

OTTAWA VALLEY LAND ROVERS



DECEMBER 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER XI



(see page 17 for details on photos)



PO Box 36055, 1318 WELLINGTON STREET

OTTAWA, ONTARIO CANADA K1Y 4V3

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 \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

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SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

OVL R NEWSLETTER

ISSN 1203-8237

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence Street, Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe 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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ONLINE

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

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

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

BENEATH THE BONNET

New Members	3
In Memoriam of Pierre Gauthier	4-5
OVLRL 2003 Birthday Party <i>by Peter Vollers</i>	6-9, 13
Christmas Party	10-11
Andreas Duess' Holiday photos	12
London Calling — Wanted: Your Stories	13
Do Personalities rule your Club? <i>by Del Albright</i>	14
Five Ingredients to a Membership Building Recipe <i>by Del Albright</i>	15-16
2002-2003 Retrospective	17
Some Good Advice	17
Our Gal Sal comments <i>by Shannon Lee Mannion</i>	4
Classifieds	19

HEY MAN, WHAT'S GOING ON?

OVLRL CALENDAR OF EVENTS

SOCIALS

Socials are held at the Prescott Hotel on Preston Street in Ottawa the third Monday of every month at 7:00 p.m.

JANUARY (OR FEBRUARY) 2004

Annual General Meeting sometime in January or February 2004 at the Royal Canadian Legion in Kanata, 70 Hines Road (left off Eagleson to Soldadt, right on Hines, about a mile or so up the road. Small square building.) Lost getting there? 591-5570

NEW MEMBERS

WE WELCOME:

Michael Archer of Ottawa, ON
with a 1968 SIAA 88

Charles Fitton of Marryhill, ON
with a 1958 109

NEWS FLASH FROM KEVIN NEWELL, EVENTS COORDINATOR!

Hello everyone! Happy holidays...

I officially resign my current position effective immediately (December 9, 2003). I will be available to assist with any related issues until a new board is confirmed. I am also working on a spread sheet to hand over contacts and information to the new events coordinator. I will forward this to the president once it is completed.

It has been a great year, thank you all.

Cheers

Kevin Newell

Ex OVLRL Events Coordinator

COVER PHOTO

For information on photos on the front cover, see 2002-2003 Retrospective, page 17.

IN MEMORIAM OF PIERRE GAUTHIER

submitted by Francois Gauthier (There are two photos)

I just had a phone call this morning from Gilbert Doyle. Pierre Gauthier, my friend, had a tragic accident yesterday and died at his work. He was an inspector for Québec Hydro at the James Bay. He was in charge of the inspection of the dam. For as far as I know by now, he was in a truck with two others on top of the LG4 dam when the driver, for some reason, did the wrong move and fell in the water. (It was 53 levels high.) He leaves a beloved wife and three young kids, a fantastic brother and many, many, many friends.

I was trying to find some pictures of him for you to remember him, but I realised that even if I had tons of those, almost all were from his back since he was always helping others ... So I have tons of pictures of him pulling, pushing, helping, but few of him. He saved our vacation last summer when he delayed his departure for New Brunswick to dismount a wheel hub and bring it back to me, as I was stranded on the side of the road, desperate. He worked with me until 11:00 at night to help me, than we drove all night from Rivière du Loup to Chipman.

He drove "The elephant ride", the fantastic military green 109 he bought from John Cranfield and modified for his kids with kitchen, beds and TV and Nintendo on the back. He was the best of father, husband or friend and I shall miss him.

May God take good care of him. I will always remember him!

François Kirouac

Hi FRANCOIS,

I am very sorry for the loss of Pierre. I did not have the good fortune to meet him but from your photos, he looks like such a wonderful person.

Please accept my deepest condolences.

*Sincerely,
Shannon Lee (Mannion)*



HELLO ALL LAND ROVER FRIENDS,

Like all of you I am saddened to hear of Pierre's death.

It was only yesterday I was thinking of him when I was in Parts for Trucks looking at some electrical connections ... the very same ones he recommended for me to get when we had our great adventure last summer.

He was indeed friendly, inventive and I could see a great father. Sometimes life seems so unfair ...

Francois, please convey my sympathy to his wife and children.

Dave Redfern

We are very sadden by this news and I am struggling to find the words to express how and what I am feeling. Myself and my family were fortunate enough to have shared a week with Pierre and his sons this past summer during the Chippman circle. The week was a success because of friendships/bonds shared by all, and Pierre was a very strong part of this friendship. We will miss him! My heart-felt sorrow goes out to his family and all his friends (my friends). We will remember Pierre with the same warmth and happiness he had shared with us.

*All of our love and thoughts,
Michelle and Craig (Bauchman)*

FRANCOIS,

It is indeed sad to hear of Pierre's passing. Please convey our condolences to his family, who are hurt more than we can imagine.

