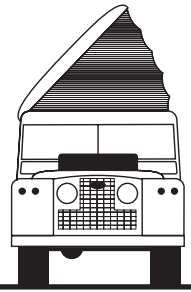


OTTAWA
VALLEY
**LAND
ROVERS**



May 2004

www.ovlr.org

Volume XXI, Number 5

A Quiet Time at the Maple Syrup Rally



photo by Shannon Lee Mannion



PO Box 36055, 1318 Wellington Street
Ottawa, Ontario Canada K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

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Thanks to all our Helpers

Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson, Terry King and all those whose names I just know I'm forgetting.

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OVL R Newsletter

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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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Submissions Deadline

The 15th of the month for inclusion in next month's 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.

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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.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please call Christine Rose for location. (613) 823-3150

June 25th - 27th, 2004

OVL R 21st Birthday Party, Silver Lake

June 27th to July 4th, 2004

Please note that the Pierre Gauthier event will be from the 27th of June to the 4th of July.

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre, 43 Capital Drive, Nepean K2G 0E7

OVL R 21st Birthday Party
Silver Lake, Ontario
June 25th-27th, 2004

Just a gentle reminder that your registration must be received by June 15th. The cost increases for any registration received after this date or upon arrival at the event. No exceptions!

For information see past issues of the newsletter, or the club website at <http://www.ovlr.org>.

We need to know where you have gone!

If you change your email or snail-mail address, then it'd be wise to send the change to Dave Pell so there is no interruption in delivery of your newsletter.

From the web site of the Colorado-based Solihull Society

Land Rover. [excerpted from Brewer's Dictionary of Twentieth-Century Phrase and Fable (Houghton Mifflin, 1992), p. 341] Any of a range of four-wheel drive utility vehicles built by the British Rover Company and renowned the world over for their rugged performance in all terrains. Design work on the Land Rover started in 1947 to provide the Rover Car Company with a stopgap model to fill their postwar production vacuum. It was inspired by the US Jeep, which was proving popular with farmers after the war. The Land Rover was launched at the Amsterdam Motor Show in 1948, priced at 450 pounds sterling. The engine and transmission, taken from Rover's saloon cars, were fitted to a sturdy box-section chassis. The body, with its simple flat panels, made few concessions to creature comfort: the early models had only a canvas cab roof, and a cab heater was not available until 1950. The new model proved an instant success. In 1954 a 107-inch long-wheelbase version was introduced to give greater load space and the

power unit was upgraded; three years later came the first diesel versions. Many variants had emerged by the mid-1950s, including a Station Wagon and Fire Engine, while the armed forces quickly appreciated the Land Rover's versatility. By 1958 production had topped 200,000 units, with more than 70% going for export. Rover was taken over by British Leyland in 1967, but the company's plans for a luxurious up-market stable-mate for the Land Rover were unaffected, and the Range Rover was launched in 1970. During the 1970s and 1980s the Land Rover faced stiff competition from Japanese manufacturers, so that by the mid-1980s the Land Rover 90 and 110 series offered such options as turbo-charged engines and stereo radio-cassette players — a far cry from the original spartan vehicles. In 1988 Land Rover was acquired by British Aerospace, as part of the Rover Group. British Aerospace sold the Rover Group to BMW in 1994. BMW sold the Rover Group to Ford Motor Company in 2000.

Brits on the Beach in BC

(leave now, you people driving Series vehicles)

Submitted by Bill Blake

We are invited to the annual all British Car event "Brits on the Beach" on Transfer Beach in Ladysmith, B.C. in conjunction with their 100th anniversary. This year is a two-day event with a "Ralley/Drive About" on Saturday July 17th and car show on Sunday July 18th. Bring your British car or just bring yourself and/or your family for a great weekend or holiday on the coast.

Club website: <http://members.shaw.ca/cioecc/>

Link to "Brits on the Beach" website (pictures from 2003): http://members.shaw.ca/cioecc/brits_on_the_beach.htm

Tony Mantel Event Co-ordinator email address: mrfixit@telus.net

Ferry info: <http://www.bcferries.bc.ca/>

Visit the west coast of British Columbia, Canada for a great vacation. Lots of camping facilities, Bed & Breakfasts, tourism facilities, lots to do for an extended holiday. Please pass this on to your club members and anyone you think would enjoy this event.

