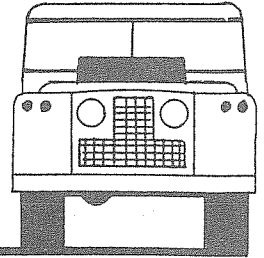


# OTTAWA VALLEY LAND ROVERS



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

G'day eh:

Dec. 1/91

FIRST THE HEADLINES: ALRIGHT ALRIGHT, SO I MADE A FEW MISTAKES LAST ISSUE. Well, actually, I made a lot of mistakes last issue, more than ever before maybe even. Bates says I should do what he always does and blame it on someone else..... OK, I can live with that. It was Bates' fault.

Now the details: We're early this month to beat the Christmas card rush, we have the CORRECT date of the X-mas party, the CORRECT date nominations closed, the CORRECT phone number for British Rovers Ltd., and a party map that is MORE CORRECT than the last one. And, we've worked ALL NIGHT getting this sucker out earlier than normal so you'll have all this stuff in time for the Christmas party...SO BUGGER OFF eh.

In addition, we have a race for vice president and secretary, a look at the contestants for this year's awards and Robin's Ramblings has a hot rumour that Land Rover is returning to North America.

Nominations for the 1992 executive election closed midnight, Nov. 15, and President Jason Dowell and Treasurer Tom Mayor were acclaimed for another term in office. The remaining positions of secretary and vice president will be filled by election Wednesday, Jan. 8, during the Annual General meeting. Running for vice-president are incumbent Yves Fortin, veteran member Fred Barrett and former treasurer Lyne Leduc. Fred is also running for the secretary's job against Harry Bligh, who has been handling those duties the last four years. Not a decent leg between the pair of them.

In all, only six members from an eligibility list of 42 returned their nomination forms by the deadline. (Did anyone really believe Nov. 15, 1990 was correct?) Eight members were nominated for the four exec positions. Two declined to run.

All Full Members in good standing (those whose dues and other fees are paid up) who live within the boundaries of the Ottawa Valley as set out in the constitution (see the October newsletter for boundaries) are entitled to vote. Voting is by secret ballot and they can be mailed or cast in person at the AGM which begins at 7 p.m. at the National News building, 2655 Lancaster Rd., near the science museum. Use side door. If mailed, ballots must be received at the letterhead address by 6 p.m., election night. Your ballot is included in this package.

A highlight of OVL R's Christmas celebrations is the annual awarding of honors to those members among us who distinguish themselves during our year-long activities and events. These members set themselves apart from the rest of us, usually in a stunning display of silliness so stupefying that only now have we recovered sufficiently to put pen to paper and list competitors for your edification.

Among this year's contestants: Dale Desprey, who went to the Rover's North Rally last summer without a roof on his 88, didn't bid above \$149 for a new canvas top during an auction (it went for \$150) and damn near drowned when it rained for two solid days. He did, however, manage to knock the vacuum line off his brake booster while installing a speedo cable, then tied up the RN mechanical crew most of the morning looking for "that hissing noise". Then, at October's oiler, members helping him look for an engine miss, discovered something resembling a compost heap in his fuel line filter. (That wasn't the problem. Whatever it is, must be really scary).

Harry Bligh: Lost lugnuts from his front passenger wheel at speed and launched the tire down a busy highway. It was a similar faux pax seven years ago by Walt Saveland that created the infamous Lugnut Award,

Yves Fortin: Exhibiting driving skills known only to natives of La Pocatiere, Que., a little French village in eastern Quebec out behind sundown, managed, within one year and in separate events, the destruction of a clutch, reverse gear and the rubber thingies around those valve thingabobs. That last one enabled him singlehandedly to raise the air pollution index in Canada's capital.

Mike McDermott: Ordering parts for a Ducellier distributor that didn't fit his unit and returning them with a tongue lashing to the RN Parts department before realizing his distributor was a Lucas.

Fred Barrett: Learned the skills of an electrical engineer don't help much in rebuilding a Land Rover engine...at least three times. They're also not much help in negotiating corners. Fred dropped his trusty 88 on its roof...for the second time.

Dave Lowe: One of our Toronto members who spent three days last June during the OVL R birthday searching for the fuel problem leading to his engine misfire....only to discover it was a loose electrical connection after a brilliant fire erupted during a midnight tow that nearly reduced his 88 to a carbon stain on 401.

Then there was Bates (aka Al Pilgrim), the only member to win the prestigious Lugnut award twice during the last seven years. First, he was caught on camera frantically trying to tighten his loose wheelnuts during the caravan at last June's birthday celebrations. He was caught again on the way to the Atlantic British rally in July. Being young and free (in his own atrophied mind) Bates shunned the drudgery of making reservations...and spent the night huddled inside his leaking, canvas-covered (almost) 107 with the Lovebunny and son while the "God of Gotcha" emptied the heavens. Then the 107 got cranky and, after limping into Mechanicville, Bates nearly emptied the parts department and his wallet before someone noticed a crack in his rotor. Coming home, he destroyed first and reverse gear. Then there was the incident where he endangered most of Ottawa South by setting fire to...on separate occasions...an acetylene tank and a box of fireworks.

