



OTTAWA □
VALLEY □
**LAND
ROVERS**



OCTOBER 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER IX

MEMORIES FROM THE MID-ATLANTIC RALLYE



All photos on the cover are by Francois Kirouac. You are invited to see more scintillating photos on his web site www.kirouac.ca For more photos and the story on the Mid-Atlantic Rallye, see page 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 \$35CDN per year, Americans and others pay \$30US per year. Membership is valid for one year.

OVL R EXECUTIVE AND GENERAL HANGERS-ON

President

Kevin Willey
kevin.willey@ccra-adrc.gc.ca

Secretary-Treasurer

David Meadows
david.meadows@sympatico.ca

Events Coordinator

Kevin Newell
kevin.newell@city.ottawa.on.ca

Off-road Coordinator

Terry King
tking@sympatico.ca

Past-president and Archivist

Andrew Finlayson
dcdf@magma.ca

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Your Name Here

Exec. Member-at-Large

Dave Pell
dpell@nortelnetworks.com

Mechandising Coordinators

Christine Rose
tcrose@sympatico.ca
Andrew Finlayson
dcdf@magma.ca

Webmaster

Dixon Kenner
dkenner@fourfold.org

OVL R NEWSLETTER

Newsletter Content Editors:

Shannon Lee Mannion
ottawavalleylandrovers@sympatico.ca
Alastair Sinclair
alastair_sinclair@hotmail.com

Newsletter Production Editor:

Lynda Wegner
rwegner@synapse.net

Production Help

Bruce Ricker
joey@igs.net

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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of the article and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

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

Calendar of Events	3
Call to Arms <i>by T(he) King aka Terry King</i>	4
A Bit of OVL R Newsletter History <i>by Dixon Kenner</i>	4
Solihull Society Sets 2004 Date for National Rally <i>by Norman Hall</i>	5
The Daily Grind Just Ain't What it Used to be	6
Classifieds	7
From the Archives.....	8
Bringing it Home <i>by Murray Jackson</i>	9
20th Anniversary Christmas Party	12
Mid-Atlantic Rallye <i>by Terry King</i>	14
Come Along With Me, I'm on My Way to the Cars, <i>Terry King and Shannon present an oilier than thou picture of the annual frame oiler</i>	16

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.

Annual OVL R Christmas Party

Friday, December 5th, 2003

Hungarian Community Centre (225-8754)

43 Capital Drive, Nepean (near Merivale Avenue and Slack Road)

Cost is the same as last year, \$20.00 per person.

Reservations/RSVP before end of November please!

Please email your RSVP to:

Shannon Lee Mannion at

ottawavalleylandrovers@sympatico.ca or

telephone at (613) 594-9128

January 2004

Annual General Meeting, the coldest night of the year, Ottawa.

Location and Time of AGM to be announced

A CALL TO ARMS

by T(he) King aka Terry King

Let me start by stating the obvious. This year, 2003, has been the most successful in the club's history by various standards: high attendance at the Maple Syrup Run, the Birthday Party, inter-club events, revenues, sponsorship, and publicity. We have had more exposure in magazines and newspapers and websites than ever before and members have traveled to several events in the USA with a big impact. In short, the best year ever ... in the 20 years of the club.

We have a terrific partnership with the local dealership and they recommend our club to new owners who welcome at events. We have a good relationship with other local clubs and sponsors. Let's face it ... we have people smiling for two thousand miles. Why? we are LAND ROVER enthusiasts and we're good people. When the travelers from the US saw our beautiful skies and lakes and trails in June, when we tackled obstacles with others in Kansas in May, and when we off-roaded together in October in Virginia, our Canadian spirit of adventure came through. If we're not the best club in North America, I'd like to know who is.

The Birthday Party made the cover of the first edition of the North American Land Rover Monthly. We graced the cover of newspapers in

rural Kansas with the Adventure Team Challenge this summer. Our pictures are on websites from Australia to Colorado. Financially, we are in good shape. Our Birthday Party was the best attended in our 20 year history. We had more families and more vehicles than ever before at Vern's place in the spring.