Hallelujah, Kevin Converts or Stan Gets a New Heart

(Or, This is Another Fine Mess I've Gotten Myself Into!)

by Kevin Newell with technical savvy by Stan

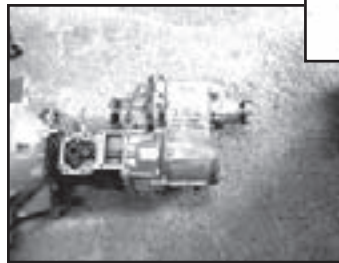
This is a multi-part series of articles by Kevin Newell on the adventures of an oil burner.

Part 1: Meet Stanwood (there is nothing wrong with him, it's me that has the problem)

For those of you who have never had the pleasure of meeting my daily transportation this is Stanwood, my 1972 Series III 88 inch 2.25 Petrol engine Land Rover. Stan has served me very well over the past few years and has had many upgrades. I painted him "Spruce Green" a Ford colour, and kept the cream roof and wheels. I like the look and feel of the early Series Land Rovers more than newer technology.

(Author's note) I also own an Island Blue 1967 MGB GT (yes Ted Rose and I often get waved at by people who we don't know but they are sure they know us!). You see, over the years Ted and I somehow ended up having very similar vehicles ... and we both live in the same city ... and somehow we work three minutes away from each other. Other than that we see each other a few of times a year at club events, but I digress ... (FYI in future, if you think you are waving to Ted while passing a cool looking blue BGT or a light green Series III and he doesn't wave back, I probably didn't recognize you). And if this has happened to you already ... my apologies but I just don't wave a lot to strangers.

Back to the story ... So Stan is working just great! I added parabolics, a fabulous upgrade! I put an Ashcroft high ratio transfer case in him and he was even better. The engine is working fabulously so the natural thing is to look for something else to do. I have been intrigued for years with small diesel engines but really never took the leap. I decided I wanted Stan to have just a little more horse power and economy. My search for alternative engines began early last year. Long story short, I investigated a lot of



options and decided on the 300 Tdi. (Don't ask me why ... I just wanted it.)

At this point I realized that I have to start going to my regular meetings ... you know ... "Hi I'm Kevin, I'm a Land Rover owner and it's been six months since I did anything to it". ... I've had a relapse! I always thought people like me needed help but I've come to realize that ... I don't care ... so here goes.

I called several salvage yards in the UK before deciding on Equicar, they are excellent to deal with. I also decided to upgrade to a five speed gearbox. So back on the phone to David Ashcroft in the UK and we discussed my plans. I ended up selecting an LT77s (Strengthened) five-speed Defender gear box. I added an LT230 Q (quiet) Disco transfer case with the center diff modified for part-time four wheel drive (to keep my Series front axle set up).

Once I got the stuff here I'm thinking sweet mother of mine! Can I really fit this into my tiny little Land Rover??? Okay so now we know what craziness I have decided to get myself into. Stay tuned ...

The OVL R Maple Syrup Rally 2004

photos and story by Terry King, Event Co-Ordinator

The day started out foggy and cool as we set out to haul the expedition trailer off to Vern Fairhead's for the 17th Annual Maple Syrup Rally. Despite having spent a few hours the day before working on the trailer taillights, they would not cooperate in the misty morning air and took some more fiddling. Thank-you once again, George Lucas.

After patching the lights and getting under way again, my brother Scott and I made the fairly uneventful trip to Shawville via the Quyon Ferry. It was a little disconcerting having four feet of trailer hanging over the side for the crossing, but we survived. Upon viewing the Disco and the trailer, one elderly passenger had to ask if we were with the Canadian Military. I assured him we were not invading Quebec for ulterior motives but in fact were going offroading.

Once we rolled into Vern's (yes, I was a tad late), the crew quickly tackled setting up the kitchen for the hungry throngs. Christine had precooked the hundreds of sausages the previous day, to the joy of her family and neighbours, so it was just a matter of mixing and pouring the pancake batter onto the grills and setting up the tables to get breakfast going. There were homemade beans and fruit and gallons of fresh



Bruce and Andrew's Series vehicles are shown ready to go



maple syrup. Thanks Vern! Thanks also to Dave Pell, J-L Morin and Francois Juneau for doing the lion's share of the cooking and those others who helped serve and cleanup.

Thanks to Christine for organizing another successful Easter Egg Hunt for the kids, which went on during the cleanup.

While breakfast was being prepared, I went to see some of the vehicles that had come out to play.

