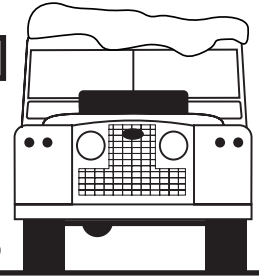


OTTAWA
VALLEY
**LAND
ROVERS**



February 2004

www.ovlr.org

Volume XXI, Number 2

Who are these men?



What are they doing?
Where are their Land Rovers?

(see story on pages 12-14)



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.

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HEY MAN, WHAT'S GOING ON?

OVL R 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.

February 2004

Annual General Meeting Wednesday, February 11, 2004 at Walter Baker Sports Centre in Barrhaven, 7:00 p.m. Room 202.

March/April 2004

Maple Syrup Run at Vern and Linda's in Shawville, QC

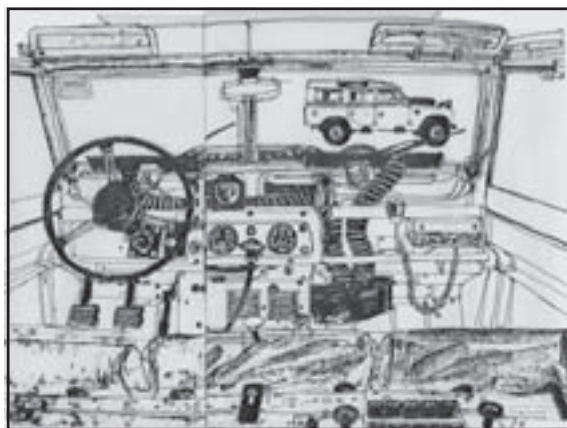
CLUB MEMBER NEWS

US-BASED CANADIAN MEMBER PUBLISHES MIATA BOOK

Keith Tanner, formerly of Ottawa, now of Colorado, announces publishing his book, "Mazda Miata MX-5 Performance Projects". He writes, "It's a series of projects you can do to a Miata ranging from oil changes to engine swaps. Lots of shiny colour photos of greasy bits and a description of the amount of time, money and necessary parts for each project. It's been published by Motorbooks International and should be available through Chapters as well as the usual suspects. There are no Land Rover bits included, but my editor does want me to write another."

LAST MONTH'S COVER DRAWING

Jeff Berg of Purple Shark Media, Ridgefield, CT jeff@purpleshark.com has discovered the mystery surrounding last month's cover drawing. He posts, "If I'm not mistaken the cover drawing from last month's newsletter originally appeared in "Car and Driver" magazine accompanying an article on Series Land-Rovers written by David E. Davis in the mid-to-early sixties. A Xerox copy of the article was included in the "Potential Buyers information package" sold by Charles Kellogg. My copy is sitting in a box downstairs so I can't confirm this - but it does look like the same drawing, etc."



SEAN HART OF HART PRODUCTIONS, LLC WRITES:

I'm a member of the Rover Owners Association of Virginia (ROAV) and my video production company is in the process of producing a Land Rover DVD. The action was shot at the 2003 Mid Atlantic Rally (MAR) to be sold through the ROAV web site. It will be available this spring, but a preview trailer is up on their website right now: "OFF-ROADING AT THE MAR"

<http://www.roav.org>

Click on MAR 2003 DVD link

Have a peek at the preview and if OVLRL members are like me, they've been craving an action packed LR video. Having it on DVD with Dolby Digital audio, great soundtrack, menus, and bonus material, makes it even better. That's why I am producing this DVD. "By a Land Rover lover, for Land Rover lovers"

LAND ROVERS IN COSTA RICA

OVLRL member, Ray Pearmain, reports that he has just come back from a short but strenuous trip to Costa Rica, where he saw gazillions of mainly short wheelbase LR's smoking up and down the mountains, but no new ones! No pics either as his digital camera ran out of chip space and he was saving his pixels for the wildlife. Ah well, an excuse for another trip.



Ray Pearmain

PARABOLIC FROLIC

by Rory McDonnell

Our 1963 Series IIA 109 (aka "Monty") has been a blast to own for the last few years. Joanne, Aidan and I had a wonderful time at the OVL R Birthday Party last summer and met some great folks.