Con & Rose Seidl

I am so sorry to hear of the passing of Pierre. Though he and I could not talk much due to language difficulties we parted friends when he left here with his "new" Land Rover. The Land Rover family will miss him nearly as much as his own family.

John (Cranfield)

FRANCOIS,

Please send our thoughts to Pierre's family. I spent a wonderful day with Pierre when we visited Quebec a couple of years ago. He spent most of the ride speaking English, while I replied in French. We both struggled through the conversation, but it was worth every moment. He was in love with that truck and with being out in the world with such an incredible group of Land Rover folks.

*Julie & Paul Rosvall
Wolfville, NS*



WHY GOD GAVE US FRIENDS

God knew that everyone needs
Companionship and cheer.
He knew that people need someone
Whose thoughts are always near.

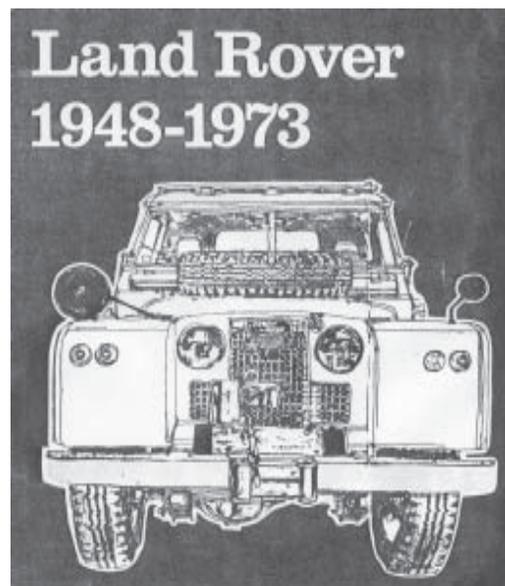
He knew they need someone kind
To lend a helping hand,
Someone to gladly take the time
To care and understand.

God knew that we all need someone
To share each happy day,
To be a source of courage
When troubles come our way.

Someone to be true to us
Whether near or far apart,
Someone whose love we'll always hold,
And treasure it in our hearts.

That's why God gave us friends.

*Author Unknown
Thanks to Ken Byars for this submission*



2003 OVLR BIRTHDAY PARTY

by Peter Vollers

Ever since I first heard about the Ottawa Valley Land Rover club's annual Birthday Party, I knew I had to go. Problem was, it always fell on the same weekend as the "Race for the Gate", the bicycle race my team hosts in downtown Nashua, NH. Not that I didn't love the RftG. I did. But just once, I wanted to forego the six-corner, lightning fast criterium and take part in what many had reported to be the best Rover event of the season. You see, the Birthday Party, which takes place in late June, was more than just your average Rover event. It's more like a Rover pilgrimage. I had heard that you camp out on private land owned by this great lady who opens her property up to about 70-100 vehicles for the weekend. I had also heard that the wheeling is fantastic and plentiful.

Then it happened. The race was unexpectedly cancelled and, bingo, I had a free weekend. I quickly called racing team-mate and fellow Rover enthusiast, Justin Lillie, and presented the idea. Being the owner of '67 IIA 88", Justin was a bit reluctant when we figured that it would take us about ten hours to get to the event from our homes in eastern central Vermont. That's a lot of "clicks" as the Canadians say. It'll truly be a blessing if we make it there at all, certainly the longest distance either of us have traveled in our Rovers to a wheeling event, possibly the longest trip, period.

Nevertheless, we decided to throw caution to the wind and the Friday before the event, I took the day off from work and Justin, PKV, Jr., Gretel (my dachshund) and I hit the road, Justin in his IIA and the rest of us in my '92 Range Rover. We were limited to about 58 mph as Justin doesn't have an overdrive and didn't want to stress his truck too badly. The toughest part was actually going through northern Vermont as the hills on 189 were killing us. Other than Justin's rear drive shaft bolts coming loose (yikes!) at one point, we made great time and arrived at the Birthday Party in the late afternoon.

When we got there, there were already about 30 trucks in attendance, parked all over the private land campsite. We had barely turned the trucks off after arriving when Kevin Newell, one of the Birthday Party organizers and OVLR Off-road Coordinator, came up and said, "Friday evening off-road leaving in about 30 minutes. You guys are required participants." We figured, who are we to say no? I quickly unhooked the Stumble Inn, my camper, Justin just tossed his camping gear out on the ground, we registered for the event, which includes necessarily making yourself an OVLR member for insurance reasons, and we were off.

Now, at this stage in my Rover life, I've done quite a few wheeling missions, no two of which have been even remotely the same, but I immediately noticed something very different about the Friday night off-road. It was fast. I

mean like almost comp-safari fast. We were clicking along on these trails at between 10 and 15 mph, taking obstacles as they came. Crazy thing was, everybody was keeping up okay. In fact, our only stop was when Jean-Leon, known as JL, one of the younger OVLR members with an enormous, spring-over 109" pickup actually



split his rear drive shaft into two pieces. Turns out he had just flexed the rear suspension a bit too much and the inner tube of the shaft came out of the outer, a problem easily rectified by removing the rear of the shaft completely, resleeving the two pieces and bolting everything back up. Before long, we were going again and back to the campsite after a whirlwind tour of one of the easier event trails.