Bruce and Andrew's Series vehicles are shown ready to go. Anthony Poole from Ottawa LandRover was driving a great looking Tdi-5 Defender.



Cooking ... and ... cleanup!

Maple Syrup Rally (continued from page 9)

After the trailer was cleaned up and put away about 1:00 p.m., more than a dozen vehicles carrying about 40 people headed out to the trails headed up by Vern and Francois in F's venerable Unimog. There were two or three Rangies and five or six Discos. Andrew, Ted, Rob F. and Bruce were in their Series vehicles. Anthony was in the blue Defender. Scouting ahead was the intrepid Jean-Leon on his mountain bike, as his truck was laying in pieces back home. The Price family, proud owners of a newish Freelander, rode with me to get a feel for offroading. Considering the trail conditions and last year's banging on Gord's Freelander, this was probably a good decision.



Christine's Disco

(photos by Roy Parsons)



Peter McGough



(photo by Bill Blake)

After about an hour of light driving (circling?) in the woods, but with a few bumps and bangs, we came to the steepest hill on this day's run. Dave Lashley in his stock Disco had the luck of the draw and tackled it first. By the time I walked up the line to check out the conditions he was up the hill, and one by one we took our turn. The parking was a little tight at the top but in true Land Rover fashion we all found a vantage spot to watch the others make the ascent. For Rob F. it had to be in the middle of the trail because there was no more room. It was quite muddy with the ruts worsening for each vehicle but without too much difficulty we all got up.

Meanwhile, the advance crew had forged ahead on foot, bicycle and in several vehicles to



Peter on the descent

(photo by Bill Blake)

check the trail. Not that everyone wanted to, (right Alastair?), but the reports of worse conditions ahead, combined with time constraints, helped make the decision to turn around and head back down the hill to Vern's place.

We got back about 4:30 p.m. and after hooking up the trailer, said our farewells and headed home. All in all a very successful day. Thanks to all who helped in the organization of this event.

“Ya run what ya brung.”



All photos are by Shannon Lee Mannion at the Maple Syrup Rally.



We are nothing if not an eclectic group.

More Pix from the Maple Syrup Rally



The dogs enjoyed the day!



Christine Rose thanks Vernon and Linda Fairhead for hosting another fantastic Maple Syrup Rally and presents them with a gift certificate from Lee Valley Tools.



Who says a truck isn't a babe magnet?



*Peek-a-boo!
(photo by Roy Parsons)*

All other photos by Shannon Lee Mannion



What is it about an open hood that draws men like moths to a flame?

Truth? Urban Myth?

A member submitted this article, which has recently been circulating around the web. Although the article appears to be from Shell Oil, they state it is not. On the web site urbanlegends.about.com the following quote appears: According to Shell Oil, allegedly the source of the information, the email is a complete hoax and did not originate from the company. "We're not aware that there has ever been an incident where this has happened," a Shell representative told Reuters in February 2003. A mobile phone industry spokesperson labeled it an "urban legend."

To research this information more, see the website: <http://urbanlegends.about.com/library/bl-cellphone-gas-fires.htm>

The Shell Oil company recently issued a warning after three incidents in which cell phones ignited fumes during fueling operations.

In the first case, the phone was placed on the car's trunk lid during fueling; it rang and the ensuing fire destroyed the car and the gasoline pump. In the second, an individual suffered severe burns to their face when fumes ignited as they answered a call while refueling their car. And, in the third, an individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in their pocket, rang while they were fueling their car.

You should know that mobile phones: can ignite fuel or fumes; that light up when switched on or when they ring release enough energy to provide a spark for ignition; should not be used in filling stations, or when fueling lawn mowers, boats, etc.; should not be used, or should be turned off, around other materials that generate flammable or explosive fumes or dust, (i.e., solvents, chemicals, gases, grain dust, etc.)

Here are the four rules for safe refueling.

1. Turn off engine
2. Don't smoke
3. Don't use your cell phone - leave it inside the vehicle or turn it off
4. Don't re-enter your vehicle during fueling.