We have been slowly replacing all the usual Rover bits (as Mike at Britrest calls them) such as hydraulics and brakes, and purchased a soft top to better enjoy the summer weather (remember summer?). Almost from the start we knew that Monty's springs and shocks would need attention, or make that complete replacement. He rode a tad on the stiff side - in fact if one were to go for a ride and never look underneath one might reasonably think this Rover lacked any sort of suspension at all. Seems that some enterprising previous owner decided to hang a plow out front once upon a time. This would certainly explain why Monty's rusty original leaf springs were rebuilt by sandwiching the spring packs with new THICK top and bottom leaves. Better to carry the weight of a plow, and heck you always plow reasonably slowly - right? So what if the ride is a bit stiff.

We traveled up to Minden this past summer to attend Camp Northern Lights, and as anyone who has wheeled around Minden knows, there are a few rocks. Once again though, met some great and patient people - especially one fellow (whose name escapes me at the moment) who was tail end Charlie behind us on a particularly long trail. We were forced to crawl along in first low to avoid the bone jarring crashing that accompanied any attempt at a reasonable pace.

During the lunch break, our patient pursuer commented on how well those land rovers crawl over obstacles considering they have absolutely no axle articulation. Perhaps the time had come to undertake the first major improvement we have made. A little research showed that the overwhelming choice of many series Rover owners is to replace the original springs with parabolic springs. A bonus was the discovery that a Canadian company specializes in these springs - Rocky Mountain Parabolic Springs in British Columbia. As we use Monty as a fun

vehicle and don't intend to carry heavy loads, we decided on the three leaf rear springs to get as much articulation as possible. Soon I answered another call from my local bus depot - we have another package for you - and it's heavy.

It's a little like Christmas morning, opening up all those packages of new parts, eager to get a bit greasy under the old Rover, looks like about two weekends work, right? Late November, weather's still fair and I should have no problem getting this done before it's too cold (no heat in the garage) surely be done well before Christmas. First step - clean out the garage, which at 11' x 20' has just enough space to fit the truck with about 30" left along each side - should be enough elbow room. Jack the truck up and put axle stands under the frame rails front and back, pull the wheels and take a good look at what we're dealing with here, looks straight forward enough. Those wheels take up a good chunk of my "elbow room", oh well - it's only for a few weeks. Flop down on the creeper and soak all the various nuts and bolts with Kroil (best penetrating oil ever) that'll make those 40 some-year-old connections just want to come apart.



Day two grab the wrenches and go to town! Only laying on the creeper there seems to be less room under here than there was yesterday. The asphalt floor of the garage (once again compliments of a previous owner) has gotten a bit soft, no doubt make worse by the leaking gas

(continued on page 6)

PARABOLIC FROLIC (continued from page 6)

tank on Monty, and the axle stands at the front are sinking into the floor. This area is a marvelous creeper trap, too!

Jack the truck up, grab some patio stones (from the patio, naturally) to slip under the stands.

Now for those bolts. Seems over 40 some years the nuts and bolts have gotten some friendly. Call up the buddy with the torch ... hang on, that gas tank is still leaking, borrow his impact wrench instead. What a timesaver, except for waiting on my old and undersized compressor to recharge every 30 seconds or so. Still the axle U bolts are off in reasonable time.

The shackle bolts are another story though - two are solidly rusted into the inner bushing sleeves (no mention of this on the OVLRL tech tips). Drive to the shop and grab a reciprocating saw, cut away the nuts and heads of the bolts, hoping I can drive the bolts out. No way - the rear bolts are so solidly rusted to the bushings, I wind up cutting away the shackles, and removing the bolts and inner sleeves together!

I still find it hard to believe how long it took to remove the frame bushings. Three of the four bolts were well-rusted into the bushings and even the impact and application of heat couldn't break them free. Another day eaten up draining down the gas tank, spilling more on the asphalt floor to widen that creeper trap. Using the torch did help to heat the garage a bit though, early December and it's starting to get a little cool!

An hour or so with the angle grinder and wire wheel reveals that yes there is a point where the bushing ends and the frame begins, but just barely. Naturally, a little research makes hard jobs easier and I remembered seeing some helpful hints on the OVLRL site about dealing with frame bushings. One hint was to use an air hammer and you'll have those bushings rolling on the floor in minutes! Right ... another trip to Canadian Tire, back home fire up the compressor, which keeps kicking a breaker in the basement of the house, but that's OK ... those bushings will be out in no time. I removed the last bushing two weekends later (just before Christmas) after sawing, melting, pounding and finally cold-chiselling the outer sleeves from the



frame. Like every other Rover owner who has attempted this - my bushings were by far worse than anybody else's.

