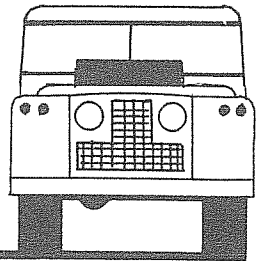


OTTAWA VALLEY LAND ROVERS



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

G' Day eh.

Dec 10/90

FIRST THE HEADLINES: Merry Christmas...A record number attend the X-mas party and share in a gift bonanza, familiar faces win the Tow Ball honors again...fraud and scandal rock the Lugnut award...tips on keeping warm in your LR this winter and we barely squeak through with an acclaimed exec for next year.

NOW THE DETAILS: Only eight members from an eligibility list of 51 sent in their nomination choices for the 1991 executive before the Nov. 30 deadline. Twelve members were nominated for the four executive positions. However, only four of those nominated agreed to run for office. That means all positions have been filled by acclamation. New officers are President Jason Dowell and VP Yves Fortin. Serving another term is Treasurer Tom Mayor and Secretary Harry Bligh. They'll assume office at the Annual General Meeting, Jan. 9

Like Milli Vanilli and the Grammy Awards, the annual presentation of the prestigious Lugnut Of The Year honors was shaken to the very centre of its high ethical standards with the discovery that this year's winning entry was nothing but a cheap trick. (No connection with the rock group of the same name.) And, like the Vanilli incident, (or is it Milli incident?) it appears the victim was an innocent manipulated in a conspiracy that reached into the highest levels of OVLR. The Mounties have been called in.

The deed involved an 88 allegedly submerged to its roof in Lake Ontario (see pix inside). Said Land Rover belonged to Toronto member Tom Tollefson, so, as those who know Tom can attest, submerging his Land Rover in Lake Ontario seemed perfectly reasonable. It also put him in the lead for the Lugnut award, which, for those few newcomers who aren't aware, is an honor bestowed annually on the OVLR member who does something well beyond the normal limits of human stupidity and outright silliness...like submerging your LR in Lake Ontario. As a photo, it was a winner. As a lugnut contender, it was a hoax.

Preliminary investigations indicate Tom was not to blame, however, his intention limited to fooling the more gullible attending last summer's Picton Rally. OVLR has set up a blue ribbon inquiry into the attempted hoax chaired by club secretary and multiple lobotomy recipient Harry Bligh. Other panel members include Jerry Dowell, whose ethics were honed working for a car dealership and the aging and senile Al Pilgrim, chronic bed wetter and perveyor of pedophilic magazines.

News of the chicanery has prompted demands for a new round of judging from runners up in the notly-contested competition for the coveted award (yeah, right). Other contestants include: Jason Dowell, OVLR chief mechanic who blew himself up in Mike Dolan's 86 last summer, Mike Dolan for letting Jason play with his 86 in the first place, Dale Desprey who hit a record 1,736 forest objects in a single off-road trip, Yves Fortin for making a sharp right turn where there wasn't one and kissing his 88 off a rock face, Fast Freddie Barrett for neglecting "those silly little lockwires" and getting to rebuild his engine again, Lynn Leduc for still living with Harry and Neil Brewer for moving to BC in time for the worst flooding in a century.

The Towball award, the honor that goes to the Land Rover owner who manages to cover the most miles in a year without the incumbrance of a working engine, again went to Tom and Derrick Hammond. Father and son each dragged their vehicles from the east end to McD's for welding and fabrication then dragged them home again. Tom also had his soon-to-be-toxic-waste 109 trucked to Jason's in Manotick for a little summer vacation before bringing it back home for stripping this winter. While the Hammonds point to the excellent MPG figures of this practice, both hope to have self-powered vehicles by next year.

Forty-three members and their mates turned out at this year's Christmas party at the Coffee Lodge Resturant and downed copious amounts of turkey and pork dinners topped off with master baker Tom Mayor's Land Rover cake. Healthy club coffers underwrote the price of each meal by \$5, bringing individual costs down to \$15 a head. Most of that outlay was recouped by the generous involvement of members contributing to a variety of contests and raffles.

