

1016 Normandy Crescent, Ottawa, Ontario, CANADA K2C 0L4

President: Yves Fortin (237-9719)
Vice-President: Ted Rose (256-1598)

Secretary: Murray Jackson (591-0672)
Treasurer: Andy Graham (733-1628)

10 March, 1994

Greetings;

A long Land Roverless month for the editor, who spent his time playing with other peoples' Land Rovers and not with his own as he should have been doing. However, others have been active and there are a couple of people feverously working on getting their aluminium friends together for the Spring...

Roy Baille and David Meadows are in a neck and neck race to see who has the first pristine Land Rover of the year on the road. At the time of writing, Dave has the edge in that the body is on his, though Roy has got his engine going in some sort of a different, and unique, Irish tune. Both are currently wrestling with the spaghetti wiring. Some understand that there will be a "discussion" between the two of them to see who gets the honour to go first into the mud at the Birthday Party in June.

Another candidate for honours may be Michel Bertrand with his 109 pick-up "Rudolph" which is approaching completion. Amazing at it may seem, this thing actually moves under its own power, stops when is it supposed to.

Speaking of doom, Dale is getting up the nerve to start rebuilding his trusty 88. New springs, piston rings, a little welding. I guess that the gearbox, three engines, and rear axle that I tossed in the back in January made an impression as the springs suddenly decided they liked to bend the wrong way, and the box slowly drifted down to the frame, where it now rests. More likely, Dale is trying to pretty up the diesel for potential dates.

I would like to thank Statistics Canada for donating a large supply of envelopes to the club. This will continue to save the club money in producing the newsletter, which gets reflected in keeping any increase in the dues down at a reasonable level. Now, if we could only say the same for Canada Post which just raised the rates to the USA and UK without telling anyone.

For those of you who do not shy away at ordering goods from England, that is the only place where the Haynes Land Rover Series II, IIA, III Owners Workshop Manual (#314) is now available from. The manual is out of print and there are few, if any unsold copies left on this side of the pond. Several people I know have tried a good number of sources in both Canada and the US and turned up nothing. Whether or not this is also true for the diesel version of the same manual (#529) is not known. While these manuals can not replace the factory workshop manuals, they are a useful place to initially run for information at 15% of the cost of the factory manuals.

The Discovery is on its way to Canada. For those who lust after something that is a bit more luxurious than a Ninety, yet less posh than the Range Rover, the Disco is for you. Sales will start on the first of June in Canada

Finances: Andy Graham received more renewals from members which is keeping our bank balance happily in the black.

Future meetings: The March general gathering will take place at the Prescott, located on the east side of Preston Street, a couple of blocks north of Dow's Lake, between Carling and the Queensway. I'll have a bunch of copies of the minutes of the March executive meeting for those who desire a copy.

The April executive meeting will at my hovel, aka, 27 Kelvin Crescent, at, or about 7pm on the first Monday

of the month which happens to be April 4th.

The April general gathering will be on April 18th at 7:00pm at the Prescott Hotel on the east side of Preston Street a couple of blocks north of Dow's Lake between Carling and the Queensway.

OTHER NEWS, REBUILDS/PROJECTS, EVENTS...

Future Events:

March 19th: March 19th brings the British Cars Dart tournament at the King's Stag restaurant/pub at the corner of Prince of Wales and Colonnade road. The starting time is 2pm. It is my understanding that they have enough prizes to go around for an entire good sized crowd, including gift certificates from various British cars parts suppliers.

April 10th: The Spring will be welcomed in with the annual Maple Syrup Rally on April 10th at Vern Fairhead's Shawville country residence. As our first outdoor event, members will have the opportunity to eat until the burst. The menu shall be of a traditional sort, french toast and the most excellent meals that have been provided in the past. Chef Yves will be serving up a storm. If the food is insufficient to accomplish this, then the off-road session exploring the backwoods should settle the food down.