The next day after work my back felt a bit stiff. By the end of the evening I could barely move. The following day it was confirmed I had dislocated a disc in my back. The physician asked me if I had been doing anything out of the ordinary lately? Only if folding oneself into strange yoga-like contorsions while applying all the strength one can muster to turn that *#@% last bolt under a forty-year-old truck in an unheated garage counts as something out of the ordinary. For three weeks I lay on the couch, went to physio and did my stretches ... I didn't set foot in the garage. Besides, it's getting cold out there ...

The nice thing about taking a break from a job like this (even a forced break!) is you can come back to it with some enthusiasm. Until you get to the check strap fixings. Land Rover planned ahead though - they give you a little hole on the other side of the frame so you can squirt a whole bottle of Kroil in there in the vain hope it will dissolve the rust that has welded those bolts to the frame. Four actually came free - four snapped off - and the ones that snapped off were not on the outside of the frame. Drill and tap in hand, make some new holes. Those upper shock mount bolts snapped off nicely as well - and finding a 7/16" X 7" long bolt is fun - but some graded threaded rod and nuts welded on the end works ok too.

Bolting the new springs and shocks on was a great milestone. The smell of Kroil and burnt bushing rubber was a distant memory, but the



pile of rusted springs and shocks had taken over my last bit of "elbow room". But I'm almost done ... then I tackled fitting the longer front brake hoses that came with the spring kit. And some kind soul has replaced the front brake pipes with something that was devised in Detroit, not Solihul.

So here I am on January 22nd, having just fitted new front brake pipes, with the hubs pulled apart so I can pull the backing plates so I can bleed those bottom front brake cylinders of the

109, and I might as well do hub seals and new brake adjusters while I'm at it ... and I keep trying to think of a way to insulate the garage and install a heater while the Rover is in there half torn apart.

I am confident I can have him back together soon, minus the paint job and roll bar that I had planned to install this winter. Perhaps scheduling improvements to one's Rover is a bit like converting from Celsius to Fahrenheit - double the expected time and add 30 days. We are looking forward to that supple ride and high trail speeds that will make this all worthwhile.

If you're at the Birthday Party this summer and see a blue 109 that sits a little higher than before (it barely fit under the garage door header before so I hope I can get it out when it's done) please stop by and check out the springs. If I'm doing some bizarre back muscle stretches when you happen by, it's not because the truck rides harshly ... it's because it doesn't (I hope). And if you know someone who wants to put a plow on their Rover, I do have some heavy-duty springs available.

WE ARE INVITED TO A DARTS TOURNAMENT

*submitted by Don LeBlanc
President Ottawa Valley Triumph Club (OVTC)
dleblanc@businessaccelerators.ca*

To all area British Car Clubs, this would be Ottawa and Gatineau areas:

This invitation is being sent to members of British car clubs operating in the Ottawa Valley area.

The Ottawa Valley Triumph Club would like to invite the members of the other British car clubs in the Ottawa area to a friendly afternoon darts tournament on April 17, 2004. By April we should be just about ready to start driving our cars again and we thought this would be a great way to get together with fellow enthusiasts in a social environment.

We haven't selected a location for the tournament as yet, but wish to confirm interest

from the other clubs first before booking anything. The event would be open to any club member or their spouse - no ringers please - this is just for fun.

Please let me know if this event is something that would be of interest to you and your club and we can talk to discuss the logistics in more detail and try to confirm the number of people attending.

Hope to hear from you soon with an expression of interest so we can start the detailed planning of this event.

(Whaddya say guys that we put together a hot-shot team and show them other Brit marque owners a thing or two? ed.)

WIPE AWAY MY TEARS OR HOW TO FIX YOUR WINDSHIELD WASHER JETS IN UNDER THREE DAYS

by Ian Harper

First of all, if you're short on time and can't read the whole article, let me sum it up for you now. IT CAN'T BE DONE!!!

OK. So this is the follow up report that I promised after last month's trip up to Kemble.

After the ordeal of getting up there, I figured that the next day I would come out and sort out the clutch (moderately difficult), the starting problem (I think I know what the problem is) and lastly the windshield washer jets (a piece of cake – how hard can it be?)

