

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

G'day eh.

Nov. 8/92

FIRST THE HEADLINES: Twenty-two days to nomination closing and only eight nomination papers received, we make a few bucks on the frame oiler, lotsa news from other clubs arrives in the library and the X-mas party takes shape--for the same price as last year.

Now the details: With less than a month remaining to nominate next year's executive, we've heard from less than 20 percent of members eligible to take part in the election. Eligible members are those living within the boundaries of the Ottawa Valley. After the nomination deadline passes Nov. 30, we'll contact members nominated to see if they will accept. If they do, their names will appear in the December newsletter with mail-in ballots. Election night will be at the Annual General meeting in January.

We're looking at electing four executive positions (job descriptions appeared in the October newsletter) to direct our activities through 1993. With a budget that last year topped \$6,000, a membership approaching 80, hundreds of dollars in camping gear, off-road equipment, manuals and tools, the executive has a lot of responsibility. But along with a little hard work, previous years have also produced a lot of good fun and hardy laughs (executive members usually get the first glimps of the current "Bate's" debacle). So go dig out your nomination form (if you lost it already, simply write your choice for president, vp, secretary and treasurer on a scrap of paper,) print your name, and send it to the letterhead address. Do it NOW. Nov. 30 is fast approaching.

The annual frame oiler saw seven Land Rovers get their bottoms sprayed on a day that could best be described as "brisk", weatherwise speaking. Things got off to a late start after the startup crew, which had managed to gather all the necessary equipment--kitchen trailer for lunch, another trailer with the ramps, compressor, spray gun, tarps, cardboard to lie on--got on site in plenty of time for the 9am startup--then realized they had forgotten the rustproofing goop. Wisecracks were at a minimum however, as the trio--Prez Jason, McD and Bates--had been up since before 6am and were still a "tad cranky".

A phone call and Jason's brother Jerry--rudely awakened from a lovely dream in which he had finally gotten a date--was dispatched to McD's abode to retrieve the errant goo. With the inevitable delays however--getting his trousers on properly, pondering the doorknob for a while, watching helplessly as his overweight dog dropped a steaming bun on the front seat of the 88--we didn't actually start spraying until 10:30.

By that time, chef Harry had the stoves blazing and hot apple cider warming the inners of the fast-growing crowd. Harry and Lyne had cooked up a hot caldron of superstew and by lunchtime, with the temperature steadily dropping, it was a welcome sight. A little class was added to lunch with the donation by Fred Barrett and Nancy of a whole baked salmon. Nice touch.

The new steel ramps--put together earlier that week by McD, Jason and Yves, replaced the old wooden ones which had suffered many years of abuse and had finally been condemned. The new ramps are each two feet wide --a total of four feet--but that didn't prevent Bates almost driving off the side with Dale's Diesel. Other highlights included Jerry discovering the hard way that his dog had dragged the leash through the you-know-what on the seat. Fred hit a tree, the club made 160 bucks and we got a few more embarrassing pix for the slide show. Kudos go to hosts John and Grace Hart for again donating the use of their pasture for our event. A good old 'pppphhhhzzzttt' to those eight other members who told the phone committee they'd be there and didn't show up. We've saved some of the salmon and hope to slip it into your shorts sometime next summer.

The November meeting found us with a grand in the bank, a few club hats and a T-shirt or two still in the vault. The Christmas party--slated for Saturday, Dec. 19 at the Navy Association Mess on Victoria Island--was discussed at length and the good news is tickets will remain at \$15. VP Yves is putting the final touches on the banquet and details for the program will be completed by next meeting. A full agenda will appear in the December newsletter.

In other news, the exec voted to spend a few dollars and update our prestigious Lugnut Award with professional nameplates. It's also a good time to correct the spelling. Now there's no mistaking who's name is on there. Also, we have to replace a safety chain on the towbar and get the "Tug 'em" strap repaired after some bozo ignored the instructions and let it rip against a bumper.

LRO highlights for October: Land Rovers in Croatia dressed in United Nations White, The LR story reveals secrets about the Series One 88 and 109, Discovery goes auto and Range Rover rides on air. For full details, call the club library at McD's.

Hear about the man who got a tip his wife was sleeping with his best friend?...So he went home and shot his dog.

Lotsa stuff in the club mailbag this month. The PRAIRIE ROVER, organ of the Land Rover Association of Manitoba, suggests switching to synthetic motor oil for the chilly months. Scott Sheppard and Dave Place also offer tips on weatherstripping, mounting a Jackall and announce that membership now stretches from Nova Scotia to Vancouver Island. Write Box 331, Powerview, MB, R0E 1P0.

The TORONTO AREA ROVER CLUB honors member Andy Philpot for his recent win at the annual Land Rover Owner Magazine challenge in the UK. Philpot, the only North American entered in the grueling off-road event, won in a rented 1954-107. This edition also contains a list of parts alternatives, Rover 3500 SDI tips and a whole bunch of things for sale. For membership, write 47 Squires Ave., Toronto, Ont., M4B 2R4.