Back at camp, we walked around to meet some folks, telling them of our “grand tale” of the lengthy journey we had to get to the event. Turns out, this was no big deal at all as Canadians are very much used to traveling literally ridiculous distances to get to their events. I really felt kind of wimpy when I saw Bruce Fowler roll in all the way from Unity, Maine in Timshel, his mid-’60’s IIA 109. That’s like five hours longer than our drive! Crazy Rover people.

As we walked around and chatted, we also noticed that there was a remarkable variety of Rovers already present. We saw everything from a beautifully restored ’52 80” Series 1 to a brand-spankin’-new \$70,000 Range Rover, winched up and ready for action. Also, quite a few 101 Forward Control owners were in attendance. There was even one Mercedes Unimog with an exoskeleton roll cage. Very cool indeed.

After hitting the hay pretty early Friday night, Saturday morning came even earlier when we awoke to Kevin coming around to the campsites yelling, “Morning off-road leaving in 30 minutes. Vermont boys required again.” It was only 7:00 a.m.! Justin, Jr. and I got up, stumbled around, made some coffee, Jr. ate a Power Bar and we were lined up once again, still foggy-headed from our slumber. We did another 45 minute tour of a muddy track with lots of hills and dales and were having great fun until Justin’s truck conked out after a water hole. Hmm, little WD-40 to the wires and distributor and barely, just barely, we got it to kick over. Trouble was, there really wasn’t that much water on things and Justin was beginning to get a bit concerned as, with the incredibly rainy summer all over Canada last year, there was lots and lots of water and mud on these trails. More to come on this little conundrum later.



Approximately one-half hour after finishing the delightful morning run and right in the middle of making ourselves proper camp breakfasts, Kevin Newell came back with Kevin Willey, the OVL R President, the two of whom had only recently successfully completed the gruelling Adventure Team Challenge event, and asked us to take part in the “Heavy Off-road”. I asked, “What the hell is the Heavy Off-road, and, didn’t we just do that?”

The Kevins, as they’re called in OVL R circles, explained that we had been chosen, mainly due to the fact that we appeared to be willing, to take part in the hardest trail run of the weekend. It seems that every year at the Birthday Party, one group does a particularly challenging run. Crazy thing is, it changes pretty much every year. As the event is held on private land with full permission to explore any and all trails, the sky’s the limit as to the endless variety of trail possibilities. I asked the Kevins what they had in mind. The succeeding conversation went something like this:

Kevin Newell explained, “We’re going to take you to a big mud hole that’s about 300 feet long that we couldn’t make it through last year [a much drier year!]. You’re going to attempt to make it through the mud hole and then try to continue on.”

Somewhat incredulous, but nevertheless beginning to love the “Mission Impossible” tone of all this, I asked, “Okay, first of all, why are you guys saying ‘you’re’ and not ‘we’re’ going to

... continued on page 8

OVLR BIRTHDAY PARTY (continued from page 7)

attempt..., and, secondly, what in God's name do you mean by 'try to continue on'?"

Kevin Willey then replied, "No, no, we can't go. We gotta make sure that about 80 vehicles get out on trail rides today, but one of us will lead you guys to the mud hole."

I then confirmed after glancing at Justin and receiving an approving nod, "Okay, we're in." So there we were, thinking that we somehow made the "big dog" cut, and damn proud of it. That was until we actually lined up for the "heavy" and found we had an array of mostly stock trucks along for the ride. In fact, the only truck that seemed particularly modified was JL's spring-over 109" with 37" Unimog Michelins. I was actually the next biggest rig with my measly 33s. That's when it dawned on us.

You see, at the Birthday Party and, it appeared, all over Canada, what counts in the big dog group is not at all your truck's level of modification, but much more importantly, your willingness to take part and your attitude en route. As we shook hands after lining up, we quickly felt a sense of "esprit de corps" developing within the group. In fact, one of the most gregarious dudes was this crazy man, Gord Meadus, in his brand new and completely stock, except for some mud-terrain tires, Frelander!

Kevin Newell rallied us out to the mud hole. I drove up as close as I could, then got out and tried to walk it and couldn't. Just the thickest ooziest stuff. I was eventually able to jump and skip my way across the thing on foot, from one semi-firm place to the next, but I was covered in mud when I got to the other side and even more so when I got back. We all talked briefly about "the best line", yeah right, and I entertained that now-so-familiar rationalization in my head, "Hey, this is what we came to do" and volunteered to give it a try.