Members and two Land Rover parts suppliers contributed prizes. Special thanks to Cliff and Bobby Cochrane of Atlantic British Parts Canada for gift certificates totalling \$90. Also to Rovers North owner Mark Letourney for a whole box of goodies. Mark blasted into Ottawa from Vermont in a Range Rover with RN Service Manager Charlie Haigh and his wife Pam. Charlie put on a slide show of last summer's rally in the spectacular Moab Desert. Mark also presented the club with a special Christmas gift, a multi-purpose bush tool called a MAX that incorporates a heavy-duty shovel, axe, pick, adz and hoe. The item is new to RN stock and sells for \$139 US.

Other prizes came from woodsman Stephane Bergeron who donated a duck and rabbit, Yves Fortin offered a free kayaking lesson, Editor McD and Pilgrim raffled off two LRs and a trailer for a day's moving, VP Jason peddled a complete tuneup, Prez Robin promised a day's worth of Land Rover welding, Andy Graham will slap on a gallon of house paint, Treasurer Tom will bake a half dozen loaves of bread and pilot Don Buchan is providing an hour over Ottawa. Big winner was Dale Desprey who walked away with both the welding and tuneup. Big losers were McD and Pilgrim who have to go to Almonte to deliver their prize to Tom Mayor and Andy Graham whose can of paint goes on the Haigh house in Vermont. Oops. Prez Robin mounted a 30-photo Land Rover display of things mostly military--mostly BL handouts. Many thanks to all.

GOSSIP..TALL TALES..WANTED..OUTRIGHT LIES..SEASON'S GREETINGS..STUFF

*-Welcome new member Michel Gagne of Ottawa. Michel is returning to the fold after several year's absence. He has a neat 88 military lightweight and is peddling a Series 111 2-1/4 engine. He's asking \$200. Call 746-8750

*-Don't miss your chance to abuse the exec--both old and new--at the Annual General Meeting, 6:30 p.m., Jan 9, at the National News Bldg., 2655 Lancaster Rd. Also on the agenda: goals for 1991, OVLRL and the 1992 NFLD-Alaska expedition, field kitchen plans and more.

*-Stephane Bergeron's 88 frame kept avoiding examination by changing to dust and falling to the floor in McD's garage so he's looking for a replacement. His bulkhead will be rebuilt over the winter. Steph also has an original equipment capstan winch for sale with complete kit. Asking \$450.

*-We've received a letter from the Land Rover Owners' Club of South Africa and will be sending a copy of our newsletter

*- Also received, the fall edition of The Gearbox, official organ of the Rover Owners' Association of Virginia. They'll get this one too.

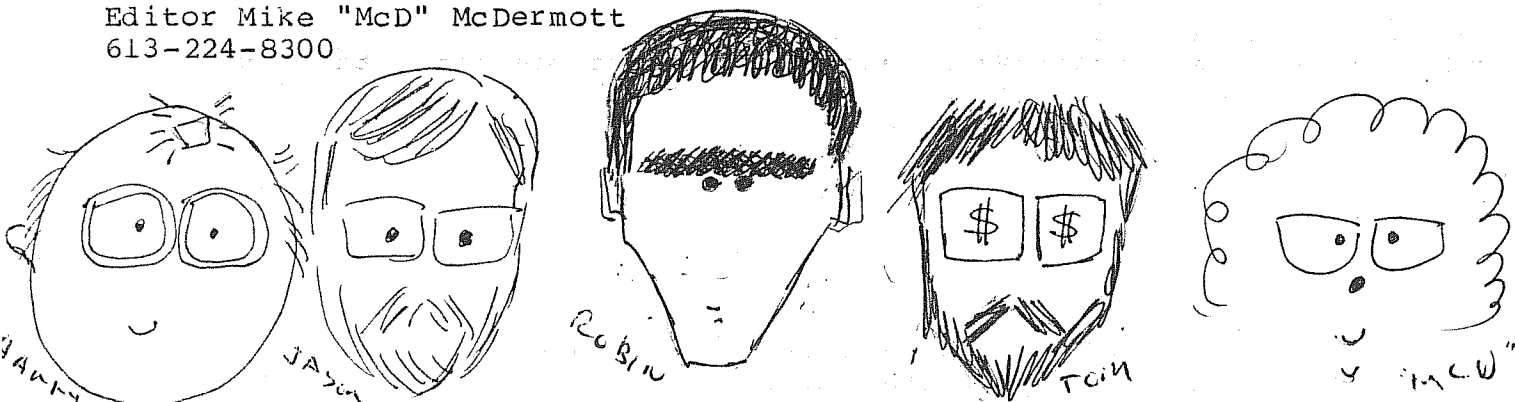
*-Toronto-based oil filter conversion mogul Paul Socholotuc has successfully imported a mint 101 forward control from Germany.