However, every silver lining has a cloud. Our newsletter took a big hit this summer when we lost our desk top publisher. Our president, Kevin Willey, asked for a volunteer to help with the newsletter in August. He got ONE response. (Thank-you Lynda Wegner for coming forward.) We don't get as many article submissions as what we'd like and new ideas for content would be welcome. We also need suggestions for our website. It is good but can be better. If you look ,you can find pictures from our events on other club's sites that we don't have on ours.

In short, we need new ideas and new people to sit on the executive board. If you can help, if you feel you can make a difference, volunteer for something ... run for a board position, send in an article. We are behind you but we need your help.

We expect to need a new auditor, secretary, treasurer, President? Off-road Co-ordinator? Events Co-ordinator? Think it over. Get involved.

A BIT OF OVL R NEWSLETTER HISTORY

from the Web Site by Dixon Kenner

When OVL R was formed in 1984, membership was \$5 per year. This increased to \$10 in 1986, \$12 in 1988, \$15 in 1991, \$20 in 1993 and to \$25 in July of 1997. In July 1999, membership was raised to \$30 per year for Canadians, \$25 US for Americans and overseas, and \$5 for associate members. Over this period of time, the cost of postage for the newsletter has increased from 17 cents to 74 cents for a domestic copy. Currently, we are paying 96 cents for Canadian delivery and \$1.40 for each copy sent to the States.

The first issue of the newsletter dates from June 1984. However, there were several previous issues of the newsletter sent out before

a name for the club was chosen.

The familiar letterhead used on the newsletter, later extended to other club items, was created by Neil Brewer and first used in March 1985. Copies of this letterhead were regularly used in the newsletter until May 1995 when a computerized rendering from Spencer Norcross was introduced along with the habit of changing the rightmost Land Rover to a different configuration as part of a contest.

Starting in March 1985 the newsletter was printed on yellow paper and comprised a varying number of 8.5" x 11" pages stapled together. In March, 1994 the format changed to using folded sheets of 11" x 17" paper.

SOLIHULL SOCIETY SETS 2004 DATE FOR NATIONAL RALLY

by Norman Hall

The 2003 Land Rover National Rally held in Moab, Utah and organized by the Solihull Society is now over and has been hailed a complete success by those who attended. A few facts:

- We had participants from 19 States
- Attendees came from three Countries
- Six companies assisted as major paying sponsors
- Ten companies donated prizes
- Thirteen companies were represented at the Vendor night
- Examples of the following Land Rover vehicles participated:
 - Defender 90's
 - Defender 110's
 - Defender 130's
 - Range Rover Classics
 - Range Rover HSE
 - Range Rover [Current model]
 - Discovery Series I
 - Discovery Series II
 - Discovery Series IIa
 - Series 88 inch
 - Series 109's

Potential sponsors and vendors have already approached us ensuring that next years National Rally will be bigger and better than ever.

The Land Rover National Rally has trails and activities for vehicles ranging from stock standard to highly modified, for drivers with little experience to those with years of experience.

We would like to invite participants from all North American Land Rover Clubs to join us for the 2004 Land Rover National Rally.

The 2004 Land Rover National Rally will be held starting with registration on Tuesday, September 4, 2004 culminating in a banquet Saturday evening September 8, 2004. Please mark your calendars. Updates will be posted from time to time on our club website

www.solihullsociety.org.



THE DAILY GRIND JUST AIN'T WHAT IT USED TO BE

If you are thinking about a career change ... or a change of clothing style, here's some grinder, uh, grist for that particular mill.

LONDON JOURNAL October 7, 2003
Car Owners' Hero Dresses for the Job
by Sarah Lyall

LONDON, Oct. 2 — As is so often the case, the trickiest part came when he had to explain himself to his family.

"I got kind of a lukewarm response," said the masked Englishman who calls himself Angle-Grinder Man and who has been trawling London for four months dressed in a homemade superhero outfit, complete with gold lamé underpants and cape, removing the security boots from people's illegally parked cars.

"Any parent who gets a phone call from his son saying, 'Oh, you might see me in the newspaper; I'm a superhero wheel clamp vigilante' — it might take them a little while to formulate their views," he said in an interview.