I was aired down to about 10 lbs in the swampers and I had a nice dry spot from which to launch. I buckled Jr. in, made sure Gretel was secure, put it in low drive and just floored it. And I mean floored it. I figured, the best way to get across this thing would be to float as much as possible on the water and mud while keeping the tires spinning enough to keep the swamper lugs

cleared. I hit the early and deepest part real fast, sunk in a good bit, and began to bog down. The key here was to just really listen to the truck and feel its progress, riding a very fine line between staying in it, trusting that you're keeping your forward momentum, and backing off on the throttle, thinking that you're stuck and don't want to dig in any more than you already are.

Well, I stayed in it and the truck found some purchase and kicked back up to speed again. I then floated over the water in the mid section and then really gunned it for the end. I was downright elated when I made it to the other side. I actually got out of the truck and threw my arms in the air, like I had just crossed the finish line after winning some bike race. You should have seen the guys back on the other side. They were jumping around and hugging each other like little kids. It was at this point I knew we were in for one great day's wheeling.

Next up, believe it or not was Gord, the madman in his Frelander. This truck is his daily driver commuting vehicle and he just got in, strapped in the seatbelt and nailed it. The little truck was like a dingy, amazingly floating over everything, but the mid section water and mud finally overcame Gord's forward momentum and he was done. The nice thing was that he had made it far enough for me to easily winch him across. Next we had JL, who just stomped through without a problem in his big 109 and then a 101 Forward Control that made it about as far as Gord, so on and so forth.



We got all eight trucks or so in the group across and then continued up a hill only to find that the trail ended there. I talked to the other guys who all said, "Oh, yeah, no one's ever made it even this far. Don't really know where to go."

I looked on my GPS and saw that the main highway running through Silver Lake was only about 1.5 miles ahead. There must be some way through. We took a look around and, eureka, we found what looked to be a very old and heavily overgrown logging trail running into the woods and then winding its way northward. No one in the group had ever run it, but the day was still young and before we knew it, JL was leading the way over some big felled trees through the forest and brush.

We quickly came to a section with three or four downed trees and everyone clicked into action. I broke out my chainsaw to everyone's delight and we cleared the trail nicely. We made a bit more progress and then ran into this nasty mud hole with a big tree stump sticking up right in the middle. With JL's huge clearance, he was able to clear the stump, but, when I tried it, I promptly managed to lodge the stump right between my front axle and my chassis crossmember. Looks like a job for the high-lift jack, but just one problem. The ground was so soft with mud, even my high-lift jack base was sinking into oblivion. That's when JL broke out an ingenious device. He had fabricated a jack base for his high lift made of thick steel with large teeth in the bottom angled in just such a way that when the jack base is rested on a log and pressure is applied, it actually digs into the log and holds very firmly. We had plenty of logs, so we just picked one about 10 feet long and pretty thick, laid it down in front of the truck, placed the jack base on top, jacked up the front of my truck enough so that I could cut down the stump with my chainsaw and, presto, I was out. Finally, to everyone's amazement, Gordy just wheeled through hugging the high line on a severe angle, letting his truck's factory traction devices do the trick. Awesome, that little Freelander was.

We then just kept picking our way through while I watched my GPS to navigate and finally came out at a farmer's field, which we discretely traversed to pop out on the main road. We then



headed back to camp and arrived in the glow of the late afternoon sunshine and our own glow of triumph. We settled back in and quickly started recounting the day's war stories over some ice cold Labatts. Before long, we were served an outstanding catered barbeque dinner, compliments of Land Rover Canada. After dinner, we were feeling a bit grubby, so we all jumped into JL's topless 109 and headed over to Silver Lake for a dip, which did the trick.

We then headed back to camp and upon returning, to my utter astonishment, I overheard talk about the next item on the weekend agenda, a night run! At this point, you'll have to understand, about the only time Justin and I had not been driving in the last 36 hours was to sleep and here we were finding ourselves gladly lining up with the biggest group of the weekend, about 30 trucks, for yet another trail ride! Turned out the trail ride was mainly social and, although we had to wait at certain obstacles, it was fine as we would congregate in groups to chat. In fact, I had the pleasure of meeting OVLRL newsletter co-editor, Alastair Sinclair, who rode shotgun with me. Alastair kept me in stitches with hilarious Canadian wheeling tales.

That was until Justin attempted another water crossing and conked out again. This time, however, the old WD-40 trick wasn't working. In fact, nothing was. We cleaned and thoroughly dried every wire, removed, checked and cleaned the plugs, inspected the coil, made sure the fuel pump was getting fuel to the carb, but still, while the truck would turn over, it wouldn't ignite. Just

... continued on page 13

2003 OTTAWA VALLEY LAND



LAND ROVER CHRISTMAS PARTY



DEAR OVLR

I thought I'd take advantage of your offer to send in holiday snaps with a Landy. My two sets are of my Series III (an ex army truck) and my Series IIA SWB.

The pics of the III were taken in the French Pyrenees where we spend a very enjoyable week exploring. Being in a Landy allowed us to get well off the beaten track. The locals thought us utterly mad. Maybe as a result we experienced the most warm and wonderful hospitality imaginable wherever we went.