Those wishing to convoy, we will be assembling at the Westgate Shopping Centre (the corner of Merivale & Carling) for a 9am departure. The cost will be the same as last year, \$7.50 per adult, \$4.00 per child under 6. For those wishing to help with the set-up, please contact Yves or come to the March gathering at the Prescott Hotel. (Map to Vern's is further on...)

May 7th: Last years successful Tune-up session at MiniMan in Carp/Stittsville will be repeated this year. Prepare to bring your tired pet over for some knowledgeable examination. For more information phone Ted Rose. Details will appear in the April Newsletter.

May 22nd: The Jerry & Roy are organising a Spring off-road trip to Otter Lake to be held on the long weekend in May.

Who: The trip is open to all interested Land Rover owners and friends.

What: Spring off road/fishing/camping trip travelling on tarmac roads from Ottawa to the Otter Lake area of Quebec.

The approximate distance is 70 miles on tarmac, followed by 35 miles of secondary roads through the ZEC-Pontiac Wildlife Reserve. From the ZEC-Pontiac we will travel north on the John Bull Trail, approximately 35 miles over trails varying from hard rock hilly terrain to sandy surfaces. We will be stopping and setting up camp at Andre Hamel's fishing camp. From here, participants can relax or go fishing in the many lakes in the area, or they can continue exploring offroad trails all the way up to Lavendyre Park.

When: This trip will be held on the long weekend in May, leaving Ottawa early on Saturday May 22nd. There will be a planning meeting of all interested parties on Wednesday, May 4th, 7pm at the Prescott Hotel located at the corner of Beechwood and Preston Streets. At this time, menus, fuel, departure time and place, and the equipment to bring along will covered.

Why: Why not. A weekend away with great off-road and fishing potential.

Contacts: For more information contact: Jerry Dowell (827-2932)

Andre Hamel (682-6018)

June 18th Club Birthday Party (Details in a future newsletter)

June 27th Richmond Car Show. "

July 9th Breakfast at Lebreton Flats or Victoria Island.

July Atlantic British (Details in a future newsletter)

August Rovers North (No news is bad news)

Land Rover Canada News: The Discovery is coming to Canada on June 1st.

NEW MEMBERS:

Bill McClelland of Bishop's Mills joins us.

FOR SALE/STUFF WANTED:

Another lean month for parts and vehicles for sale. If you have any Land Rover items that you wish to sell, drop a note to the club address above, or leave a message at one of my phone numbers below.

- One used overdrive (\$350-375) Scott Sheppard (204)-367-2141 Makes a bit of noise from a worn main shaft.
- There is a 1955 or 1956 107" available in Manitoba. Phone Scott Sheppard for details.
- Paul (416-633-1697) in Toronto wants a Series IIA 109 Station Wagon. Anyone know of any about?
- Series IIA Transmission, Suffix "D" with transfer case. Transmission slips out of 2nd and 3rd gears. \$150.00. Call Marlene Manning (705) 385-1085
- Ian Harper has the following for sale: Brake Master Cylinder CB (Ser II,IIA through '67) part# 564706; Brake shoes 11" (Front & rear axle 109") Axle Set part#'s RTC 3417 & RTC 3418. All parts are brand new, still in the original box. Give him a call at (519) 273-7771.
- Roy Baille requires the little screw that holds the breather cap onto the valve cover. It seems the previous one gave its life to preserve the shine on the chromed cap (*labeled OIL Roy...*) on the oil filler tube when it came time to fill up his rebuilt engine. Another delicate LR part succumbs to a crowbar I hear. Tales Bates is spreading that Roy was really trying to fill the engine through the dipstick are false. Bates, I understand, is confusing, or substituting, names of the real guilty parties.
- Spys, snitches, and the like are desired by Ted Rose and myself, as we gather candidate material for the Annual Lug Nut Award. Being the beginning of the Land Rover season, we thought that we should remind people of our motto: "Turn in your favourite friend before they turn you in"
- David Place (204) 482-7461 (evenings) is looking for a pair of the two hinges for the single rear inward facing jump seats found in the rear of Series I, and possibly Series II.

