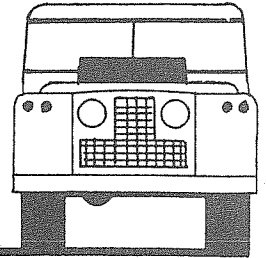


OTTAWA VALLEY LAND ROVERS



1016 NORMANDY CRES. OTTAWA, ONT. K2C 0L4

G'day eh.

July 6/92

FIRST THE HEADLINES: T-Cat comes to town...we think. The bears crash a soggy but highly successful birthday party, the Atlantic British pig roast brightens Mechanicville this weekend and we get ready for the trek to Rovers North in August.

Now the details: The Trans-Canada/Alaska Tour is expected to roll into Ottawa Friday, capping 10 days on the road since departing Halifax July 1. Communications with organizer Ron Mowry has been spotty but information received just before press time indicated the small but determined group was on schedule and had, so far, sustained no major problems. According to unconfirmed reports, the group was somewhat reduced from the original 50-vehicle convoy but was still intending to make the trip to Alaska in about a month.

OVLRL is assisting with accommodation, communications and emergency repairs during the group's overnight stay in Ottawa. Campsites have been reserved at Lebreton Flats and breakfast will be served from 8 to 9:30 Saturday morning at the Naval Association Mess, scene of last year's X-mas party. A welcome committee will set up on the flats Friday with the club trailer loaded with cool drinks, a few nibblies and a special tourist kit for each participant. We'll also have the club's new T-shirts and hats for sale.

After some "jawing" and poking at their Land Rovers, maybe we'll do a little pub-crawling along the market. After breakfast Saturday, we'll be escorting the tour out of the city and pointing them at Picton, Ont., where they'll rendezvous with the Toronto Area Land Rover Club at the home of Richard Copple. Sunday it's off to Northern Ontario and all points west.

Plan to join us at Lebreton Flats Friday...or for breakfast Saturday. Maybe even join the tour to Copples' The group is scheduled to overnight Thursday with Cliff and Bobby Cochrane of Atlantic British Canada. We'll get more details then, so call Editor Mike "MCD" anytime Friday or Saturday on cellphone 762-4219.

By a stroke of bad luck, the arrival of the T-CAT group this weekend clashed with the annual Land Rover rally and pork-fest at Atlantic British in Mechanicville, NY. Like other years, it promises to be another fun-filled opportunity to see old friends, kick some old tires and try the challenges of the hills around one of the state's favorite vacation spots. Things get underway Friday evening so if you're going, you should already be gone. PS--Bring us back a report and some pictures.

Speaking of trips south, if you miss the AP rally, there's always the OTHER BIG EVENT" of the season, the Rovers North rally the weekend of August 1 and 2. Actually, the convoy will be leaving Friday so you'll need to take that day off if you want to travel in the safety of numbers. And Monday is a holiday! We plan to rent space at a nearby campground so, if you're planning on joining us, contact VP Yves by July 15.

The ninth anniversary bash went off without a hitch--except for a little rain. Mike Dolan, hiding out in Saudia Arabia, generously allowed us to roam his pastures and bogs once again. This year, we stayed within walking distance to chef Harry's roast beef. While the mud was deep and sticky, we all managed to get back to camp in time for dinner---Dave Lowe's 88 "Murphy" had to be towed back via Robin Craig's "Japcrap". Readers will remember it was the same "Land Rover from hell" that tried to barbecue Lowe and Co. when it caught fire while being towed back to Toronto after last year's anniversary celebrations.

We kept activities, campsites, campfire and kitchen in the upper meadow this year and it made for a cosier get-together. Members got a firsthand look at their kitchen trailer and made some suggestions on improvements--like a built-in beer dispenser. Sigh. Robin and Dale Desprey put together a dastardly contest to test driving skills, rallying and Land Rover trivia: (ie: What's the technical name for the vehicle's alloy bodies??) Winners were Marko Stefanovic from the Toronto club and Yves Fortin with assistant Billy McRae.