The pictures of the IIA are from last winter when we visited friends in Hamburg, Germany. It was a beautiful winter and the IIA more than held its own on the snowy roads.

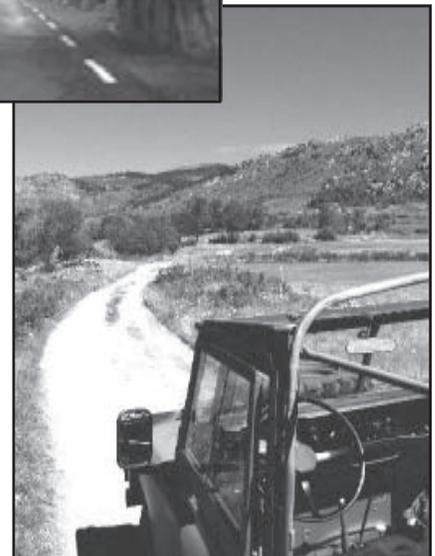
We're actually currently applying for residency in Canada and the IIA will move with us. We should hear early next year if our application has been successful. If everything works out we'll be living in Toronto so I am looking forward to taking the beast out in the Canadian wilderness.

*Best regards,
Andreas.*

ON HOLIDAYS IN HAMBURG, GERMANY



ON HOLIDAYS IN THE FRENCH PYRENEES



LONDON CALLING — WANTED: YOUR STORIES

I work for Land Rover Onelife magazine as an editorial assistant. Onelife is a customer magazine published by us and sent to Land Rover owners all over the world.

I have been given the task by my editor, of researching true stories for our readers page in the next issue, due out early next year - and this is where I need your help!

We want to hear about people who have done incredible/crazy things with their Land Rover vehicles (and I don't mean stories about adding go-faster stripes or seeing how many people they can pull on a trailer!)

We would like these stories to be true accounts of peoples experiences, where they've been and the awesome feats they've accomplished. We would also like to know about any unusual jobs that people employ their cars for.

I'd greatly appreciate it if you could forward this email on to anyone you think may be interested and perhaps they or a friend will have a story to tell - I've also emailed lots of other LROCs around the world so will hopefully hear about some great global tales.

*Many thanks in advance,
Kind regards,
Hannah Smiles
Editorial Assistant
Onelife magazine , Redwood Publishing
7 St. Martins Place
London, WC2N 4HA
hannah.smiles@redwoodgroup.net*

OVLR BIRTHDAY PARTY *(continued from page 9)*

before making the decision that I would tow Justin out of the woods, I flashed my light on the distributor and saw a little tiny bit of white silt just under the wire connection leading from the coil to the top of the distributor cap. We had actually removed that wire several times already to test for spark and see if it was clean, but each time we checked it, we looked at the wire end and never peered into the receptor hole in the top of the distributor cap. Well this time I did and I saw nothing but white, powdery salt in the hole. Turns out it was basically winter road salt and other electrode grunge that had built up in the cap. I quickly cleaned out the receptacle with a cloth gathered around the end of a small screwdriver, plugged it back in, and, boom, the truck fired right up. Another disaster averted.

After returning from the night run, we just collapsed in our sleeping bags (Jr. had already been fast asleep, as usual, in his sleeping bag strapped into the backseat of the RR), and slept like logs until morning, half expecting to get woken up again at the crack of dawn. Alas, while there was morning wheeling, we were off the hook and allowed to sleep in. We went out to

breakfast and then socialized some more before the last agenda item of the weekend, the auction. And a fantastic auction it was. We all ended up getting some great rover stuff, said our goodbyes, thanked the nice woman who owned the land and headed out with JL to go to Ottawa so that I could trade a guy a bottle of single malt scotch for a spare 2-litre engine for my 107" SW, but that's a story in and of itself, one for another time.

Peter Vollers, Bay State Rover Owner's Association (BSROA) Events Coordinator



DO PERSONALITIES RULE YOUR RECREATION?

By Del Albright, BlueRibbon Ambassador

Is your club ticked off...? Are you drifting away from your club because of the behaviour of a few folks? Do you find yourself attending fewer club/group meetings these days? Do you feel like your opinion does not count? Are you tired of the politics and cliques in your club? In other words, do personalities rule your recreation?

In my travels around the country helping folks to get organized and keep trails open, I have seen too much of the above problems. Don't get me wrong, there are tons of great clubs that are doing just fine. But I've seen my share of personalities driving folks away from organized recreation. There are ways to fix that.

I am convinced that our future lies in folks joining and staying active in organized recreation. The more we band together and stay tuned into what's happening with our trails, the better our chances of having a sport in the future. The more we separate or alienate from each other, the less chance we have of surviving as a recreational pursuit. We must be together at every opportunity.

This means that our local clubs/groups must be viable and effective. I am always reminded of the anti-access (radical environmental groups) slogan of **think globally; act locally.** They've got it figured out. They preach keeping the big picture in mind, while taking baby steps at the local level towards achieving the big picture. It works!