OVL'R's England bureau chief Clive Macdonald-Smith, toiling away "over 'ome" on the FORWARD CONTROL REGISTER talks about the ARC National Rally, the Aycliffe Vehicle Show and his historic meeting with our own Al "Bates" Pilgrim and "Sally" at last summer's Rovers North rally. Clive is stepping down as editor but urges potential members to write c/o Mrs K. Carter, 29 Nags Head Lane., South Weald, Brentwood, Essex, England.

And a letter from the Lo-Loc Dirt Diggers, a new four-wheel-drive club formed only last month in the Oshawa area, suggests getting together some time for a little friendly event. We're sending them the OVL'R intro package. Want more info? Write: Mike Real, 1441 Conlin Road East, RR 5, Oshawa, Ont., L1N 5R3.

FOR SALE...RUMOURS...WANTED...GOSSIP...HOT TIPS...OUTRIGHT LIES.

*-Welcome new member Dave Bateman of Montreal. Dave has a S-11 /109 station wagon and a S-11/ 88 hardtop, both with overdrive. He also has a S-111/88 that he's selling. It's got a rebuilt engine, solid frame, an overdrive and many new parts. Asking \$5,000. Dave also has a problem: He's trying to get a sill panel and doorjamb for his 109 wagon back from England without having to mortgage his first born. The awkward piece, shaped like an inverted "T", costs only 99 pounds but wants three times that for shipping. Anybody doing a bulk shipment soon? (514) 481-3152.

*-Michel Bertrand, another Montreal member, is selling two 88' cabs, exhaust manifold for S-11/59-61, and says he has lots of other parts for many series. (514) 521-5671.

*-Bruce Ricker and Glen Massie are first to ante up for 1993. The \$15 membership deadline is the Annual General Meeting in January.

*-Ted Rose engaged in a little "contact sport" recently when he collected the side of a Toyota that moved into his lane at speed. Ted's OK, his 88 a little bent, the Toy was totalled. Seems right.

*-Fred Barrett, who is to things mechanical as "Bates" is to life in general, successfully changed his 88's head gasket the other day...and discovered that wasn't really the problem anyway.

*-Derrick Hammond, loaded with several tons of scrap metal shed by his rebuilt 88 and father Tom's 109, managed to wait until he was teetering on the Baker Metal Ltd. scales before running out of gas. They were not amused.

*-Neil Brewer, OVL'R's portly BC contact, is boasting new rubber on his mighty 88. Neil's LR, which rides with the local search and rescue group, got tired lugging Porkybutt around the mountains on baloney skins.

*-The Blue Ribbon Awards Committee, tasked with choosing a winner for this year's highest club honor---the Lugnut Award---is very distressed. Either members are hiding their mistakes better--or their friends just aren't turning them in like they used to. In any case, unless somebody does something reeeeeeally stupid soon, we could see a familiar face win for the third time. It's not too late to snatch on a friend. Call Editor McD.

*-Sorry for the spelling errors last issue. Did anybody really believe "break" job?

*-The November LRO mag arrived as we're going to press. Contents are a secret until next newsletter...call McD if you can't wait.

Now, for the enjoyment of members who speak "newfie", here's a conversation overheard between Kevin Burton and Fred Juice during a recent outing:

MR ducks.
MR not.
MR so. Cedar wings?
Whale oil beef hooked
MR ducks.

That's all folks

Editor "McD" (613) 224-8300

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After the success of getting two pages into print last month the lovely McD (not MacD Myles) is letting me do it again!

As I said at the end of last months newsletter there has been an addition to the Range Rover line up. It is 8" longer than the standard 100 " wheelbase vehicle and sports a "new" suspension system which is height adjustable by the driver, to me it looks very similar to that fitted a number of years ago by Citroen to their DS line. The basic idea is to improve off road ground clearance by lifting the vehicle up but also to help passengers get more easily when at the curb and reduce drag by lowering the vehicle when on the highway.

For anyone who has ever sat in the back of a Range Rover the extra 8" which has been put into the rear doors will come as a blessing. Nobody can deny that the driver and front seat passenger have always had a good ride but for those of us over 5'4" the back seat of a Range Rover has been a place to avoid, so the increase in legroom will be a big step up in comfort.

We are nearing the Christmas season again, time to give the Other 'arf a few hints. How about something from the Land Rover Owner Bookshop to read over those long winter nights, there have been a couple of new books this year that I would recommend. "The Land Rover" by Chris Bennett [cat#039] at UK pounds 10.99 and "Classics in Colour" by James Taylor [cat#041] at UK pounds 11.95 are well worth asking for. LRO Bookshop is at Bridge Farm, Thwaite, Bungay, Suffolk, NR35 2EE GREAT BRITAIN. Their phone number is from Canada 011 44 508 458123. This is also a fax number, and they do take credit cards. Shipping and handling is extra, ask for details.

In previous years I have advocated buying a subscription to Land Rover Owner magazine as a good Christmas present. This year I am not so enthusiastic about it. Dont get me wrong, the content is still very good. A good blend of technical articles to tales of expeditions to all four corners of the globe and regular departments which deal with topics ranging from readers problems with their vehicles to the latest in Military goings on. A very full 150 colour pages every month to your own address.