*-Off-Road Canada mag (see subscription package this issue) found another potential Land Rover lover for us. Larry Pugh, Box 1303, Thunder Bay, Ont., P7C 5W2, is looking for an 88 in good condition, any year.

That's all for now

MERRY CHRISTMAS AND HAP-HAP-HAPPY NEW YEAR.

Editor Mike "McD" McDermott
613-224-8300



ALSO IN THIS EDITION:

- *-Prez Robin's X-mas message--thuuupphhhtt to you BL
- *-Camping out and Canadian winters--dressing to survive
- *-Driving tips and emergency kits--skids, snowbanks and getting home.

PS: We've had to reduce a few things to fit into the envelope.
Apologies to Off-Road Canada, Mr. Hammersley and Millie Vanille

* * *
*
"DOIN' IT IN THE SNOW"
* *

We've been waiting several days now for this first, serious snowfall to melt away but it looks like that's not going to happen. So, guess we'd better make the best of it. While most of us put the old dear away in a warm, safe and salt-free place until spring, a growing number of LandRoverphiles are learning that their trusty friend is just as good in Canada's snowdrifts as it is in a summer swamp. The following articles offer a few hints to help you enjoy winter's wonderland while staying safe and avoiding the tow truck.

First a few words on winter expeditions. We should assume at the outset here, that your Land Rover is in good mechanical condition. If you suspect electrical, mechanical or fuel system problems, repair them before any thoughts about leaving home. A lonely, snow-clogged bush trail is no place to be when it's repair time at 30 below.

Let's also assume you have the good sense to shoe your trusty steed with a set of deep lug snow tires, preferably on 16-inch rims. While Land Rover heaters are legendary for their ability not to produce heat, a new core and fresh weatherstripping to keep out the draughts can actually make things almost comfortable. Once your Land Rover is dependable and warm, only then should you concentrate on other aspects of winter's off-road adventures.

How about equipment? Certainly a shovel could come in handy, and an axe for firewood or chopping a water hole in the lake. A heavy rope or tow chain is a good idea but even better is a "Tug 'em Strap", a heavy-duty elastic belt that allows one vehicle to jerk another free. Other stuff includes a flashlight (gets dark earlier than you think), plastic or canvas sheet for keeping dry while under the truck for repairs or sitting around the fire, a full set of tools and spares like fan belt, ignition set and axle halfshaft. An extra can of fuel, carried outside the vehicle, because idling in a snowbank or sloging your way through bumper-deep snow is a gas-guzzler. Expensive stuff like 8,000 pound winches are handy but not necessary to have fun.

Safety in winter is an extra concern because getting help could be a slow process. An emergency kit containing first aid gear, matches, candles (for light and heat), a "space blanket" that reflects body heat, water (snow won't quench your thirst) and CB radio is a good start. And always go with a buddy. In fact, veteran off-roaders recommend a two-vehicle minimum when venturing away from the pavement.