As a one-man vigilante force, Angle-Grinder Man, who takes his name from the boot-destroying circular saw he wields, has made only a modest impact: by his own estimates, he has freed about 20 cars so far (he does it only part time). But his campaign against the city's effort to immobilize cars for parking violations and other infractions has touched a nerve in a city of strict parking regulations, zealous traffic police officers, ubiquitous speed cameras and car owners increasingly aggrieved at what they believe is mean-spirited law enforcement.

Although he hardly melts into the background, particularly when he switches on his noisy machine, Angle-Grinder Man has so far managed to elude the authorities by a mixture of luck, cunning and quick work: once he gets going, he can liberate a car in less than a minute. He does not accept money and says his main motivation is "anger at how politicians in this country treat people in general, but

particularly in regard to motoring regulations."

Needless to say, the police are not amused. "Both Angle-Grinder Man and the owner of the vehicle could be charged with criminal damage if the driver admitted they consented to the act," a Scotland Yard spokesman told The Evening Standard.

Interviewed in the London office of The New York Times, Angle-Grinder Man was coy about his civilian identity. He said he had been threatened and harassed, mostly by private outfits that charge for removing the clamping devices. He is currently unemployed, but living on the savings he has accumulated from jobs that have reportedly included office clerk and entertainer at children's parties.

Long-haired and lanky, he is becoming well known in some parts of south London. About a month ago, 25-year-old Petite Tendai arrived home to find a boot on her illegally parked car. ("There were no signs saying 'no parking,'" she declared.) She had barely begun to rail at the injustice of it all when Angle-Grinder Man suddenly appeared.

"Basically, he jumped out of his car in his outfit and said, 'If anyone can, Angle-Grinder Man can,'" Ms. Tendai said in a telephone interview. "Then he just started sawing it off. It was wicked." He was gone almost as quickly as he came. "It was just a 'good luck,' and what-not, and then he was off," she said.

Angle-Grinder Man was spurred to activism when his car was booted and he was told that it would cost £95 (a little over \$150) to free it. "I was fuming inside," he said. He rented a circular saw for about £30 and did the job himself. He taped a photograph of the sawed-up clamp to his windshield, along with a note saying, "Please don't clamp me because I've got an extremely sensitive nature."

The sign proved a hit, although he had to remove it, he said, "when a guy on a motorbike in traffic nearly fell off his bike, he was

laughing so hard." But Angle-Grinder Man knew he was on to something. "There was so much injustice out there," he said.

It took him some time to hone his look, and he rejected a number of colour schemes before settling on blue and gold. "There's no school you can go to to learn how to be a superhero," he said. Perhaps most crucially, he found the perfect roll of gold lamé fabric at a flea market ("I had to hold it up and ask the girl how much did she think I would need to make a cape," he said).

For the boots, he spray-painted a pair of cowboy boots gold. The underpants are a pair of bikini briefs covered with the flea-market lamé. The gloves came from a piercing-and-fetish shop. Angle-Grinder Man designed the logo himself, proudly gluing the letters "AGM" onto the costume. "I wanted to have a balance between the political side and the comedy side," he said.

His Web site and his hot line for distressed car owners have drawn hoax messages, threats and dozens of fan notes, including one from a man who noted approvingly, "It's time we had a gay superhero."

For the record, "I'm a heterosexual superhero," Angle-Grinder Man said, "Although I have no problem being a gay icon."

After the interview was over, Angle-Grinder Man strode into the street in full regalia, wheeling the suitcase full of civilian clothes he planned to wear on the train home later. Watching his gold cape glitter and swirl heroically in the afternoon light, Judith Smith, a sales clerk who said she had been following Angle-Grinder Man's exploits on his Web site, pronounced herself a big fan.

"I think he's extraordinarily attractive," Ms. Smith said. "Especially the golden knickers."

CLASSIFIEDS

FOR SALE: 1960 LAND ROVER SERIES II 109 PICKUP

Body and mechanical are in quite decent shape, motor was "apparently" rebuilt prior to unit being parked five or six years ago. Other than the roof having been sold already, the truck is complete and original. The frame is totally rotten (surprise, surprise).

