who live on a 90-acre farm near Norwood, Ont. The clear, crisp nights and hot days marked the first outing of the season for Bates, secretary Harry, President Jason and McD. The group was joined Sunday by Toronto Area Land Rover president Tom Tollefson and a friend. Dave and Nancy showed the group a good time and a tour of the Series One graveyard with several vehicles in various states of disrepair but still loaded with potential. It could turn into an annual event, thanks to the generosity of hosts Dave and Nancy.

May is usually a month of good things: The last of winter's salt-laden slush has melted into the sewers, tulips flood the city in reds and yellows and pinks, the sky is filled with the clatter of returning geese, furry things emerge from the forest after a long winter's nap and admitted LR junkies pull on the coveralls for another summer's futile attempt at "stopping that damn leak".

May is usually a good month---except for Bates.

Bates, also known as Al Pilgrim, the club's unofficial non-events co-ordinator, has been noticeably absent from these pages of late, due mostly to his "I'm out" philosophy of avoiding responsibility for club activities. However, when May rolls around, Bates, like most of us, feels the uncontrollable need to tinker. Therein lies his downfall and the reason for this tome.

First, there was the rotting exhaust system on "Sally", his faithful and abused 107 pickup. Due to some earlier rebuild mods, Sally won't accept a standard LR exhaust system. She has a hearty appetite for exhaust systems, brought on by Bate's inability to avoid large rocks on the trail, the occasional hammer blow during "discipline sessions" when he's working under her and the fact that she spends much of her life parked in McD's driveway disguised as a compost heap.

Suggestions had been made that he drop the big bucks, get a custom stainless steel system built and toss the hammer in the lake. So, with a noisey Sally throbbing in anticipation under his bum, Bates set out to find "the perfect stainless deal." Apparently it was in Brinston, a "blink" on the highway to Spencerville. In true Bates fashion, by the time it was over he had spent a small fortune, been stranded 50 miles from home, taken a bus to the wrong town and lost several pounds of his beloved body fat to black flies. And the custom made, stainless steel exhaust system that will last forever? No chance. When Bates rolled back to McD's, somebody noticed the shiny new exhaust system was made of "ordinary rust-out-in-a-year-steel", Bates growled "Don't ask", and went looking for his hammer..

Then on Queen Victoria's birthday he accidentally set fire to the box of fireworks.

Another day, while "helping" construct the club trailer he set fire to an acetlyene cylinder....then managed to flip the shut-off valve lever into the tall grass while flailing away at the flame with his hat.

After being banned from ever touching the welding equipment again, he ground away most of the metal McD and Robin had carefully welded into the trailer frame. Now he's förbidden from touching the grinder. He's already broken the metal-cutting jig saw and Workmate wire brush. Thank God May is over.

The kitchen trailer update this month contains some good news and some bad news. The good news is we're coming in way under budget, thanks to some good deals worked out by the trailer team. The bad news is that the planned unveiling at the June birthday party has been cancelled due to a couple of construction setbacks. Construction of the frame went smoothly one recent Sunday when Pres Jason and McD joined professional welder Robin Craig in his shop. The trio went in with a load of steel and the running gear and towed the complete frame out eight hours later.

The following week, Jason came down with a dose of "Bates Disease". First it was his spray gun borrowed to paint the trailer frame. Two hours to set up, 11 seconds of spray before the gun packed it in. "I'm not surprised", said Jason. "Sometimes I forget to clean it." Then it was his mig welder: Crew assembled to weld the inner fenders onto the trailer side panels, welder Robin at the ready, bystanders waiting in eager anticipation. Strike the arc: "Zzzzzzzzphhtz. Out of welding wire. "It can't be", said Jason. ...It was. The exec will look at ways to get things back on schedule later this month.

The June meeting, held on the balmy banks of the Rideau River at Hogs Back, heard Treasurer Tom say our bank balance has climbed to \$2,110. Membership has risen to 62. The newsletter mailing list is now at 78 which includes other clubs, some suppliers and magazines. There is a real need for volunteers to help with what has become the busiest summer of OVL'R's short life. With a major construction project (kitchen trailer) and four rallies this summer, the exec needs your help. Tasks range from working the phone committees, organizing and co-ordinating events, hands-on help with the trailer and at the summer events. Call VP Yves and do your bit (613) 237-9719.

