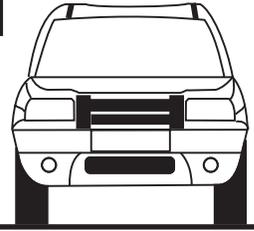


OTTAWA □
VALLEY □
**LAND
ROVERS**



NOVEMBER 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER X

LAND ROVERS ON HOLIDAYS!



Richard Wegner's 1973 Series III on holidays in the Rockies, way back in 1994.

(Send along photos of your Land Rover, and of course you, on holidays – great scenery, interesting locations, etc. The year doesn't matter, just interesting places. Include a little description of where and when!)



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.

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.

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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.

ANNUAL OVL R CHRISTMAS PARTY

Friday, December 5th, 2003 (*note that it is on a Friday and not a Saturday as in the past*)

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 (OR FEBRUARY) 2004

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

CLASSIFIEDS

FOR SALE, 1960 LANDROVER SERIES II 109 PICKUP

Body and mechanical are in quite decent shape, motor was "apparently" rebuilt prior to unit being parked 5-6 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. Contact Rick at 613-256-3306 between 6 -9 evenings and weekends.
E-mail cherick@sympatico.ca

WANTED:

A five-door in good shape ... S3 or 110 ... or IIA
Please respond to: Ian Harper at tantramar@gto.net

1967 LAND ROVER 109 SAFARI STATION WAGON FOR SALE

Stationed from 1967 until 1998 in Saudi Arabia desert at an oil company! 1998 to date stored in heated garage. Fully certified and running. No rust. One of the best "original" examples of its kind in America. Some new interior stuff and some interior work left to do (headliner). Trading over to a Defender. \$20,000 CDN Firm.
613-833-0984



FAREWELL TO ALL THAT

by Alastair Sinclair

After five years of driving my Series III every day, I wanted something with a radio. I found a nice used '91 Classic Range Rover. I put over 80,000 kilometers on it in just over a year. It got me through three moves, two jobs and one OVL birthday party, helping me to maintain my streak of getting there under my own power for the last few years.

The Range Rover was originally to be the pampered truck, but as with everything in life, it soon became my one fits all machine. I used the truck to cover a great deal of highway miles. Work frequently has me going from Ottawa to Montreal to Toronto and back in one fuel sucking, posterior numbing, long-haul trucker impersonation. At this task, the Range Rover excelled, the eight pot under the hood helping me run at roughly twice the speed of my Series Rover, never mind the fact that the doors didn't leak and I had music to listen to. I've never even considered a radio in the Series, it's just too loud at speed. Unfortunately, you could probably drive three or four series trucks the same distance for what it took to keep Range Rover fueled up.

That being said, there are few things in life more pleasant than barrelling along in the left lane between 140 km/h and 160 km/h, ensconced in leather and burl walnut, hair being gently massaged by the sunroof generated breeze while your left hand rests on the indicator stalk, ready to give a little flash of the high beams to anyone who dares stray in your path.

Yes, believe it or not, the Range Rover has serious left lane credentials. This may in part be due to its sheer size. Most cars don't come up to the top of the bonnet. I loved the burble form under the hood. The Range Rover is by no means fast. Compared to the Series Rover however, it seemed like a new 911 Turbo.

One of the nicest things about a Range Rover is that once it rolls it generally sticks its line. If you aren't afraid to row the automatic yourself from time to time you can hold your



Alastair wipes a tear from his eye the day before he chopped in his Range Rover on a super-charged A4 Audi.

gear and really hold it in some beautiful drifts out on the backroads. Another nice feature is that you really can tow just about anything behind it. I have a tow bar for the Series truck and it was nice to drive somewhere, have some fun in the mud and then hop into the Range Rover, knowing that you could hum home in air conditioned or heated comfort. When it works, it's wonderful in a Range Rover.

That is the hard part. If you find yourself a cream puff, a nice truck, you can enjoy years of reliable service. As with any vehicle, things start to go. As my truck neared the 300,000 km mark, many things started to go at once. What you can do in the drive at home with the Series is not always the same in a Rangie. Changing the heater motor involves taking out the entire dash. You are looking at a lot of time, a lot of clips and a big bill whether you do it yourself or have it done.

This is another area that frustrates: parts pricing. Whoever originally purchased my Rangie had deep pockets. Mine are relatively shallow. What the dealer is asking for parts is egregious. If you have a Series truck then you likely have a stack of catalogues, of contacts, of sources for parts. You become a person who knows how to find things. I imagine that most individuals just want to drop it off and have it fixed. With a little homework you can regularly



Quit honking, pass why doncha!

save half to three quarters the price of what the dealer wants for a relatively common part.

An example is the front U joint on the front drive shaft. Because of the small area it is small and uncommon, so says the dealership; you pay over one hundred dollars. With a little homework you can get the same u-joint from any auto parts supplier for thirty-five dollars. After a while this is tiring and if you don't have a lot of time on your hands and you don't have deep pockets, trying to keep your Rangie in top form can be an ongoing headache. I personally have found it a lot easier to keep the Series going well, but it has a lot less bits.

In the woods, Range Rovers are a ton of fun. If you are willing to go out and play you will find that a Range Rover will do nearly everything a Series truck will do, provided it has some decent rubber. I thoroughly enjoyed taking it through the swamps and up and down the hills at this year's Birthday Party. The one thing I have found is that a Series rover will 'float' through the mud much better than the heavy Range Rover. That is made up for by the torque that can keep you out of trouble in a lot of situation.