Now some driving tips. These come from Land Rover Ltd's manual of driving techniques...and the experience of several OVLRL members who learned the hard way over the years. Driving in deep snow is much the same as in mud. Select the highest gear possible in four-wheel drive and move away using minimum throttle. Avoid violent steering movements and keep braking to a minimum, using engine compression to slow down. On slippery surfaces it's easy to lock up the wheels with even a light brake pedal. When the wheels stop turning, the steering goes away. And watch out for that false sense of security that overtakes some when using four-wheel drive. While traction and acceleration may be greatly improved, a four-wheel-drive vehicle is just as difficult to stop on an icy road as one with two-wheel drive.

Don't spin the tires. It just digs you in deeper. And, if the vehicle is leaning to one side, spinning can slip the whole vehicle in that direction. Don't wrap your thumbs around the steering wheel. A hole or chunk of ice on the road could cause the wheel to kick back, resulting in a broken digit. Don't engage four wheel drive with the rear wheels spinning and avoid engaging low range when the vehicle is moving.

That's a lot of "don'ts". Here's some "dos". If you're not sure about what lies ahead, get out, pull up the zipper and take a walk. You can avoid many problems by taking the time to think about them first. The best way to handle a snow-covered trail is to select the proper gear and stay in it. Shifting while plowing through drifts usually results in loss of momentum, control and forward movement. In short...you're stuck. The right gear is high enough to prevent wheelspin and low enough to give you the torque needed to power through drifts. Practice is the best teacher but you might begin with third gear, low range for a start. Whatever gear you choose, slow, steady movement is always better than high speed. Without full control and the time to react to sudden changes in road conditions, you're doomed.

What to wear? What to wear? A question based more on staying warm and dry than fashion, the issue of what to wear is probably the most important of all when planning a winter off-road trip. On the one hand, the hard work involved in muscling a Land Rover out of a snowbank will produce all the BTUs you need to keep warm. If you're overdressed, you'll soon be swimming in your own boots, followed soon after by frostbite. On the other hand, sitting around waiting for lunch to thaw can be a chilling experience if body heat is being squandered in a sub-zero breeze.

The principle is simple: Keep dry and maintain a normal body temperature by adding or removing clothes as circumstances demand. For example, a one-piece snowmobile suit is great--if you're riding a snowmobile with a high wind chill while the engine does all the work. Get off your butt, out of the wind and do a little work however, and you'll soon wish you hadn't skipped the deodorant. Far better to wear a light, wind-and-waterproof outer shell over several layers of easily-removable clothing. Then, during periods of low physical activity, slip into another layer. When you start puffing, take it off. It's easier to keep body temperature constant and prevent heavy sweating. Once you're wet, body heat is removed much faster.

Think wool. It's warm, highly flexible and retains its insulation qualities even when wet. Start with a good set of long johns and wool socks. High, water-repellant leather boots with removable felt liners are best because you can exchange the inserts for dry ones when they get damp. A pair of loose-fitting wool pants, flannel shirt and high-neck wool sweater all enclosed in a thin, element-proof, two piece outer shell will keep you cosy. If things get a little warm, off comes the sweater--not the shell--before you start sweating. Wear wool gloves inside waterproof mitts. Keep things loose. Air traps are good insulators. And keep your head covered with a woolen balaclava or toque. Like an uninsulated roof, an uncovered head throws heat away faster than you can say hyperexposure.

And make a hot meal. Thick soup or pasta provides warmth and energy. A little chocolate, juice or tea and you're ready to tackle whatever the snow gods can muster. So take the old dear out. Let it play in the snow. If you're both prepped right, you'll have a great time. If not, you could be next year's Lugnut.

Dear Robin.

May I first point out that OVLR is the only club of its type that receives Land Rover News, I send it to you on a *personal* basis.