In large business corporations and management, there's a concept called the **Swiss cheese** approach. Swiss cheese has a lot of holes in it to make the cheese what it is. When a manager is faced with a tremendously complex task, the Swiss cheese approach is to make one hole at a time until you have your block of cheese done. In other words, like a long hike in the back country, it's just one step at a time until you reach your destination.

This is where the local level involvement is so important. If we're all taking baby steps, punching holes in the big block of Swiss cheese, eventually we'll achieve the big picture —

responsible access for all!

It starts with your local club or group. It starts with a few folks deciding to get past personalities and get something done for the greater good. It starts with a commitment to not let someone else control how you feel about your sport or your club.

If you have personality issues in your club or group, I suggest that before you give up, you confront them head on. Let folks know how you feel and what you expect. Only then can a group or club decide if they want to make changes to accommodate your wishes. But to me, it is such a shame to see someone drop out of a group without letting folks know what's up. It's similar to telling a boss at work what's wrong from your perspective so the problem can be fixed. Many times bosses don't know what the employees know. So by letting someone know there's a problem, at least you give them a chance to fix it.

There's an old saying I use a lot: **A complaint is never legitimate until it's voiced to someone who can fix it.** If personalities are ruling your recreation, then I suggest you speak up and clear the air. Get to the **peace table** and talk it out. Find solutions or compromises that all the parties can live with. But whatever you do, give it a shot before you give up.

When I help folks get past personalities issues, I always remind them that we are not out to change who someone is, only how they behave in our group. If a certain behaviour is alienating other club members, then we need to find a way to change that behaviour. It can be done, but only through communications that are pretty open and honest.

In the leadership training I give folks, I drive home the point that we must let folks know our expectations — those things that make us smile and enjoy our sport (or our job or anything else). The same holds true for a club. If you have expectations that are not being fulfilled, then let someone know. By doing so you increase your chances of staying in the game and helping us to punch holes in that big block of cheese.

Del

FIVE INGREDIENTS TO A MEMBERSHIP-BUILDING RECIPE

by Del Albright

We are grateful that Del Albright, an Environmental Affairs Coordinator for CA4WDC in California, has given permission to reprint a couple of his articles. Given that OVL R is currently seeking to replace the majority of its executive members, this article is particularly timely. *(Alas, we did not have space to run this article in its entirety. The following points seem to speak directly to OVL R members. ed)*

So why is it that the same five or six people, over and over, do most all the work in organized, volunteer clubs/groups? And it matters not whether we use examples like the PTA, the Boy Scouts of America, or your local recreation-oriented club; the work gets organized and done by a small cadre of volunteers who repeatedly step up to the plate. How do we change that?

How do we get more volunteers to jump in? Well, here is a recipe I've learned from being an "organizer" and from listening to people talk about their clubs (both successful and fizzled) for several years.

First Ingredient - Individual Leadership: I know it's a buzz word today, but leadership among volunteers is essential to increasing membership in your club/group. I am referring specifically to leading by example; practicing what you preach; asking for nothing you wouldn't do yourself; all the clichés you've heard before. But more importantly, a leader must be willing and able to make tough decisions, keep meetings on track and facilitate/mediate club feuds. A strong leader finds ways to maximize the talents of the club members; thereby distributing the workload and increasing the effectiveness of the club. A strong leader of volunteers creates a process of building future leaders in the group. This is where the next ingredient comes into play.

Second Ingredient - Motivation: Members of volunteer groups/clubs need to believe in your cause before they will be motivated to help achieve it. It is the job of the leader to help volunteers reach down inside themselves and

find those motivations; whatever they may be. You can lead to your heart's content; but if you can't inspire your followers into following, you'll be lonely "at the top."

Volunteers join clubs and groups for many reasons. Usually they are at least interested in activity the group represents. The amount of their involvement relies on the motivation (and recognition) they receive. It is important that organized recreational clubs/groups provide a mechanism to feed the old ego just a little bit. Yes, we should not deny the fact that we like to be proud of what we do, both in our work and play worlds.

So the leaders of a club need to find ways to prove the value of their club and what it represents. That value must be translated into "credit" that is passed on to the individual members and the group as a whole.

Finding worthwhile projects that benefit the community or the environment are good examples of "value." People feel good when a trail is cleaned up or a flood-damaged road is repaired with volunteer manual labor. It is critical that the leaders and organizers ensure that the "credit" belongs to the group; and not just to the leaders. A friend of mine said it simply: "You gotta feel good about what you're doing; or why the heck do it?" Here is where we must learn to translate value into credit; then we are beginning to really build on our motivational factors.

Third Ingredient - Organizational Skills: It seems clear from my research that leadership and motivation will go only so far if you don't have this ingredient of organizational skills included in your recipe. These skills include everything from time and meeting management, to the basic requirements of planning, staffing and directing a recreational event.