OVL R Inventory of material available for rental: OVL R owns a number of items, beyond the club trailer, which are available to be borrowed, or rented, if a club member requires them. Below is a list of what is available and the club rental charge, if any:

<u>Qty.</u>	<u>Item</u>	<u>Daily rental</u>	<u>Can be Borrowed</u>
Kitchen Equipment and supplies			
1	Primus 2-burner propane camp stove	\$5 plus gas	
1	Single burner propane stove	\$4 plus gas	
Outdoor - Group Equipment			
1	Portable toilet	\$20 includes shelter	
Workshop Manuals, Literature and Audio-Visual			
2	Warn winch videos		Yes
-	Land Rover Owner magazine (1988 - to date)	Yes	
1	Land Rovers in the Gulf		Yes
1	4wd and the Land Rover		Yes
Tools			
2	Heavy-duty steel ramps	\$10	
1	Tow bar (land rover specific)	\$5	
1	Broken axle tool		Yes
1	Clutch alignment tool		Yes
1	Hub socket		Yes
1	Pulley socket and adapter		Yes
1	Brake cylinder honing tool		Yes
1	Ball socket remover		Yes

If you would like to borrow/rent any of the above equipment, make arrangements with Mike McDermott at (613) 224-8300.

GENERAL SERVICE by Robin Craig

I have spent the last week at home because of the flu. As a result I have been seeing a lot more TV than normal. In one day I counted seeing the Land Rover marque on four different continents in over a dozen different roles. With a world wide coverage such as this I feel confident that the purchase of the Rover Car group by BMW will not affect this coverage in the future. Now can we put this subject to rest now? Thank you.

In November 1993 The Australian Government created a "Tomb of the Unknown Soldier" at their National War Memorial in Canberra. The remains of an Unknown Soldier were carried the final part of the journey to the memorial atop a gun carriage towed by an immaculate Series II military 109" Land Rover.

For any of you like myself who might want to try and get a copy of the Haynes manual on the Land Rover, good luck! I was in Smithbooks recently and was trying to make use of some vouchers I had been given for my recent 29th Birthday. The clerk found the title and called the distributors in Toronto directly to order it and get a delivery date. She was told that the book is out of print now and that at present there are no plans to put it back into print. So if you can find one around pick it up now! For those of you who gave away a shop soiled one, tough luck!

I am not a computer junkie by any stretch of the imagination. To me it is merely an aide to trying to survive these days. I would never be able to do this column for a start without it, you could never read my handwriting and this things spells so much better than I can. When I read about the Land Rover bulletin board and heard about it from people like Dale and Dixon I really questioned whether I could get anything out of it as it seemed to be populated by people who 1. had a real Land Rover (I don't) and 2. knew how to fix them (I can't as yet).

Well let me tell you that having gotten onto the system and putzed my way around a bit I have had a lot of enjoyment from reading the general goings on the main board. But what I really enjoy now is the direct e-mail contact with other toy / model / military Land Rover minded people from around the globe. My personal e-mail is from the UK, US and New Zealand. Not bad eh? So if you have access to a modem and a PC talk to Dixon and get yourself wired. It's worth the effort. Who said Land Rovers and computers were not compatible.

Finally this month an early entrant for the prestigious Lug Nut award for '94. Recently the model making group that I and another OVLRL member belong too held a game show style quiz. The group was split into various teams. The questions had been researched by the question master so that everyone's personal specialty subject would be catered for. Unfortunately I was not able to attend but I felt sure that my colleague would be able to answer any question with ease. Sure enough the moment came when the question was put to him "what was the name given to the hybrid vehicle produced by putting together a Land Rover and a Scorpion armoured vehicle chassis?" Needless to say my colleague's mind went blank and all he wanted was the floor to open up and swallow him! Who was this person you ask? I can't tell a lie it was you very own club treasurer Andy Graham. You see Andy, I told you I wouldn't tell anyone! If you didn't know the answer yourself it was the Centaur.