Day One. I started with the harder thing (the clutch). As I said, I was having to pump it at least three times to get enough movement to change gears, and sometimes when it had been sitting in the drive for a week or more, I had to pump it about 15 times!! So underneath I go. (Did I mention that I now have a large three bay garage/workspace – that is the real reason that we bought the other 167 acres, but don't tell Donna. It's not heated, but having all that space around the car when trying to wheel yourself on the dolly underneath is heaven!)

I bled the clutch, using my famous totally inefficient way of doing it, being too proud to ask for help and figuring that it's a one man job anyway, first by opening it a little, going up to the cab, tap, tap, tap, plunge, wedge in a 2 x 4, hurry back down under to shut off the bleed screw before it takes back in too much fluid. Stand back, rinse and repeat. A few times.

Then a few more times.

Eventually, it actually got to the point where it was reasonably firm, and would disengage the clutch with one motion. It's done this before, though, so I'll wait 'til tomorrow to see if it holds (it did!!!). That fluid is looking a little black, though, time for overhauling either the slave or master, or both. I think that's a job for next month.



*"Land Rover Alternative Wiper/Washer System"
And it's appropriate that my dog's name is Splash...
And it'll always work unless of course she sees a sheep or a Frisbee...*

Next comes the starting problem. This happens every year, and is just a matter of cleaning off the corrosion from the earth lead on the starter and making a cleaner connection. Done in five minutes. Feeling pretty good, the LR Gods are being kind.

Now for the easy part, cleaning out the jets. No problem, get a very thin wire and clean them out. Nope, neither of them is working. Check the pump, it's OK, spewing out washer fluid on the floor. So there's a block in the line somewhere, and I check all the visible lines, but they seem clear, so it must be where the line meets the jet, maybe it's come off.

Time to sit back, spray WD-40 on all the parts I think I'm going to remove, and look it up in the manual. Now I know that this isn't the way a true LR owner would do it, but I've only had mine for 12 years now and I'm just starting to learn the ropes. I even went to the Internet to look it up, but no luck. Time for bed, I'd better wait 'til day two and come back fresh.

Day Two. Now, I'll just unscrew the jet from under the window (remember this is an S3) and re-attach the line. It must have some sort of captive nut arrangement at the back, cause it seems pretty inaccessible. Land Rover wouldn't be stupid enough to expect you to get a wrench in there, would they?

Two minutes later, the jet is spinning round, and there's obviously no captive nut. I'll just screw it back in then. Ok, I know most of you are laughing right about now, so I don't need to tell you that it's not going anywhere, and I'll have to get a spanner in there to the back and hold it while I reach around and undo it from the front. Trouble is, I can't even SEE the jet from underneath.

Now, take out ALL the wrenches and spanners and things that you own that you think will block the nut on the rear side, as you are going to try all of them before realizing that NOTHING YOU DO WILL GET THAT THING OFF!!! That's because of all the paraphernalia in the S3 dash setup, the vents, hoses, and the fact that the rear nut is too far in to get (let alone see) a wrench on it, and when you eventually figure out what size it needs, (1/2" BTW) the jet body is too close to the surrounding cowling to get the head of the spanner around it.

It took me most of Day Two fiddling around with it, taking things off, putting them back on etc. to realize that it wasn't coming off that day. Time for a bevvie.

Day Three. To make a long and arduous story short, I eventually got to it (I'm going to audition for Cirque de Soleil as their next master contortionist) by taking off the defroster screen, removing the instrument panel and speedo wire so that I could get my arm in there to manipulate the end of the wrench that I couldn't control from the right side, as there's no room to move it from there. For those of you who have a S3, you know what a mess all that modernized dashboard stuff is, oh for the luxury of a clean S1 or 2 dash.

Because I was literally up to my armpits in wires and steering wheel, I had to call for my lovely assistant (why she keeps coming out to

help, I don't know, by the time I ask her, I'm always at my wit's end and very grumpy) to turn the outside of the jet while I held the nut. She felt bad when it broke off in her hand, but we at least got the thing off.

I felt a bit vindicated, as the jet was indeed corroded and the washer pump was sending jets of ww fluid into the dash instead of onto the screen. I suppose I'll have to order a new one, but I don't relish trying to put it in. Maybe I'll wait till I have the top off next summer, and I can fold the windscreen down. There's got to be a better way in there! (Here's where you all write in and tell me how it could have been done in five minutes!! Please do. I still have to put the new one in.)

Or maybe I'll just learn to drive with my head sticking out of the window like a real Land Rover driver.