Secondly, ALL of our products bear the Land Rover badge. What was once called the Land Rover 110 etc has now been given a name, Land Rover Defender 110, see next issue of newspaper.

Thirdly, Discovery was *shown* at the Frankfurt show, but it was launched in Plymouth - that is in England you know - and Range Rover was also launched in England, so was the 5 door Discovery - and the Land Rover Defender TDi etc etc.

Your comments about the way we introduce models onto the production line are wrong, there has never been a waiting list of one year even when we first launched Discovery.

If you want interesting articles for your publication, I will be glad to advise if it will help keep the bullshit levels down.

TUTTUT

Vincent Hammersley.

Jul
Thank you for write, but can't make it this time

Letter to OVLR Prez Robin from Solihull's PR man V. Hammersley



Damming (but pretty convincing) evidence under investigation by OVLR Blue Ribbon committee studying Lugnut fraud case

Dead at 42: Land Rover is Defaced by Solihull's Market Wizzkids

Land Rover, the vehicle by which all other 4x4's are measured, the undisputed King of the Wild for 42 years has had its name changed by some image conscious Metro drivers.

At the 1990 Birmingham Motor Show this September Land Rover, Ltd announced it was changing the name of its Land Rover to Defender. Is this an indication that the company's name is too good for its trusty workhorse?

What Land Rover Ltd.'s marketing people need is a proper lesson in history - after all, Land Rovers have been around a lot longer than Land Rover, Ltd. Maybe someone at Coca-Cola Co. should tell Solihull what happened to them when they messed with their real thing.

NOTES FROM LODE LANE AND BEYOND

This month I'm a little short of space due to the editor's whinnying about lots of items and having to keep the newsletter under the 39 cent weight limit.

A letter from Vincent Hammersley of Land Rover Ltd. several weeks ago made reference to bits and pieces from our recent newsletters (see attached) Take a look at it. How does it come across to you? A bit like "Mr. Angry from Solihull"? Well, that's just the way McD and I read it. Touches of "Do not upset Mr Land Rover". Well, I owe Vincent a big apology. When I called him, the other side of the letter came out. It was meant to be a light-hearted way of pointing out a few minor glitches. As far as the Land Rover name change to "Defender" goes, you will see that this month I am not the only one to disagree with Solihull (RN newsletter clipping). During my chat with Vincent it was very clear that he will be keeping us well informed and is only too happy to be of assistance. So, there you have it, a near public flogging avoided. Next time, McD, you call him. OK?

More people to thank for their work at the Christmas party: Al Pilgrim for being our MC, Walt Saveland for donating a bottle of wine and Bob Wood for suppling that devilish array of genuine parts that made up this year's Feeley Meeley contest. Bruce Ricker and RN's Mark Letourney shared the Feeley Meeley prize and Mark also took away Walter's wine. If I've overlooked anyone, please call me. The best excuse for missing the party goes to Terri Anderson and Tony Fowler. They went to New Zealand instead. I'll trade you a set of Land Rover key rings for a look at your photos.

In December's LRO magazine, Bob Morrison shows a picture of a 109 towing a 4-ton Puma helicopter in the gulf. He is going out soon and I should get a couple of pictures when he comes back. Talking of slides, I have just received some from the British army training centre at Suffield, Alta. If you'd like to see them, give me a call and we'll set something up.

Other news from Suffield is that they will be having an auction of "scrap" soon. Meanwhile, at the other British base at Wainwright, Alta., another sale went horribly wrong. Land Rover is part of the UK light truck fleet. As is common to most countries, all equipment imported to Canada by a country for its military bases is free of the taxes and duties that normally apply to civilian vehicles. Equipment is disposed of through Crown Assets. Now that Canada has completed the change to unleaded fuel, the British army is phasing out all petrol-engine vehicles at both its bases. We're not sure of how the vehicles at Suffield were disposed of but they were probably cannibalized to maintain the remaining Series 111s. Their place is already being taken over by 90s and 110s. At Wainwright, however, plans called for the sale of complete vehicles including lightweights, 109s and Bedford four-tonners. Then Transport Canada and Customs and Excise stepped in to say the vehicles must meet Canadian road standards and all duties and taxes would have to be paid. We'll keep you posted. Thanks to Murray Jackson for his legwork on this item.