NEWS...GOSSIP. .VIEWS...FOR SALE...RUMOURS..FACTS..WANTED...THINGIES ET AL

*-VP Yves Fortin, responsible for committees, projects and the like, is putting together a questionnaire to help the exec plan things to the membership's liking. As always, the club is looking for input from members in designing the questionnaire.

*-Rhonda Wood, former editor for the former BC mainland Land Rover club the Roverlanders, has just published what she hopes will be Canada's new national LR magazine. She plans to send us copies in time for the Birthday party.

*-Andre Maier, also involved with the BC club, is planning a trip east this summer, possibly to join us at ABP. He plans to pass through the Medicine Hat, Alta., home of Hat Salvage and offers to pick up any items purchased by OVLRL members. Hat Salvage buys Land Rover bits after the Brits at the Suffield military base are through bashing them about. If your're interested, call Mike "McD" (613) 224-8300

*-Welcome new members Robert Caux of 9 Sault-au-Matlot, No. 401, Quebec, G1K 3Y7 and Thomas Low, 3389 Boyles Rd., Cobble Hill, BC V0R 1L0.

*-Rumour has it that Joel Harris' flashy 88 was a big hit with the Cub Scouts when he drove his brood to camp recently. The Series 111 was completely rebuilt by Pres Jason during the year.

*-Stephane Bergeron still has lotsa LR stuff for sale at great prices. A rebuilt bulkhead, engine, transmission, axles and some body parts. (819) 458-2857

*-Welcome back Robert Donk after a short sabbatical. Roger Gunthorpe's correct phone number is (613) 826-3291 and Glen Massie has moved from Dunville to Ingersoll, Ont.,

*-Oops. Seems we forgot to thank Robin for his contributions to the club's garage sale. Sorry about that. Hope nobody else escaped the thank you list. Your efforts were appreciated.

*-Mark Wednesday, Dec 11, on the calendar for the Christmas party. This year we're going to the Navy Mess on Victoria Island for our annual awards and tomfoolery banquet. The old building has a huge dining room with a great stone fireplace and a chef accustomed to cooking for a crew like ours.

That's all folks.

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Pres. Jason
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VP Yves
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Sec. Harry
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Treas. Tom
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Does your Land Rover seem to want to rove on it's own? Does it continually attempt to wander off road, regardless as to whether or not there is a guardrail in the way? Or does it have a tendency to to try to seek out it's British roots, somewhere on the left side of the road? If your Rover exhibits either or both of the above symptoms, it may be time to give your front end a thorough check.

Step 1. Jack the front wheels securely off the ground. Grasp each wheel top and bottom and side to side and shake each way (if using only two hands, do each step separately). If you find play only top to bottom, you may need to do a swivel ball/bearing/pin replacement. If the play is both top and bottom and side to side it could be tie rod end wear or steering box looseness. If the play is top to bottom, side to side, laterally and longitudinally, wash up, hop on the lounge, have another beer, and put it off until tomorrow.

Step 2. Adjust the wheel bearing pre load. Remove the hub or locking hub as fitted until the large wheel bearing nut is accessible. Using a screwdriver and a suitable mallet bend back the locking tab and remove the outer nut and locking tab. Screw the inner nut in (It is a lot easier with a proper hub socket, available thru Rovers North @\$18.95-a worthwhile investment) while rotating the wheel to take up the bearing slack (do not overtighten) then back off slightly (1/8 turn should do quite well). Check the rotation of the wheel for smoothness and shake it the check the play. If the wheel does not rotate smoothly or there seems to be play in the bearing only remove the nut and hub assembly and check the bearing for wear. Replace as necessary. Also check to be sure the brake linings are not adjusted too tightly. Replace the locking tab, tighten the lock nut and bend back the locking tab. Reassemble hub using new gaskets (a thin film of Permatex Ultra Blue on each side of the gasket really keeps the oil in) and refill with gear lube. It's a good idea to do this on the rear wheels as well.