TRAVEL ANNALS OF JEFF BERG



Bill Caloccia on photo safari at the San Diego Wild Animal Park in San Pasqual, CA. Bill and Jeff Berg spent the first two weeks of the new year visiting Southern California and driving (unfortunately not in a Rover) Route 1 north up the coast, snapping photos and checking beach breaks along the way, to San Francisco for MacWorld Expo and local attractions. [Jeff Berg Photo]

PREPARATIONS FOR THE PIERRE GAUTHIER MEMORIAL WEEKEND

by *Francois Kirouac*

Early in January, Francois wrote:

Most of you already know that we have been organizing ('WE' meaning here anyone ...) for the last three years a week long event, previously called the 'week long event'.

This gathering of friends was the original idea of our lost friend Pierre Gauthier. So we shall continue this tradition and let this extraordinary event carry his name.

For those of you who never attended, this is a Land Rover gathering for friends and their family. It is mostly camping, sightseeing, traveling on wood trails and off roads. (One week of pure pleasure and relaxation ...)

The first year, it was at Mount Radar, near Québec city, the last week of June. The second year, it was the Saguenay triangle, first week of August. The third year, it was the Chipman circle, the last week of July.

For this fourth year, The Pierre Gauthier event could be in Brebeuf (200 km north of Montréal) for the first three days, then we could finish it back at the mount Radar. (Pending confirmation ... the main goal being to find comfortable and very affordable places for camping, near great adventure sites.) The time would be again the first week of August. We thought first of the week after the excellent and not-to-be-missed OVL R birthday party, but it seems that schools will not be ended at that time this year. I am seeking your opinion about that date. Would it be OK for you? Would you consider to attend?

And late in January Francois wrote:

Bonjour again!

I just received a very good news from Dixon Kenner. The OVL R birthday party will occur from the 25th to the 27th of June. This would make it possible to have the Pierre Gauthier event immediately after it.

This would be very nice because the first part of it, in Brebeuf, is close to the birthday party.

So please, tell me your feelings about it. We could very well do it from the 27th of June to the fourth of July.

Hope you are freezing less than we are here!

(P.S. We worked with Bruce Fowler on a new trail for the Winter Romp. [see article in this issue.] DO NOT MISS IT! You will love it!)

François Kirouac

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Pierre Gauthier

STAYING ON THE ROAD IN WINTER

*Ottawa Detachment, Ontario Provincial Police,
January 2004*

Winter driving is a challenge and staying on the road and avoiding collisions are all part of this annual event.

Drivers can do many things to help reduce the chance of them leaving the roadway. But the most important thing they have to realize is that it is not the weather's fault if they do so, but it is due to something they or another driver have done.

Preparing the vehicle and knowing the vehicle is half the battle. Ensuring that a good set of winter tires grip the road surface may be one of the best additions to improving your vehicle's winter performance. Check their air pressures every once in a while as tire pressure decreases in cold weather.

Proper and regular maintenance on your vehicle will help reduce the chance of a breakdown.

Know how your vehicle handles in winter – front, rear wheel and all wheel drive vehicles handle differently as does ABS and non-ABS brakes. All wheel drive will give you better steering control and traction but it does not reduce your stopping distance.

Keep your gas tank full to avoid any condensation buildup and use gas line antifreeze in extremely cold weather.

Ensuring that your vehicle is completely clean of ice and snow will permit you maximum visibility. Make sure that your wipers work and top up the windshield washer fluid before you leave the driveway. This will avoid running out of fluid when you really need it. Blowing snow or ice coming off of your vehicle can damage or reduce the visibility of other motorists traveling behind you.

Keep informed by checking the weather and road conditions by listening to the media, looking it up on the Internet or by using one of the phone services. But do not call the police, as we do not provide this information to the public.

Turn on your lights, as some vehicles will not have taillights unless you turn on the

headlights. If you operate a standard transmission, touch your brake when down shifting, as this will notify the drivers behind that you are slowing down.

Clean off your headlights, taillights and signal lights of road spray as needed, as it reduces their visibility to others. If you brake or signal you want to ensure that the motorists around you know what you are doing. By law you must indicate your intentions to change lanes and that you are slowing down. Cleaning your headlights will permit you to see better in the dark.

The other part of staying on the road is the driver's attitude to winter driving. As with any other time of the year driving should be the number one priority of the driver and distractions should be kept to a minimum. Some examples are talking on a cellular phone, eating, and playing with the radio. Both hands should be kept on the steering wheel when not shifting gears or activating your wiper or signals. This will increase your control of the vehicle in the event of having to avoid a collision.