Asking price is \$300.00 and I require it to be removed prior to Christmas.
Please contact Rick at 613-256-3306 between 6 -9 evenings and weekends.
E-mail cherick@sympatico.ca

FOR SALE: 1980 SERIES III, 109, EX-MILITARY \$14,000 Cdn

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



FOR SALE:

1974 101 Forward
Control
3.5 L 4-speed
PTO winch
98,000 km
\$13,900

1978 SWB
Series III RHD
2.24 L 4-speed
42,300 miles
\$13,500

Contact Granite State Performance
New Hampshire (603) 323-9001
www.gsp4wd.homestead.com



Thanks to Bob Johnson (1948 Federal Stake Truck) whose eagle eye spotted these two beauts in New Hampshire.

FROM THE ARCHIVES

**Club magazine
of the month**

NUMBER **7**



Ottawa Valley Land Rovers Newsletter

THIS IS A REAL CRACKER of a newsletter. These Canadians put together their club mags in a way that captures the essence of owning an old Land Rover. And it's funny – there's a great piece about how the way in which you played with Lego as a kid determines how you treat your Land Rover now.

Although it's only in black and white, the quality of the pictures is very good, and there's plenty of them. The technical stuff is detailed without being dull – there's a very comprehensive article on how to waterproof a Range Rover, that concludes with the line: "Best advice – avoid water. It buggers up your car." Top stuff.

*We win Club Magazine of the Month in December 2000 from Land Rover World.
Kudos to Dixon Kenner, Spencer Norcross and their crackerjack team!*



PUTS A NEW TWIST ON RESTORING YOUR LAND ROVER

*Don't waste time in a frame-off resto, go for ground-up. You'll get no beef from countless admirers after this procedure.
(submitted by Ray Pearmain)*

BRINGING IT HOME

by Murray Jackson

You've found the car of your dreams after years of searching. Unfortunately, your must-have Hudson Hornet is in Bucksport, Tennessee. Or perhaps it's a pampered Austin Princess that is currently residing in Old Sodbury, England. Full speed ahead, you're about to embark on your first do-it-yourself vehicle importation.

Importing a used car into Canada is a bit like skydiving — attempting it without proper education and preparation is unwise, to say the least. Recently, I imported a London taxi from England. Here are the highlights of what I learned about bringing a personal vehicle from outside Canada, whether it's from the United States or an overseas country.

GETTING IT TO CANADA

Your first concern will likely be the means of getting your prized wheels to Canada. Used cars imported from the United States are often driven or trucked across the border. However, if your collector car must cross an ocean, your first worry will be the logistics of getting it here.

If you've bought from an overseas dealer who specializes in vehicle exports, shipping arrangements may be taken care of for you. If you've purchased a vehicle from a private individual, you can orchestrate the shipping arrangements yourself or engage the services of a freight forwarding company that specializes in the overseas movement of vehicles.

Car-shipping companies understand the import requirements of various countries. Their services include receipt and cleaning of the vehicle, packing into a container (if required), preparation of bills of lading and customs documents, haulage to the port of export and payment of ocean freight and port charges. These companies can even arrange carriage of your car from the Canadian port of entry to your location, if desired. You may wish to get price quotes from several freight forwarders.

The least expensive method of ocean shipment is called RoRo, meaning "roll on, roll



Bob, Bob, Bobbing along, in style, with class. Bob Wood admires Murray's new ride.

off." As you might expect from the name, your precious vehicle will be driven on and off a ship by dockworkers at the beginning and end of its voyage to Canada. Additional items, such as spare parts, should not be packed inside cars shipped in this manner. At the time of writing, the cost of RoRo shipment from England to Halifax (including the services of a freight forwarder) was about \$2,000 plus marine insurance (two per cent of the value of the vehicle).

For greater security, at additional cost, your vehicle can cross the ocean in a shipping container. Most passenger cars will fit into a standard 20-foot container. Once your car is inside, the container will remain sealed until its arrival in Canada. Vehicles in containers may be shipped with spare parts, if desired, although the nature and value of these enclosures should be specified on the import documents.

Currently, shipping your collector car from England to Montreal (including a freight forwarder's fee) costs about \$3,400 plus marine insurance. Note that ocean-freight rates for RoRo and container shipments fluctuate. Incidentally, shipping two vehicles at once will result in savings, as the cost of shipping a 40-foot container is about 1.5 times the cost of shipping a 20-footer.