Step 3. Check tie rod ends. Take a large pair of slip joint pliers and squeeze from the bottom of the joint to the top of the nut. Also have a friend rock the steering wheel back and forth and look at each end. If there is noticeable play when squeezing or rocking you need to replace the rod ends (they come in pairs). Unbolt and separate the rod assembly in question and take it to the work bench. Loosen the locking clamps and apply penetrating oil liberally. Secure the end in a vice and unscrew the bar using a pipe wrench, staying close to the end (to avoid twisting) but not going beyond the 4 cuts in the end of the barrel (you may have to coax it back and forth to get it moving). Once you have removed the old ends clean the inner threads using Gunk and water and a wire brush if necessary. Coat the inner threads with an anti-seize compound (Permatex does quite nicely) and the new rod end threads, slide the locking clamps on, and screw the new ends in. Be sure the same # of threads are showing on the new ends as on the old. Replace the rod and tighten the locking clamps. When looking for replacement ends keeping your Rover Genuine in my opinion is not the best way to go. Get ends with Zurk fittings so that you can grease them once in

a while (available thru ABP). I suggest stopping at your local auto parts store and replacing the fittings on the two front rod ends with standard sized grease fittings so that you can use a standard grease gun. Buy a needle adapter so that you can give the the rod in the engine compartment a shot from time to time as well. Now is a good time to jack up the front end and check to see that the wheels go from lock to lock. The lock stop is bolted to the swivel ball seal retainer. Have a friend turn the wheel from lock to lock to check this. Lengthen or shorten the steering wheel rods as necessary (not the alignment or toe in bar, which connects the 2 front wheels).

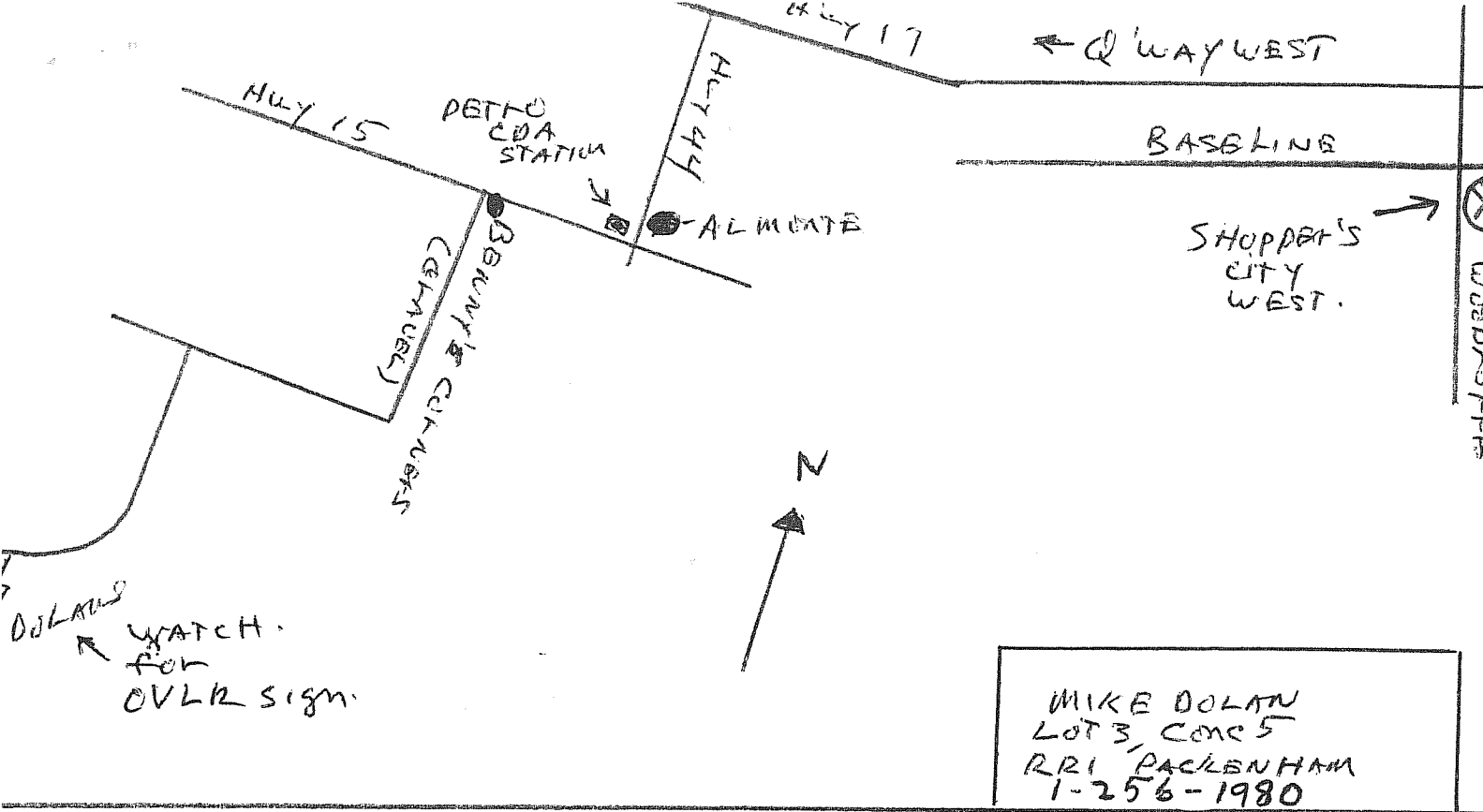
Step 4. Adjust the steering box. Remove the filler plug on top of the box and top off with Castrol HP gear lube. Next inside of the wheel well, remove the steering box cover (if it hasn't rusted away) and clean the adjuster nut and locknut with Gunk and a wire brush as necessary. Loosen the lock nut (if the box looked empty or the oil dirty, undo the adjuster all the way and let the box drain. Replace and fill) and turn the adjuster in GENTLY, remembering that you are loading a bearing assembly much smaller than that of the wheel. Once you have removed the slack, back off slightly and tighten the lock nut. Replace the box cover or buy a galvanized replacement and coat it with undercoating before installing (use anti-seize on all fasteners-saves a great deal of aggravation the next time).