The seat should be properly adjusted and the seat belt worn in the proper manner. This will ensure that you as a driver remain in your seat allowing you to control the vehicle if you go into a skid rather than hanging onto the steering wheel for your life.

Roads are deceiving in winter and generally overpasses and bridges will freeze first and remain frozen longer. Other road surfaces will have a layer of frost on them in shaded areas, or when it is extremely cold. In areas of blowing snow visibility will be reduced and the snow will pack down and become ice. As a result drivers must adjust their driving by slowing down and leaving more space between vehicles. This will decrease the chance of losing control and increase the chance of avoiding a collision, as drivers will now have more time to react and to see the danger.

Winter Driving Can Be Safe

*Senior Constable Eric Booth
OPP Ottawa Detachment*

PREPARING THE WINTER ROMP

Story: François Kirouac/Paul-André Fournier

Pictures: Gilbert Doyle/François Kirouac

(The trip for preparation of the 2004 Winter Romp)

Bruce Fowler phoned me a week ago. He wanted me to come down and help him to open an old trail he did not run into since twelve years in preparation for the Winter Romp. The mud swamp in there is far too deep and far too vast to be crossed in normal conditions, but this winter has been so cold, he thought it might be possible.

Of course, I wanted to go, but why not make it a party? So, I invited my friends. And guess what? Paul-André and Gilbert accepted!

Now, I had to announce to Bruce that a simple day of trail cleaning was turning to a full weekend event!!! (I think he will never invite me again.) To have Bruce forgive us for turning his house into a hotel again, we offered him a feast on Saturday night. He accepted.

So Saturday morning at 4:00 a.m., we start from Sainte-Marie; Gilbert and Claire in the Rodeo and Christiane, Paul-André and me in Lucky. First surprise: It is minus 28° and Lucky STARTS!

After an hour and a half, we are at the Canada/USA borders and by the time we arrive there, the thermometer says it is minus 33°!

After courageously enduring freezing all that time, Paul-André and Christiane gave up and joined Claire and Gilbert in the Rodeo as the heater in Lucky wasn't able to keep up with that kind of cold weather. (We were so visibly cold that the duty officers at the customs did let us in for us to get warmer.)

Three hours later, we arrived at the "Big G" in Waterville (Me) for breakfast. THAT FELT GOOD! Bruce was there, waiting for us. It was really good to see him again. After breakfast, we headed for Bruce's place where we left the girls and the Rodeo. With a beautiful sunny and cold day, and after filling Timshell with lugs logs as ballasts, we headed for the new trail.

What a beautiful trail. Guys, if weather keeps cold enough, you will love that trail. Paul-



André rode with Bruce in the lead Rover and they did most of the work with an axe and a chain saw, making the trail "Bruce approved". Gilbert and me were following, making it "dealer approved". After a while, seeing Timshell working hard to go through patches of deep snow, we did put the chains under Lucky, just in case. HeHe!

It is now one in the afternoon, and we have a big clearing in front of us. This is the swamp Bruce was expecting. It looks frozen solid. Timshell charged straight ahead. The ice broke in some places and Timshell jumped over and over, sometimes flying over the ice. That looked great but at the end, a large segment of ice broke



and Timshell did dive, the front wheels disappearing. The truck hit violently the ice at the far end of the hole and the front bumper bent under the impact.

This is winch time! Luckily, this was at the end of the mud hole and we were just at a winching distance from the first big tree. But even the mechanical winch is not enough, the



truck was too deep in water and the ice was too thick. We have to break the ice with the axes and make a ramp for Timshell for it to get out of the deep, steep hole. Everything looked good! We just did not realize at that time that the courageous beast was already seriously injured.

Then Lucky tried to do better, but didn't! Even the Warn winch was not enough, and we had to hitch Timshell to Lucky to help the winch! Bingo!! By then, it was already 14:00h and we had no time for lunch if we wanted to get out of the forest before darkness. So, we stopped cleaning the trail "dealer approved" and we



simply removed big trees and damaging branches. Up to that time, the only damage to the trucks we were aware of was a missing sill panel, that we finally found far in the woods and a small patch of body putty.

After one more hour of work, we arrived on familiar country! We



had reached the usual trail! I just realized then that Bruce's goal was to make the Winter Romp trail a real one way road, with an entry and an exit. This year, he might be able to split the participants in at least two groups who will start at each end of the trail and join in the middle for lunch!