It's finally here, Murray's chariot of fire! Murr's 1988 FX4S Plus London Taxi with a 2.5 litre Land Rover diesel engine.

BE PREPARED

Import rules vary depending on your vehicle's age, its country of origin and the country from which you are importing it. You need a good understanding of the import regulations administered by the Canada Customs and Revenue Agency (CCRA), Transport Canada and, for shipments from overseas, the Canadian Food Inspection Agency (CFIA). At the provincial level, there are vehicle-licensing, emissions-testing, sales tax and insurance requirements to be considered.

Some countries, including the US., have requirements that you must meet before a vehicle can be exported. In England, for example, the vehicle's vendor should visit the licensing authorities to exchange the car's registration document for a Certificate of Permanent Export. As a precaution, check with the customs or vehicle-licensing authorities in the country from which the vehicle will be exported.

THE PAPER TRAIL

Your copy of the vehicle's foreign registration document will establish its age and country of export. You should also have a bill of sale that clearly identifies the vehicle (year, make, model and vehicle identification number). The bill of sale should also contain the names and addresses of the vendor and purchaser and the price paid for the vehicle.

Your file folder will expand as you receive the documents generated by the companies involved in shipping your car to Canada. If you have a low

tolerance for red tape, consider using the services of a customs broker. For a small fee, the broker will relieve you of your paper burden and will prepare and present the forms required to obtain customs clearance for your car.

VEHICLES PURCHASED IN THE USA

As a general rule, used cars that are at least 15 years old can be imported from the USA, and are not subject to safety and emission equipment requirements. Age is not determined by model year; the month of importation must be at least 15 years after the month of manufacture of the vehicle.

If your vehicle is less than 15 years old and was manufactured for sale in the US, you must first determine whether it qualifies for importation. Transport Canada's Registrar of Imported Vehicles (RIV) program ensures that qualifying vehicles are modified, inspected and certified to meet Canadian safety standards.

Upon arrival at Customs, a qualifying vehicle will be entered into the RIV program. The registration fee is \$197 in Quebec and \$182 in other provinces.

Within 45 days, the vehicle must be altered at your expense to meet Transport Canada requirements (it may need daytime running lights and metric labels for instruments, for example). You won't be able to register and license the car in Canada until it is modified and inspected. The RIV Web site contains a list of eligible vehicles and detailed information about typical modification and inspection requirements.

VEHICLES PURCHASED OVERSEAS

Residents of Canada cannot normally import a car from overseas countries unless it is at least 15 years old. The relatively few exceptions to this rule can be found in CCRA publications.

Vehicles imported from overseas must be thoroughly cleaned before shipment to Canada in order to remove soil and plant material. The CFIA will inspect your vehicle, at your expense, to ensure that this requirement has been met.

If your car fails the inspection, you will be responsible for the cost of a thorough cleaning and a second inspection.

IMPORT FEES

Vehicles that are eligible for importation will be subject to import levies including customs duty and GST. Customs duty is generally based on the price paid for the vehicle and the percentage rate of duty varies depending on the vehicle's country of origin. For example, a vehicle imported from the US that was manufactured in the US is duty-free. However, a British-built car imported from the US is subject to a duty of 6.1 per cent, the same rate applied to British vehicles imported directly from Britain.

If your collector car has air conditioning, working or not, you will pay an excise tax of \$100. There are additional levies if your vehicle weighs more than 2,007 kilograms (4,425 pounds).

Finally, GST will be charged at the rate of seven per cent of the total of the purchase price plus the customs levies.

PROVINCIAL REQUIREMENTS

When you have satisfied all the import requirements, a critical document called a Vehicle Import Form will be given to you by customs, your broker or the RIV program, depending on the circumstances of your importation. Without this piece of paper, you will get only a blank stare from your provincial licensing authorities.

Before heading off to your licensing bureau, you'll need to satisfy the provincial requirements. In Ontario, for example, your car must pass a safety-standards inspection. You will also need a Drive Clean inspection certificate if the vehicle is more than three model years old and less than 20 years old.