Step 5 Tighten all leaf spring nuts and bolts (you may want to loosen them first).

Step 6. Take it for a drive. Chances are you will be astonished at the change (I certainly was). If you still have a great deal of play, especially in the steering wheel, your steering box probably needs to be rebuilt or replaced. If, after hitting a bump you notice a shimmy in the steering wheel, fracture of the thumbs, or shoulder dislocation, 1st retighten all the tie rod ends. Test drive it again. If the problem persists, jack up the front end, remove the wheels and unbolt the toe in rod and the steering rod end attached to the right wheel. Dig out that fishing scale you have been saving for the big one that keeps getting away (or borrow one) and hook it in into the hole on the steering rod where the toe in rod was bolted. Pull smoothly and check to see that the reading at or near the center is 14-16 lbs. If not undo the 4 bolts on top of the swivel pin and add or remove shims as necessary to achieve this reading. You may find that by mixing and matching shims from both wheels you wont have to buy any new shims. Also check the steering relay for looseness. If play is excessive, rebuild or replace the unit. Fill with gear lube by removing the top bolt nearest the raised boss on the side of the top of the box.

Step 7. Lastly, you will want to check the toe in (the only alignment adjustment possible on the Land Rover). Any local garage can do this at a reasonable cost. Or, for about the same amount of money, you can purchase a drive over gauge which will work quite satisfactorally from J. C. Whitney. Once all is set unbolt and center your steering wheel and you are ready to go Roving or to go on to the next project.

Author unknown -- Ed.



MIKE DOLAN
 LOT 3, CONC 5
 RRI PAKLHAM
 1-256-1980



Left: The elephant finally comes out of the hole where it had been almost submerged (below).
 Photos: Martin Christie

THANKS
 TO
 PHED JASON

Lancia drivers save elephant during Safari Rally practice

Miki Biasion and Jorge Recalde interrupted their practice for the Martini Safari Rally to help save a trapped elephant.

The creature was barely visible when the Lancia drivers arrived at the mud hole but, with the help of a team Land Rover, they managed to free it after almost three hours of struggling.

'The villagers were just watching it die,' explained Biasion. 'They thought it was about 12. It had been stuck for 20 hours, so it had no strength left when we put ropes around it, and I finally pulled it free with the land Rover.'



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