Without some organizational skills, leaders will begin to lose followers; even in spite of motivation and interest levels. Frustratingly long and unproductive meetings will turn off your volunteers. Events that are poorly planned and executed will decrease the value of what you do; hence you will also decrease the motivation for

staying in your group.

I have yet to see many seminars or workshops offered by off highway recreation groups that focus on establishing organizational skills in our volunteer leaders. Well, I think it's certainly time we changed that. I know our opponents spend plenty of time and money developing and training their leaders. We have to start investing in developing skills that result in leadership that motivates members to want to join and stay (productive) in our clubs and groups.

Fourth Ingredient - Progressive Development of Future Leaders: Here is where we start to add the spices to our recipe. This step is where we reach out to those "lurkers" and quiet ones in our group to find the talent that has yet to surface. We find that talent and we use it. A good leader will capitalize on the skills of the group by learning to delegate responsibilities and tasks. We must share our knowledge and abilities with our volunteers; while at the same time helping them to become more involved in orchestrating and executing events/activities.

It may start out with the delegation of small tasks. Then eventually, with some practice and a little training, we give folks larger and more complex tasks. I think you'd be surprised at how many people will rise to the occasion just because they've finally been given the chance (and responsibility). Again, though, I must emphasize that people need some training and development before they're thrown to the wolves of being "in charge" of something.

It also seems relevant that if you have a pleasurable experience being "in charge" of something, then you're more likely to do it again. So if we prepare our future leaders with some training and progressive involvement, then we're very likely to encourage them to do more! They in turn, will help build and motivate other leaders (and more members to the group).

A good leader of volunteers will give folks clear expectations and objectives. Expectations reflect the conditions and standards you put on how the job gets done and how people are treated in the process.

Objectives reflect the measurements of how successful you are in the job you're doing. For example, in planning an off highway event, some

expectations of the event organizer/leader might sound like this:

- I would like to avoid surprises and the last minute rush. Please keep me posted of any obstacles as we go along that might lead to a major crisis BEFORE they actually become one.
- Conduct your tasks as if you were in the shoes of the participants. Visualize how what you're doing is actually going to play out on the day of our event.
- I would like you to feel free to play the role of "devil's advocate" as we plan our event. This helps us to plan ahead of time to cover all the bases.

Expectations are not really measurable, whereas objectives are. Some objectives for this same event might sound like this;

- To conduct this event on schedule (on time).
- To ensure this event runs smoothly, with a minimum of participant downtime.
- To make safety our number one priority and avoid accidents and injuries.

In volunteer groups, leaders must seek out staff to develop and nurture. You may have to conduct surveys, ask for biographies/resumes, or interview every person in your group. But find ways to learn about what your folks are capable of and what their interests are (beyond just enjoying the sport). Then plug them into the process of furthering the sport so their enjoyment increases concurrently. Then it's time to add the final ingredient.

Fifth Ingredient - Step Back: Other words for this ingredient are empower, encourage, counsel, and guide. The bottom line is that as a current leader, after you have given a volunteer some training, presented some clear expectations and objectives to ensure a successful endeavor, step back and let folks do their job. Don't meddle or micro-manage. If it's not getting done the way you, the leader wants it done, then it's probably because YOU didn't paint a clear enough picture of the soup you were trying to concoct! If you have to jump in and follow-up on every detail of an event, then I suggest you look at the expectations and objectives you gave out in the first place.

Thank-you, Del.

2002 - 2003 RETROSPECTIVE

Well that was a fun and busy year. I'll start at the top and snake through the collage. First is a shot from last fall at the start of the Hydro line near the Birthday Party site at Silver Lake near Mrs Deacon's. Several of us went up to scout trails for this year. Then there is Ben getting safely "down" the hill at the Maple Syrup run at Vern's, which proved to be the easy part of the run. Jump back a few months to Gord in his Freelander at a winter run with EOTB at Larose forest at 30C below zero. Then we go to the desert in Oklahoma, at a mere 40C above, where two teams from OVLR went on the Adventure Team Challenge rally hosted by James Merriam. Next is Kevin Willey on a muddy trail

at the Mid-Atlantic Rally in October in Virginia put on by the Rovers Owners Association of Virginia, or R.O.A.V. Jump back a few months to some more mud at Marlborough Forest in the spring when the advance crew went out to get the cobwebs out. Kevin Newell's Series is hiding back there somewhere. Next is a shot from the Birthday Party campsite. You can see part of my makeshift tent attached to the front bumper. And at the bottom is a shot from last year's Frame Oiler at Roy Bailie's. That about takes us full-circle for a great year of offroading.

All photos by Terry King

SOME GOOD ADVICE

taken from an automotive Rear Wheel Drive (RWD) listserve.

Here's something to keep in your map pockets (if you still have them) or your glove box (which is probably already too full if you don't have map pockets): a disposable camera, a little chemical snap light, and a clearly written card with emergency information - roadside assistance #s, insurance information, etc. Laminate this card and put with the camera and light in one of those plastic FedEx-type bags or a Ziploc, something that seals shut.