Highlight of the weekend was the spectacular noises Al (Bates) Pilgrim made about 5am Sunday when he thought he was going to be breakfast for a roving black bear. Bates was awakened by a rustling outside his tent and peeked out to see the bear standing over his camp table. The naked porker--because he can't get jammies to fit anymore--almost zippered off his thingie trying to squeeze into his coveralls. In his haste to dress for dinner, Bates managed to fall on his face and, through a gap in the tent flap, saw a second pair of black legs behind his Land Rover. Horrors...it was a family affair. Looking around the tent for a weapon, he grabbed the first blunt instrument he found. She told him bluntly to be quiet and go back to bed or she'd braid his ears.

But Bates is of the Olde School and honor demanded he protect his loved ones---whether they wanted it or not. So, armed with an AM/FM radio and country music splitting the tranquil dawn, he emerged from the tangled tent to do battle with Smokey.

Then Harry started snickering.

We're still not sure where he found the five-foot-tall stuffed bear, but, as Harry scampered across the morning dew in his black jogging pants with an enraged Bates in hot pursuit, it was obvious we were watching the beginning of a whole new anniversary tradition.

Thanks to all who helped set up and take down the yards of canvas, cleaned the "loo", helped with meals, the "Fearless Five" from Toronto, Pam and Charlie Haign from Rovers North and special thanks to Mike and Pat Dolan for allowing us to use their super spot.

A little piece of news from The Gearbox, official organ of the Rover Owners' Association of Virginia: Seems that the Discovery could be headed for the North American market. Their sources say US specification vehicles are currently undergoing testing at the West Midlands plant. For more on this well done little mag, send \$10 US to ROAV, 1633 Melrose Parkway, Norfolk, VA, 23508-1730

*-Dashing Dale Desprey is the proud owner of a diesel 88. That means he's selling his trusty petrol 88. It's a 73/111, Weber carb, 16-inch wheels, good body, frame needs minor work, 50,000 original miles. Asking \$4,000 (613) 567-8973 (daytime)

*-Derrick Hammond was recently disappointed with the compression readings on the club tester...his 2-1/4 was lower than Mulroney's polls.

*-Reminder of the Blackwater Falls, West Virginia, LR rally Sept 25-27. Write Cheryl Ritchie, Box 507, Parkersburg WV, 26102

*-Montreal area has a two-year-old rebuild 74/88 with only 5,000 miles on it. Got free wheel hubs, rebuilt firewall and engine and has been driven only in the summer. Call Dave (514)481-3152.

Russ Wilson of Ottawa has a 62-2A/88 "kit" and a 71/88 runner along with a "box of parts". Call him at (613) 725-1236

*-The Boot'n Bonnet Car Club invites all folk interested in vehicles British to attend the third annual British Car Day, Sunday, Aug. 16. It's held in conjunction with the MacLachlan Woodworking Museum's Family Heritage Day. Grass Creek Park, 10 miles east of Kingston on Highway 2. Phone Brian and Linda Thomas (613) 542-8110.

*-Burke's Sheet Metal on Bentley Ave. in Nepean, where master benders John and Ted have worked their wonders with the kitchen trailer, can do a pretty neat job on rear quarter panels in aluminum too.

That's all for now.

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Technical Tips

From Uncle Andre's Notebook.....

Do not mount your tires tubeless on stock Land Rover rims. The rim is not designed to be mounted tubeless and presents a dangerous situation under low pressure.

When using offset rims on regular Land Rovers - 88s and 109s - it is advisable not to use the far offset rims available for the 90 and 110. This is because the 90/110 vehicles have a CV joint system in the front axle assembly, whereas the 88/109's use a U-joint assembly: the CV joint can operate at a much more severe angle without breakage than can the U-joint assembly. Also, the more offset the rim is, the harder it is on your wheel bearings.

Put a bit of "Never-Sieze" or "Copperkote" on your wheel studs to prevent the lug nuts seizing on to the stud.

When installing seals, pack the back with grease. The grease, when mixed with the oil in your diffs,

gearbox or engine, creates a slurry around the lip of the seal, thereby creating a better seal and longer life. *This does not apply to valve seals.*

When installing the studs that hold the steering arm onto the outer swivel ball housing, use "Loctite" or equivalent. The stud have been known to work themselves loose on occasion and fall out. All the oil will be lost out of the swivel ball, creating a steering hazard.