In addition to the fees for registering your newly imported car, provincial authorities may collect sales tax on the price you paid for the vehicle.

Don't bother asking why provincial sales tax applies to a sales transaction that occurred outside Canada.

I GOOFED!

If your prized collector car does not meet the eligibility requirements of the CCRA and Transport Canada, you will never see it sitting

in your driveway. You will be required to export the car or destroy it under Customs supervision, at your expense. To make matters worse, you won't get a refund of the import levies you paid. Could there be a better incentive for consulting the authorities before trying to import a vehicle?

NEED MORE INFORMATION?

The information presented here has been condensed for brevity and is subject to change. There are special rules for vehicles imported in certain circumstances, for example by former residents returning to live in Canada.

BEFORE YOU BUY

Before you buy a vehicle outside Canada, consult the regulatory bodies mentioned below for information applicable to your particular situation. Failure to do so may lead to a world of woe.

- For customs information about importing vehicles into Canada, contact the Canada Customs and Revenue Agency's automated information service free of charge at 1-800-461-9999. You can also find information on the CCRA's Web site at www.ccra.gc.ca.
- For Transport Canada information about importing vehicles that were manufactured for sale in the US, contact the Registrar of Imported Vehicles, 405 The West Mall, Toronto M9C 5K7; telephone: 1-888-848-8240; Web site: www.riv.ca. For other vehicles, contact Road Safety and Motor Vehicle Regulation Directorate, Transport Canada, 8th floor, Place de Ville, Tower C, 330 Sparks Street, Ottawa K1A 0N5; telephone: 1-800-333-0371; Web site: www.tc.gc.ca.
- For information about Canadian Food Inspection Agency requirements, contact an Import Service Centre in Montreal (telephone 1-877-493-0468), Toronto (1-800-835-4486) or Vancouver (1-888-732-6222). The CFIA's Web address is www.cfia-acia.agr.ca.

*Copyright © 2003 by Murray Jackson.
Reproduction in whole or in part is prohibited
without the written consent of the author.*

OVL R 20TH ANNUAL CHRISTMAS PARTY

FRIDAY, DECEMBER 5, 2003, OTTAWA, ONTARIO

Sleigh bells ring, snow is glistening ... on the night of Friday, December 5, 2003 for the Annual OVL R Christmas Dinner.

If you'd like to dress up as Santa so that we can all have a sit on your knee, please let us know.

BACKGROUND:

The annual Christmas Party for Ottawa Valley Land Rovers. Fun, socialising, games, and awards!

THE EVENT:

Dinner will be a fine home cooked turkey dinner with all of the fixings, cake and cheap beverages. Festivities begin at 6 pm.

WHEN & WHERE:

The Christmas Party will be held on Friday, December 5th at the Hungarian Community Centre (225-8754) at 43 Capital Drive, Nepean (near Merivale Avenue and Slack Road.)

Reservations / RSVP before end of November please!

Please email your RSVP to:
Shannon Lee Mannion at
ottawavalleylandrovers@sympatico.ca or
telephone at (613) 594-9128

COST:

The cost is the same as last year, \$20.00 per person.

ACTIVITIES:

There will be an assortment of the usual Christmas games set up. Several versions of the Feelie Meelie (easy, medium, hard, Ladies) and the Seelie Meelie. The feelie meelie is a game where a number of unknown parts are placed in a box. You put your hand in and try to identify what these parts might be. To help ensure that you don't see the part by mistake, a plastic garbage bag is placed over the opening of the box for you to feel the parts through.

The Easy level includes such objects as

wheel nuts, wiper blades etc.

The Medium level such things as a transmission brake shoe, engine mount, gearshift grommet etc.

The Expert level such things as a frame shackle bush, hubseal collar, fill / check plug from the front diff.

The Extreme such items as hood spare tire holder (series I), handbrake release (late IIA), horn button bracket (Series II) [Note: in the extreme you have to identify the Series too ...].

The Seelie Meelie is an assortment of parts you can see, touch, manipulate etc. These items are even more obscure.

Last year there was an additional category, parts that don't belong. Several parts from one vintage, with one from another vintage to cogently identify.