Bob Renkes of Petroleum Equipment Institute is working on a campaign to try and make people aware of fires as a result of "static electricity" at gas pumps. His company has researched 150

cases of these fires. His results were very surprising:

1. Out of 150 cases, almost all of them were women.
2. Almost all cases involved the person getting back in their vehicle while the nozzle was still pumping gas. When finished, they went back to pull the nozzle out and the fire started, as a result of static.
3. Most had on rubber-soled shoes.
4. Most men never get back in their vehicle until completely finished. This is why they are seldom involved in these types of fires.
5. Don't ever use cell phones when pumping gas.
6. It is the vapors that come out of the gas that cause the fire, when connected with static charges.
7. There were 29 fires where the vehicle was re-entered and the nozzle was touched during refueling from a variety of makes and models. Some resulted in extensive damage to the vehicle, to the station, and to the customer.
8. Seventeen fires occurred before, during or immediately after the gas cap was removed and before fueling began.

Mr. Renkes stresses to NEVER get back into your vehicle while the gas is pumping, make sure you get out, close the door TOUCHING THE METAL, before you ever pull the nozzle out. This way the static from your body will be discharged before you ever remove the nozzle.

The Petroleum Equipment Institute, along with several other companies, are trying to make the public aware of this danger. You can find out more information by going to < <http://www.pei.org/> > <http://www.pei.org/> .Once there, click on "safe refuelling" then "Stop Static". There are lots of follow up articles.

Note from a Chemical Engineer:

Why would cell phones which operate at 3.75 Volts DC ignite gasoline when automobile electrical systems don't. Cars work at 12 Volt DC. At least that's the conclusion I would reach based on my years at school studying Chemical Engineering as well as the several years I worked in the oil/petrochemical industry.

If this story was true do you think any of us could enter a gas station with a cell phone!

Lots of questions – the discussion goes on!

Solihull Society Makes Plans

submitted by Kevin Willey

2004 Land Rover National Rally September 14th-18th, Moab, Utah

Rally Update

To date we have had a large number of enquiries from Land Rover Clubs all over North America, From Florida to Northern California, From New Mexico to Ottawa.

As a result of this interest it was decided at our executive committee meeting last night to invite all clubs who attend to bring along their club banner. We would like your club to bring its banner so that it can be displayed at the Vendor

event on Thursday 16th September. A small way of recognising the interest showed by various clubs from around North America.

The Rally Staging point each day will be the Old Spanish Trail Arena.

Contact:

Norman Hall

www.SolihullSociety.org

See Solihull Society members in action in the February, March, April & May Issues of Land Rover Monthly Magazine.

See the Solihull Society write up on page 68 of Atlantic British's new catalogue. See Solihull Society information in the March Issue of Land Rover Owners International Magazine.

Adventure Team Challenge 2004

Date Changes!



submitted by Kevin Willey

James Merriam writes:

I have received a quite a few requests in the past week from ATC 2004 competitors to move the dates of Adventure Team Challenge further into June. In order to accommodate the overwhelming demand I have set new dates for ATC 2004, they will be June 14-June 18, 2004. The start location will not change, but these new dates will allow for more clubs to send a representative team, and give us better media coverage as well.

The event will start June 14, 2004, from the campground on the western side of the Cedar Valley reservoir near Garnett, Kansas. The event will conclude near Montauk State Park in Central Missouri on June 18, 2004.

For more information contact:

James Merriam

843 Greenway Court

Derby, Kansas

67037

(316) 789-8155

camelrover@aol.com

www.adventureteamchallenge.com

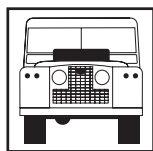
Classifieds

YOUR AD HERE

FREE add space to members.

Send information and/or photos to:

ottawavalleylandrovers@sympatico.ca



Uh, you could always buy Shannon's 1963 Falcon. It's almost at fire-sale status.

FOR SALE

Lovingly tended 1963 Ford Falcon, 170/ohv, straight-six, four-door, automatic, bench seats. One owner past 25 years. Stored for past 10. Mostly original, including shackles and bias-ply tires. Interior's been changed. Colour-Autumn Leaf (like red primer with a bit of metal flake.) Under 100,000 miles. Asking \$3,000. Ottawa, Canada. Please email Shannon at ottawavalleylandrovers@sympatico.ca or phone (613) 594-9128



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Rory sends this photo with a cryptic message:

We went to CampNL last year in Minden, and I just checked their site for this years date and happened across this great picture. I distinctly remember that the gentleman in the hat was pointing at a distant obstacle, informing me that no one else could make it to the top – but perhaps that Rover of yours might Could he mean, uh, the Rolls-Rover? But that was at the Birthday Party. I am confused.



photo by Rory McDannell

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