We headed then for the exit we knew, with only a few more trees to cut and remove, when Timshell suddenly stopped while attempting to forge through a patch of deep snow! We just had lost front traction, probably a broken front half shaft. We then realized that the front right leaf spring eye was unrolled from the front bracket, so much so that the right wheel was six inches behind the left one. That was nice!

We then had to bring Lucky around and in front of Timshell (no small feat in such a narrow trail!) So from that point, we attached Timshell to Lucky and so we went for five minutes. Then, very loud noises make us stop again. It was the winch's drive shaft. We probably hit it on a rock under the snow or we broke an engine mount and skewed the engine. Anyway, another stop was called for and Bruce, who stayed perfectly calm and in control as we removed the broken shaft.

It is now dusk and the temperature, which was -20 degrees during the day, headed down again toward -30. Perfect timing to get out, and also to keep our promises. This was time for great meal with Chinese fondue, lots of wine and good company. That was a wonderful and hard

(continued on page 14)

PREPARING THE WINTER ROMP (continued from page 13)



day! No wonder we slept so well! And the next morning, we had the chance to taste a Bruce Fowler breakfast!!! Believe me, Big G is good, but this was fantastic.

This was a wonderful adventure. Paul-André Fournier, Gilbert Doyle and Claire Noël deserve all my admiration. They came all the way from Montréal and Chicoutimi Friday night, after a big week of work, to freeze and to work hard, to help Bruce. I had not slept for two days prior to this outing and I was, Saturday night, at the end of my strength. But the magic moments we had in the trail, the Saturday night party, and the precious moments of Sunday's breakfast with Bruce were worth it!

Thank you all, and a big thank-you to Bruce from us all!

HARD WORKING LAND ROVERS

We are still looking for photos of your hard working Land Rovers – such as the Rovers on page 12-15! Take a few shots of your Land Rover at work and send them in with a small write-up.

We are still looking for Land Rover holiday photos as well.

Last month we printed a photo of Richard Wegner's 1973 Series III hard at work and promised to show what it was attached to.

Last fall, Richard helped a neighbour install a new stainless steel chimney. This is an old school house and the roof is very steep (as seen in the photos). The Land Rover came in handy – giving 'support' to both the neighbour on the roof (the rope was around his waist!) and the ladder needed to get up there!



Classifieds

FOR SALE

Having been in Canada for close to a year I now find myself in the position of an up coming divorce and return to the UK. This situation now renders my own much loved Land Rover NAS90 for sale.

The details are as follows:

1995 Land Rover NAS90 soft top

Finished in AA Yellow

NAS number 2166

Imported from the USA in 2003

3.9ltr V8 with an R380 gearbox

Approx 95,000 miles with most service history documents.

Safari Gard winch bumper with skid plate and D ring.

Superwinch Husky 10,000lb winch.

Scorpion Racing heavy duty rock sliders with nerf bars.

Twin ARB air lockers. *(as new, unfitted, still in boxes)*

Full Safari Gard stage 3 suspension including heavy

duty rear trailing arms. *(as new, unfitted, still in boxes)*

5x recent 285/75x16 Super Swamper radial tires.

Tuffy Security centre console with CD player.

(needs new lock)

The soft top has a tear in it but could be re-sewn easily.

Price: \$50,000 CAD as a complete sale

OR

would sell the lockers and suspension seperately.

Price: \$45,000 for the Landy.

\$ 2,500 for the lockers.

\$ 2,600 for the suspension.

The Landy and Parts are advertised on LRX but if you could mention it to your members it would be appreciated.

The contact details for the Landy or the Parts are as follows:

Mike Wesson

Britannica Restorations

Lennoxville

Telephone - (819) 875-1459

E mail - britrest@britrest.com

or

Eric Bouchard

Montreal

Telephone - (514) 214-2296

(after office hours please)

FOR SALE

Parabolic springs: Rocky Mountain three-leaf rear parabolic springs for sale. Suitable for a 109 or a hardtop 88. Includes new frame bushings. Used for about a year, in perfect shape. \$300 Canadian, located in Ottawa.

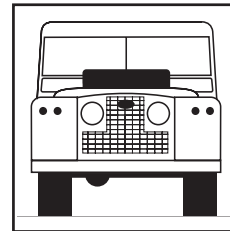
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FREE add space to members.

Send information and/or photos to:

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