And if we are all very good girls / wives / partners / daughters / sisters, etc. crossword puzzler extraordinaire, Murray Jackson, might favour us with one of his exceptional crosswords.

AWARDS:

The time has come to reflect upon the past year and see if there are any members amongst our esteemed and worthy membership for a variety or annual awards that are presented at the Christmas Party. In fact, if you know of anyone that deserves a special award, send the suggestion along too! For all awards, please send your suggestions to Kevin Willey willeys@cyberus.ca. Nominations are being considered in the following categories:

Towball Award: Bestowed upon the person who tows perfectly functional Land Rovers around for fun (Quintin, Christian, Brett towing Dave (oops, that would be dysfunctional in this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons. Send nominations to: Kevin Willey willeys@cyberus.ca

An example of the type of recipient we are

looking for: in a previous year, this prestigious award was bestowed upon Ben Smith for all the towing he has done ... A pair of 101's from Washington State to Los Angeles, volunteering to tow a friend's 101 from Oregon to San Francisco, etc ...

Gasket Under Glass: Bestowed upon the person who best demonstrates the indestructible nature of Land Rovers, though probably not in the manner of which Land Rover itself would approve. This award uses the motto "I can't believe it actually ran" as one of its guiding principles. Using a head gasket with a spectacular burn through, this award goes to the individual who: exemplifies too much maintenance, the lack thereof, or simple wonder. Past recipients read like a who's who in this award's short lifetime.

An example of the type of recipient we are looking for, one year this prestigious award was bestowed upon Jeff Berg. Jeff has been beset with all sorts of engine woes, and other assorted maladies that have been vividly outlined in previous editions of the OVLRL newsletter

The Lugnut: Ahhh, our oldest, and most famous award. With an uncanny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential vic--uh candidates while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance. This is another award with a list of recipients that

reads like a who's who of Land Rover Owners.

Because of the prestige associated with this award, members are noticeably shy about coming forward and claiming the award, preferring to defer the honour to someone worthier. On the other hand, many are afraid to nominate someone else in fear that they might get ratted out themselves. Well, don't fear. We have several nominations thus far, so the chances are that your good buddy over there has already turned you in. So, this is your chance! Turn him in before your name appears on this lovely work of art!

An example of the type of recipient we are looking for: in a previous year, this prestigious award was bestowed upon Dave Lowe (as turned in by Tom Tollefson) for a multitude of sins, that range from rear ramming innocent 88's, to cross-axling the mighty 101 in the middle of a city park, to undertaking more engine rebuilds than even Dixon manages, as well as other assorted crimes to numerous to list

GETTING THERE:

Capital Drive comes off the west side of Merivale just south of Slack Road.

CONTACT NUMBERS:

Event Co-ordinator:

Shannon Lee Mannion (613) 594-9128
ottawavalleylandrovers@sympatico.ca

Internet: <http://www.ovlr.org/OVLR.events.xmas.html>

Email: events@ovlr.org

If lost getting there: telephone 225-8754



MID-ATLANTIC RALLYE

by Terry King
(photos by Terry King)

Unless you've been to Solihull or worked in Halifax on the docks, I doubt you've ever seen as many Land Rovers in one place than at the latest Mid-Atlantic Rally (MAR) gathering of the clan. Estimates were between 300 and 350 vehicles ranging from Series and Forward Controls, through Freelanders, with many Defenders, Discos and Rangies. There were quite a few daily drivers and some heavily modified vehicles.

Several OVLR members set out on the weekend of October 3-5 for the 1,000+ km trek to Virginia. Kevin Willey and Kevin Newell in KW's red Disco, myself in my black Disco.



Kevin Willey and Kevin Newell in KW's red Disco and Terry King in his black Disco.

Dave Pell had planned to go with me, but had to bail at the last minute. Gord Meadus and crew were in his silver Freelander, pulling a trailer laden with tires and camping gear. There was a Dixon Kenner sighting as well but I didn't get a chance to talk to him.

The MAR site is on a large tract of land in rural Virginia near the James River. The terrain is a mix of rolling hills, tangled underbrush, farmer's fields, water and ... mud.

On the trip down we had to navigate through the first snowfall of the season in the mountains of New York and some pretty cool weather. In fact, the first night was below freezing, which affected the campers (Gord ?) a little more than the motellers.