But his best shot at the award came when his "good deal" custom Speedy exhaust system disintegrated after less than two years. Not much when you consider the 107 averages fewer than 600 miles a year, spending the rest of its life tempting the trash collector from its parking spot at McD's. "Stainless exhaust real cheap" was all Harry had to tell him before he was off to Brinston, some 80 kilometers south of Ottawa for that perfect system that would last forever. Before it was over, Bates had travelled 320 Ks, been stranded, rescued, taken a bus trip to the wrong town, hitchhiked, lost much of his copious body to mosquitoes, seen what inbreeding does to country folk and paid nearly twice as much for the same cheap steel system he could have bought in Ottawa.

These are some of the players vying for the infamous Lugnut of the Year award. We would have more, but some of you just aren't squealing on your friends. We also have the Towball Award which goes to the member who gets the most mileage out of his Land Rover, without the usual noise, smoke and expense associated with the use of petroleum products. Come help us "honor" this lot and others at the X-mas party.

NEWS...VIEWS...OTHERTHINGS...ADS...UNDERTHINGS...RUMOURS...GREETINGS

\*-Unlike the black-hearted Tories, OVLRL is not raising your club taxes...eh, dues, for 1992. They remain at \$15 annually. Newcomers, and former members who fail to pay their fees on time, are charged an additional five bucks to cover the paperwork and phone calls to our discount suppliers. By the way--renewal is due Jan. 8, by mail at the letterhead address or in person at the AGM. Or, you could avoid the rush and bring the included form to the party. Besides, there's a map on the back.

\*--Season's greetings from Neil the Rotund, OVLRL's man in the BC wilderness. His trusty 88 is getting the "winter willies" in the face of four-thousand-foot mountain roads but, except for the odd Jap Crap and American monster mudder, he's still "holding his own." Strange habit, that. Must be a western thing.

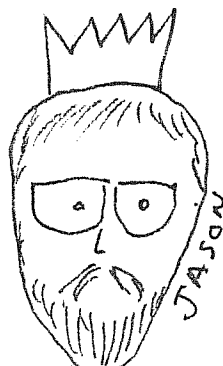
\*--Oileak Illustrated, Canada's only magazine dedicated to the Land Rover, has arrived and is available at the X-mas party. Those not attending will get theirs by mail in January, supplies permitting.

\*--Also available at the party are sales flyers from British Rovers and Rovers North. They're too big to mail but members can also get them anytime at the letterhead address. The correct phone number for British Rovers in Vermont is: (802) 747-7100.

\*-Welcome new member Robert Caux from Quebec City. Robert originally joined last summer but we lost him. Sorry about that.

## MERRY X-MAS

That's all folks:  
"McD" (613) 224-8300



## ROBIN'S ROUND UP FROM SOLIHULL AND BEYOND

GOOD NEWS! I have heard from a reliable source that it is just about certain that the Defender 110 is to be launched in the USA next Year. The year after the Discovery would also be introduced.

When I called Land Rover Canada Inc it took 3 days to find anyone home. Come on guys! How can you be serious in this market place when your phone number is 1-800-FINE-4WD and all one gets is a mom & pop answering machine! Does anyone remember the now famous "WAKE UP SOLIHULL" piece by Bob Morrison in LRO? Perhaps the Canadian office should read it and take the hint. Fast!

Alan Manessy of Land Rover Canada Inc did reveal that a 110 had been shown at this years dealer meeting, but as far as the Canadian market following what happens in the US I could neither get a denial or a confirmation. Lots of maybe's and depending on's though, touches of the Solihull nothing speak! Remember, you dont get smoke without a fire, somewhere.....

The second piece of GOOD NEWS is that Land Rover have landed a contract to supply a variety of vehicles to the US Army Rangers, they are a "special forces" unit. The rough total is 120 units. Congratulations to all concerned. Especially when you consider how tough the US forces market is to sell to. As they normally only buy from domestic suppliers

Last month Kevin Burton and wife Deborah went to the UK. Through a flurry of trans atlantic phone calls we managed to set Kevin up with a full itinerary. First off was a very generous offer by Ottawa Valley Land Rovers member and Land Rover Owner correspondent Bob Morrison. Kevin was invited to attend a day of Land Rover trials and testing by the British and Dutch army. Kevin was to be Bob's "assistant" for the day. Kevin says the day was spent watching 110's and 101 forward controls splash through water and mud. Later in the day there was a display of winching and recovery techniques. At the end of the day he was invited to drive a 101 forward control for himself. A big thank you goes to Bob for inviting Kevin along.

Through a family contact of his own Kevin managed to get a guided tour of the factory at Lode Lane. After the tour both he and Deborah were given a trip in a brand new Discovery around the "Jungle Track". This is Land Rovers own design and highlights all the best features in their vehicles by putting them through and over some very awkward sections. Kevin says that we here in the valley would be amazed at the performance abilities of the Discovery. He says that not even his 109 would be able to get through some of the obstacles.

Whilst at the factory Kevin took time to show them how a Newfoundland replacement frame is made and all about Joey Smallwood's epic trip in an '88 across Newfoundland. The people at Solihull were very impressed and even made copies of all the stuff Kevin had taken with him.

It is worth noting that Deborah and Kevin are the second OVLR couple to get a tour of the factory in the past three years, Richard Owen and his wife were at the factory in '89. Not a bad record for this club, who is going next?

A Very Merry Christmas to you all.....Robin Craig 613 738 7880