See you at the AGM

Robin 738-7830

OFF-ROAD CANADA

M A G A Z I N E

AUTOTRACK COMMUNICATIONS LTD.

November 27, 1990

An open letter to all OTTAWA VALLEY LANDROVERS members.

Well, we've just cranked out issue number three of OFF-ROAD Canada magazine, and everything is humming right along.

Enclosed is a copy of your club listing as it appears in the magazine. Please note any corrections as to the address or contact person so it can be changed for the WINTER issue.

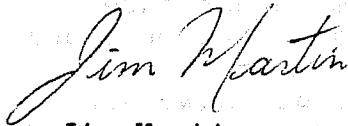
I'm certain that your club is an organized well respected organization, hence I felt the OTTAWA VALLEY LANDROVERS was one that we should contact.

We need to hear from more people who are interested in four wheeling, and more over we need to get them to subscribe. As we get more subscribers O.R.C magazine will become commercially accepted, and four wheeling will start to get the recognition it deserves from corporate types here in Canada.

I realize most (if not all) of your members have subscribed, but I'm sure they know dozens of people that are interested in our sport and not affiliated with a club or organization.

If you and your members could pass these coupons out to people who may be interested in reading about four wheeling in Canada. Your help in getting people to realize there is a Canadian off-road magazine and supporting it by subscribing would be greatly appreciated. If your club can circulate more coupons than I have enclosed, by all means phone or write me and I'll see that you get more!

Sincerely,



Jim Martin
Publisher
O.R.C. Magazine

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

MEMBERSHIP RENEWAL/APPLICATION

First Name: _____ Last Name: _____

Street: _____

City: _____ Province: _____ P/Code _____

Phone: Home# _____ Work # _____

DO YOU OWN A LAND ROVER ? YES/NO

CIRCLE YOUR VEHICLE DESCRIPTION BELOW

#1 80 86 88 101FC 107 109 SER 1 SER 2 SER 3

SOFT/HARD TOP STATION WAGON TRUCK CAB AMBULANCE

WINCH HUBS OVERDRIVE PTO PLOW

#2 80 86 88 101FC 107 109 SER 1 SER 2 SER 3

SOFT/HARD TOP STATION WAGON TRUCK CAB AMBULANCE

WINCH HUBS OVERDRIVE PTO PLOW

I, THE UNDERSIGNED, HEREBY ACKNOWLEDGE THAT OTTAWA VALLEY LANDROVERS, ITS ELECTED OFFICIALS AND MEMBERS CAN IN NO WAY BE HELD LIABLE FOR ANY DAMAGE OR INJURIES THAT MAY OCCUR DURING AN EVENT OR RELATED ACTIVITY ORGANIZED BY THE CLUB. WHILST EVERY REASONABLE PRECAUTION IS TAKEN, MEMBERS ATTEND CLUB EVENTS AT THEIR OWN RISK AND ARE EXPECTED TO ACT SAFELY AND RESPONSIBLY AT ALL TIMES.

SIGNED _____ DATE _____

SIGN AND RETURN THIS FORM WITH YOUR CHEQUE

Membership renewal for 1990 is \$15. Make cheque payable to: Ottawa Valley Land Rovers, 1016 Normandy Cres., Ottawa, Ont., K2C 0L4.



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9012BULK

Here's your special "CLIP AND MAIL" page. Fill in the membership form for 1991 and send it to the letterhead address SAP. The subscription for Off-Road Canada is a great gift idea. Besides, aren't you weary of only reading about Baja? We need OFC to tell OUR story and OFC needs Canadian subscribers to do the job. Merry, ho, ho.