The weekend featured started with a work-crew to clear the trails of hurricane damage and

was followed by runs under the power lines, river crossings with a very strong sideways current, some forested trails and other challenges, like a simulated gorge crossing and the teeter-totter balance. After watching one Disco for five minutes on the teeter-totter, I am guessing that it's harder than it looks.



Gorge crossing challenge!

On Saturday morning I went to watch the gorge crossing. The challenge was to get your vehicle across a gorge with a winch. One team member first crossed a rope bridge carrying a huge metal spike, and as their teammate attempted to toss a D-ring on a rope across, they drove the stake into the hillside for winching the vehicle. It was pretty hard work, especially for those with only a heavy recovery rope or line. The trick was to have a light-weight line for the D-Ring toss.

The photo below is of a southern Disco on a muddy forested trail that we tackled on Saturday afternoon. A little further on we came across a pretty deep mud hole where another



A southern Disco on a muddy forested trail!



In a departure from the norm, this photo shows our president reasoning with a nearby tree prior to his dance with the mud, whereas he normally reasons with the mud prior to his "Dance with the trees."

group was bogged down, with one vehicle after the other needing assistance to get through. Seeing as how we were behind them, we decided to stop and help.

Later that run we happened upon a Rangie with a broken transfer case. The concerned driver was towed back to camp, where he found he was able to purchase new parts and have



Gord's Freelander charging through on its own, complete with about 300 lbs. of mud in his rear bumper.

them field-installed by several knowledgeable types, including Kevin Newell.

There was an auction followed by a BBQ complete with country music on Saturday night, and a brunch and parts swap on Sunday. There were several vehicles for sale throughout the weekend. The weather alone on Saturday made the trip worthwhile, we Canadians were down



Kevin W. comes through unscathed (with no DIFF-LOCK which was stuck).

to shorts and T-shirts in the afternoon, which extended our summer by several days.

The camaraderie and shared food over the weekend were unbelievable; our neighbour on Friday night made ribs for fifteen or twenty people, Gord made spaghetti and others shared drinks and appetizers. We made new friends and renewed acquaintance with several people who had attended our Birthday Party in June.

While it was a long trip to get there, the weather and break from routine made it all worthwhile, and we had a lot of new memories to contemplate on the road home.



OILER THAN THOU

by talented Terry King (with apologies and thank-you to Dr. Seuss)

The sun did not shine
All that cold, cold wet day
But we got in our trucks
And we went anyway

Out on the Queensway
At Alastair's by eight
He needed a tow
And we couldn't be late

We pulled in at Roy's
And he was there with a grin
Outside was raining
And so we went in

With Fred's hoses and nozzles
Compressors and oil
We set up plywood and ramps
And got to our toil

Gerry and trailer
Dave Pell, with food, too
One by one we arrived
And got in the queue

Now J-F is spraying
There is sand, oil and grime
Stretching and straining
A jolly good time

Here is Shannon with Brownies
Now Kev 1 and Kev 2
Some in Rovers, some hardtops
Some red and some blue

Stories and chatting
Andrew's tech tips are fun
Coffee and doughnuts
Who needs the sun ?



Dave Pell oiling his Land Rover.

Now packing up hoses
And plywood and rags
All parking the trailer
Nobody lags

With waves and grins for each other
We call out "See ya soon"
The Frame Oiler is over
until next year ... IN JUNE !!!



Enjoying refreshments at the trailer are (L to R) Roy Bailie, Gordon Bernius, Gerry Dowell and Kevin Dowell (child).

THE FRAME OILER - 2003

Thanks to Roy Bailie for providing the spot at Kanata Collision, to Bruce Ricker for providing the oil, to Fred Joyce for the hoses and spray guns, to Gerry Dowell for bringing the ramps and mobile kitchen aka trailer from his shop in Perth, to Dave Pell for being hot dog chef in the absence of Dave Meadows and to Shannon who made the Magical Mystery Tour Brownies.

And thank-you, Terry King, for towing Alastair Sinclair's truck to get its little bottom oiled. And thank-you very much to Alastair for oiling mine.



Jean-Francois Bonin's Disco