So you want to do an oil change but you don't want to drive for miles just for a filter? Don't fret. Your local Ford dealer or any auto parts supplier that carries Motorcraft products will have the filter for your 2-1/4 litre petrol engine. The part number is FL-133: the best production filter manufactured in North America.

Sometimes the starter doesn't work properly because of poor grounding connections. Attach another strap from the ground strap at the battery to the engine block.

A cheap anti-theft device can be made by slicing a toggle switch into the wire from the coil to the distributor. If this switch is off the engine won't start.

If the Land Rover is put to rough use (like aerial manouvers) or a half-shaft gets broken, it would be a good idea to get the axle housings checked for straightness. Bent housings cause premature wear of the internals and alignment problems of the tires and steering.

When a transmission is being reassembled, it's a good idea to "loctite" the bolt holding the front bearing through the bellhousing onto the layshaft. This bolt has a tendency to loosen and will cause excessive float and wear on the internals of the transmission.

The 110 that I have been writing about alot has been impounded again by the RCMP. The next move is unclear. To get his money John Craddock says that he has to have the vehicle shipped back to the UK. To most people who have heard about it seem to agree with me, that it would be a better idea to sell the vehicle in North America. Even though the vehicle is not "legal" for the road in Canada it appears that there is a loophole to all of that. Rhonda Wood informed me that once a vehicle has been registered, legally or illegally then it can not be refused registration again. Seems really strange to me! Perhaps this is just a British Coloumbia regulation? Anyway as usual I'll keep you informed as to the goings on.

Land Rover Owner (magazine) editor Richard Thomas has imposed a ban on all pictures of CAMEL TROPHY vehicles from now on. His point is that Land Rover as co-sponsors of the event are in direct conflict with their own support of the "FRAGILE EARTH" campaign. He suggests that they might do better by redirecting the money that they put into the trophy toward humanitarian or ecological efforts elsewhere.

Available now from the LRO Bookshop is a new title called simply "The Land Rover", it is by Chris Bennett and published by OSPREY. The price if you get your order in before the launch date of July 30 is 9.99 pounds plus 1.75 pounds postage and packing. After that date the price goes up to 10.99 pounds plus p+p. I have not seen the book yet so I can not give a review. It looks to be a glossy picture book rather than a technical manual. ORDER FROM:- LRO BOOKSHOP, BRIDGE FARM, THWAITE, NR BUNGAY, SUFFOLK, NR35 2EE ENGLAND. Their fax and phone number from Canada is 0 11 44 508 458123.

The Ex Military Land Rover Association (EMLRA) newsletter from the UK reports that a Cleveland (OHIO) resident Ron Berghoff recently saved an early series one, swb military licence number 16 BC 28, from the jaws of death at a local scrap yard. It was one of many brought into the States in the early 1960's.

Anyone looking for a source of radios, tents ammo boxes, 12 and 24 volt spares and other Ex military Land Rover bits and pieces can contact SERLO LONGSDON at 26 SILVERTON AVE, BOGNOR REGIS, WEST SUSSEX ENGLAND. From Canada his phone number is 011 44 243 827489. Serlo is the EMLRA parts man.

Anyone who is not going to the Rovers North rally on saturday 1st August is welcome to attend a slide presentation at the Radisson Hotel in Ottawa. The presenter is myself and will last about 3/4 hour or thereabouts. For more info give me a call.

Myles Murphy of Maine, a full gonzo of Land Rovers recently managed to get alot more attention than he had wished for. Myles was following up on the 110's for use by US special forces by making a number of phone calls to government and military offices in the US. Well, no sooner had he made his enquiries than the American security services started their own enquiries into Myles! I would put it down to the fact that Myles has a still easily recognizable IRISH accent!

Myles is also working on a set of Land Rover T shirts which should be out in the next month or so. As soon as we get more details.....

Finally thanks to Dale Desprey for all of his help in setting up the map reading event for the club birthday party.

That's it for now, see you soon

Robin Craig