Assuming you're not badly injured, for insurance purposes it's a good idea to snap as many pictures as you can of everything on the accident scene - the damage to your car from different angles, the damage to the other car, skidmarks, the whole intersection, etc.

It's best to put this stuff in the passenger compartment than the trunk because of the real possibility that you won't be able to open the trunk or get through the back hatch in an emergency.

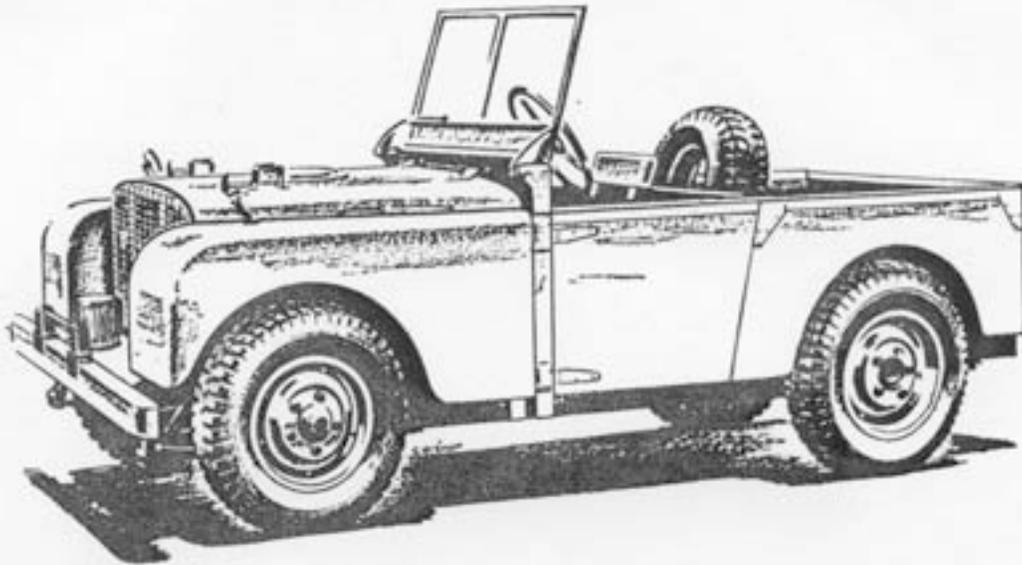
OUR GAL SAL

comments by Shannon Lee Mannion

Al's Gal Sal, rare 107 formerly owned by Al Pilgrim aka Bates, has found a new home in Maberly, ON with Fred and Nancy Barrett. The Barrett's have started lovingly taking Sal apart to outfit a new frame and many (many!) new bits, aiming at giving the old girl a new lease on life. They have taken before and during photos ... no after as yet, but promise to keep us informed of the trials and the tribulations, the mud, blood and the beer/blood, sweat and tears that go into this refurbishment.

Monster Garage ain't got nothing on Sal's transformation.





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FOR SALE: 1967 IIA

I am wondering if you have an outlet for my 67 II-a that I no longer feel the need to attempt to restore. The body's in great shape, new rover gauges, the engine is seized and the frame should be replaced. I have had it since 1980, drove it through 1990, and it has been in the barn ever since.
Roger RRRII@aol.com

1980, SERIES III, 109A, EX-MILITARY \$12,000

2.25 petrol, rebuilt head, Weber carb, new canvas top with windows, free wheeling hubs, new brakes. Original papers from British Army. Excellent condition as pictured.
Please call Rob Bayes, Edmonton, Alberta, Canada (780) 459-3158 or (780) 920-5824 or e-mail bayes@allstream.net



HELLO ALL

Some of you have recently requested information about the 1967 Land Rover. The original asking price was \$15,000 USD. Recently a similar 1967 Land Rover was available on Ebay that I thought I would bring your attention. It can be reached at <http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=2443082372> The bidding closed at \$12,550 USD but the reserve was not met.

I am offering a 1967 Land Rover in very original shape for \$12,000 USD. I was originally asking \$15,000 USD for it but have come down in light of the above Ebay auction item.

If you would like more information on the 1967 Land Rover I have available please see the following URL
<http://24.157.82.11/lr/1967109.htm>

"Original Comments about by 1967 Land Rover" As promised. It is a LWB, long wheel base (109). The engine is petrol 2.25 litre. I have had it for one year and spent \$5K USD on in since buying it plus labour. I've taken it to a few shows. It is not driven in the bush nor winter.

The vehicle went from the UK to Saudi Arabia in 1967. It stayed there until 1998 when it was brought to Canada by a Doctor. He stored it in his heated barn for 4 years until 2002 when I purchased it and became the 5th owner. It is very original.

There is still some work to be done, but it is all minor and cosmetic stuff (headliner). The vehicle is currently certified and I do drive it on occasion.

The price was \$15K USD. Now only \$12,000 USD.

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