That is it for this month, see ya Robin 613 738 7880

Acquiring a Land Rover by Bill McClelland

Bill's diary was unfortunately not lying about this month. However, efforts will be made to acquire further accounts of his new found love for the marque.

THE LAND ROVER FREQUENTLY ASKED QUESTIONS (FAQ)

Again, not enough space this month. In anticipation of the OVLRL Tune-up session at MiniMan in Stittsville, next month's newsletter will feature the FAQ section on General Maintenance which comprises a revised version of Ted Rose's article on tuning up your Land Rover, as well as a list of the necessary parts and part numbers required to undertake this regular and necessary chore.

AN INTERESTING EXCERPT FROM THE LAND-ROVER MAILING-LIST

Daryl Webb of Darwin Australia writes an interesting article on an off-road event held in northern Australia. The Land Rovers came through, but not all of the competition... Suburu's float, and German G-wagons go glug, glug, glug, and why you don't want electric windows for the off-road stuff.

"All this talk of G-wagons reminds me of the one and only specimen of this exhalted beast that I have ever seen. Way back in 1987 we had some unseasonal rain over a long weekend in July. (Normally we are lucky if we get any rain at all from the end of may through to about mid-September). I like about 100 other people decided to go to Jim Jim falls in Kakadu, (this was the first year that a winch was not required to get in). In those days the track into Jim Jim was about 90k from the road to the camp-ground, about 3hrs, with the last 15 - 20K taking a large chunk of that time.

Just as we got to the campground at around 1.00am Saturday it started to drizzle, not much just enough to be annoying. However, the next day was sunny so just about everyone set off for Twin falls (~15k 3/4 hr), across the creek, which was about 4-5 inches deep.

However when we came back from Twin falls, it was a little deeper. Apparently we had caught the very edge of a large storm that had dumped *Lots* of water in the upstream catchment. The falls looked just like a wet season photo, spectacular but scary. I parked the '66 on the sand bank to check the now fast flowing creek. Most of it was about waist deep but there was a section just near the far bank that was just above my armpits and about 2 car lengths long. *NO WAY!!

When I turned back the once dry rover now had water up to the rims, with much urging from the far bank, and the security of their winch, it was now or never. Somehow the '66 made it through, as did all of the other rovers (Rangies included). About 50% of the other makes made it, the rest got dragged out by the assembled masses. One guy in a Subaru UTE (everyone was amazed that he was there in the first place, then he told us that it took him 12 hrs to drive in) taped up all of the doors and we pulled it across like a boat.

When the owner of the G-wagon arrived, he knew what to do, he'd read all of the magazine reviews, "lock the diffs and your G-wagon will go anywhere". He didn't even walk the crossing!. Well he went OK until the deep bit, nosed in but didn't come out the other side. The MB was floating with a noticeable port list, engine dead, heading down stream fast. The electric windows wouldn't come down, so the occupants couldn't get the doors open, due to the water pressure. Whilst a group of us went out with the winch cable a couple of guys heaved on the drivers door, was awful deep inside when they got it open. I don't remember where the occupants went too but after they were out and whilst it was being winched ashore it finally succumbed and rolled onto its side.

What a mess, diesel engine grenaded, interior full of muddy brown water and silt, left side body panels all beat up. Totalled so to speak. Poor bugger drove over 6000K just to trash his MB, was supposed to be a trip of a lifetime (probably was) Looks like it might have been a nice car once too!

The best bit is that the only person brave enough to tow him back to the nearest town was an elderly gent in a Land-rover of uncertain vintage, could have started out as anything really, it was that beat up. Me I'll stick with the *British* Rovers, them Germanic 4x4's ('mogs excluded) just don't cut it."

=====

Regards from the Newsletter editor:

Dixon Kenner (613) 723-6718 (h)
(613) 951-3232 (w)