After the list of illnesses grew and it became clear that I would still be spending a lot of time on the road for work, I chopped in the Range Rover on a turbocharged Audi. It's also brown most of the time and, like the Range Rover, if you brake late into a loose corner you can put the power on and drive it out sideways for quite a while. Yes, the beauty of all wheel drive. Life changes and I find myself back on the way to living in the country. I miss my big green box and I am keeping my eye out for one with lower kilometers at the right price. I am confident that I will find one soon. I'll keep you posted. Let me know if you know anyone who wants to buy a nice Audi ...

CAPSTAN WINCH FOR A LAND ROVER? IN THE REALM OF POSSIBILITY?

submitted by Rory McDonnell

This past summer I was witness to the marvels of a capstan winch. Trevor Easton's 88 (Miss Go-Litely) sat ticking over and slowly but surely inched other vehicles from the mud with a combination of, I think, about four towstraps, as many shackles and his length of rope. It seems to me that a capstan winch makes complete sense on a Land Rover. And considering that the electrics in my 109 can only intermittently operate signals and lighting, I can't see fitting an electric winch. Perhaps other OVLRL members may find the following interesting:

I ran across a website for a company in the U.S. that manufactures reproduction capstan

winches for vintage Jeeps at www.capstanwinch.com and sent them an inquiry as follows:

Sirs – I am sure I am not the first person to ask this, but is there any chance you produce a capstan winch kit for Series Land Rovers?

to which I received the following reply:

Hi Rory,

Amazing how many times I have been asked this. If I could come up with an original for a pattern, I am sure it could be reproduced. I even have a gear maker that is quite reasonable. Let me know if you know if someone who has one.

Dave Butler

DRIVE BY WIRE-LESS!

submitted by Ray Pearmain

FALL CTIA:

AUTO INDUSTRY MAY EMBRACE RFID BY 2008

The automobile industry will be using radio frequency identification (RFID) technology to track parts throughout its supply chain within three to five years – and automobiles produced during that same time frame will feature built-in wireless systems, according to Anthony Scott, chief technology office at General Motors Corp.

On a more immediate note, Scott said GM has decided to migrate all of its desktop computers worldwide – between 110,000 and 120,000 of them – to Office 2003, which Microsoft Corp. introduced this week.

Scott, a speaker at the Cellular Telecommunications & Internet Association annual Wireless IT and Entertainment conference in Las Vegas, said at a lunch Wednesday for reporters that GM decided to move to Office 2003 because of its built-in XML capabilities. GM, Scott said, has “a lot of XML-enabled applications”.

The automaker, however, will not change its operating system on those desktops, Scott said. It will stick with Windows 2000 for now, though at some future date it does plan to move to Windows XP or an updated version of that operating system.

As for the RFID technology, which stores supply-chain data on small tags equipped with antennas, Scott said he expects the entire automobile industry to eventually embrace it in the same way Wal-Mart

Stores Inc. plans to use RFID tags in its supply chain. “It will happen,” Scott said, adding that the use of the tags will require backing from the entire automobile industry. Scott said GM has already worked with the MIT Auto-ID Center on the development of standards for the tags’ use.

He also predicted that GM will deploy some kind of short-range, high-bandwidth technology such as Wi-Fi, Bluetooth or Ultrawideband technology in automobiles within three to five years, starting first with high-end vehicles and then moving the technology throughout its line. These built-in wireless systems could be used for diagnostics and to help consumers transfer MP3 audio files between home and car stereo systems.

Consumers, he said, “will demand” this kind of wireless connectivity.

And on a different topics, he said remote GM workers now use a wide range of devices to access corporate networks – including BlackBerry pagers from Research In Motion Ltd., handhelds from Palm Inc. and notebook computers from Hewlett-Packard Co. As a result, the company has determined the only way it can support such a variety of access devices is through the use of middleware, which allows any device to access corporate applications and e-mail.

GM uses middleware from both Extended Systems Inc. in Boise, Idaho, and Synchrologic Inc. in Atlanta. These companies provide the automaker with the software that “connects applications to end devices,” Scott said.

SOLIHULL SOCIETY 2004 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.

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.

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



DECK THE HALLS OVL R-STYLE AT OUR 20TH ANNUAL CHRISTMAS PARTY

FRIDAY, DECEMBER 5, 2003 AT OTTAWA, ONTARIO (*PLEASE NOTE THAT THE DINNER IS ON FRIDAY.*)

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:

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

COST:

The cost is the same as last year. \$20 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, gearsift grommet, etc.

The Expert level such things as a frame shackle bushing, hubseal collar, fill/checkplug from the front differential.

The Extreme Level 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 correctly identify.

AWARDS:

Don't miss the year's culmination with the awarding of the Towball Award, the Gasket Under Glass Award, and the Lugnut Award

GETTING THERE:

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

If coming from out of town, please check road maps and conditions by going to links at www.ovlr.org.

CONTACT NUMBERS:

Event Co-ordinator: Shannon Lee Mannion (613) 594-9128

Please RSVP before November 30, 2003 to above phone number or email at ottawavalleylandrovers@sympatico.ca

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

Email: events@ovlr.org

If lost getting there: telephone 225-8754

RAY PEARMAIN WRITES:

Here is a website that may be of interest to LRs - perhaps the OVL R should have one too. <http://www.team.net/archive>

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