This is where my reservation comes in. 35 UK pounds for what is supposed to be airmail. Yes, you will get it monthly, but it is a month late. Not what I call airmail service. Take the October issue as a case in point. It was on sale on the UK on September 29. So if it was on the newsstands at this date then it was surely ready to go out to subscription customers on the same date if not a day or two earlier.

Well I did not get mine here until October 28, and I was not the only one and this is not an isolated case. I would seriously suggest that anyone considering buying the magazine should ask for their surface rates and try to knock the price down a bit, remember that 35 pounds is over 75 Bucks! For this kind of money I feel that it should be arriving within 14- 16 days of the on sale date. Anyone who is in the Editors confidence might pass this feeling along, I KNOW I am not the only one who feels this way. LRO PUBLICATIONS are at THE HOLLIES, BOTESDALE, DISS, NORFOLK IP22 1BZ Phone and Fax from Canada 011 44 379 890056 / 898244.

An ingenious new product called the LIQUITILTER was in this months LRO. It is a device designed to give better access to the underside of a Land Rover by rolling the vehicle on its side. This is achieved by securing a cradle type frame to each axle and powering the whole issue by a hand drill! I know, the mind boggles at the thought of it.

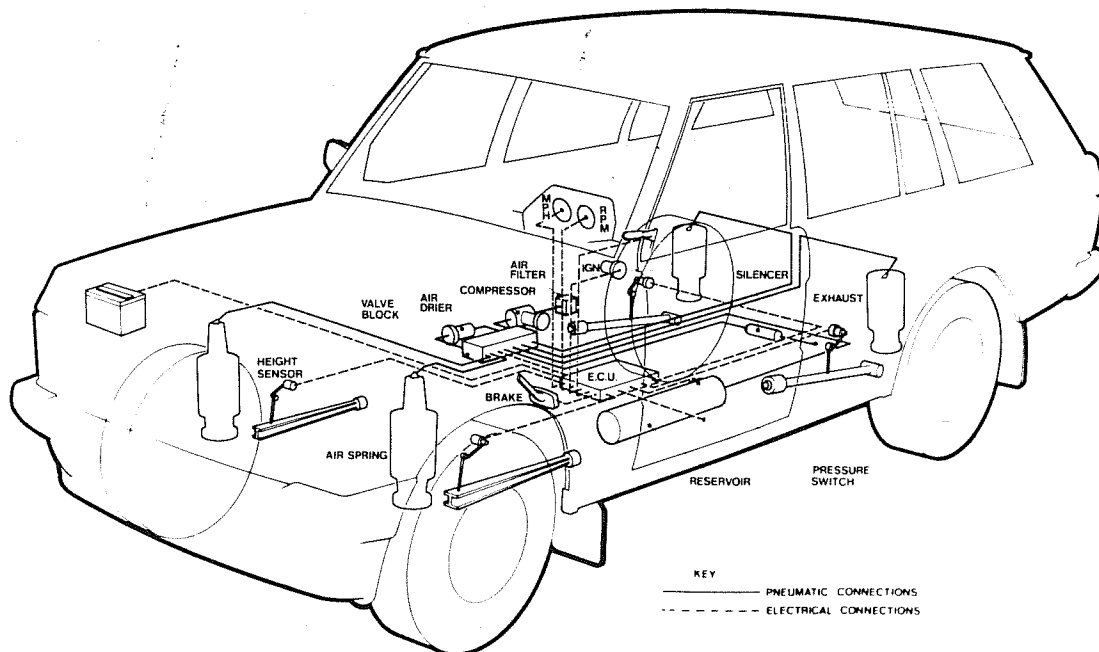
The pictures are not good enough for me to reproduce them here but I will send away for some more details. Perhaps some of you could persuade the exec to buy one for the club.

Last month I mentioned Hat Salvage and forgot to give their phone number, it is 1 403 527 3800 / 1860. Apparently they have some goodies in stock.

So, what are you doing for next summer. Do you have three weeks to spare for a jolly jaunt around the NSM ('Nited States Merica) with Myles Murphy? He is organizing a trip around the US in the months of July August and September, the tour will cover over 20,000 miles of what is billed as "safe" driving. The start will be from the Owls Head Transport Museum in Maine and will wend its way across and around the country stopping off with local Land Rover clubs and such places of interest as Land Rover North America's test track in Maryland to name just one. Anyone who would like to receive more information should contact Myles at his NEW address, Myles Murphy, RR 2 Box 84, Lincolnville, Maine, 04849 USA 1 207 338 1659.

Now for those of you who want to know more about the technical workings of the new Range Rover suspension system here is a diagram to show you how it is done. By the way Bob Wood points out that this vehicle will be called the County LSE when it goes on sale in the UK but will be called the County LWB when sold in North America. One name is never enough for some people!

Robin Craig 613 738 7880



1993 Range Rover County LWB