

OTTAWA  
VALLEY  
**LAND  
ROVERS**



August 2004

[www.ovlr.org](http://www.ovlr.org)

Volume XXI, Number 8

## Through the Looking Glass



*photos by Dixon Kenner — see more photos on pages 6-9*



*RedSquare coming 'round a corner...*

*Laz taking a rest on the frame rails in a small puddle. The water doesn't look that deep really.*

*Now it's time to take the newer iron out on the RTV course. Niel can't have all the fun!*



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.

## OVL R Newsletter

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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](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?

### OVLR 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

#### Oiler

Sept/Oct on the coldest, wettest day of the Fall.

#### Friday, December 3, 2004

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

### Correction:

In the July 2004 issue, all photos on pages 6 & 11 that were attributed to Brett Storey & Marry Kaye were actually the work of Andrew Jones. In addition, all photos on page 7 that were attributed to Terry King were actually taken by Brett Storey & Marry Kaye. Sorry for the mix-up.

### We get mail from South America:

Dear Sirs of the Land Rover club, (Shhhh, we won't tell him about Christine)

I am equipping my Land Rover for an expedition that I will do in the South America.

I would like to receive an adhesive (sticker) of your Land Rover Club to put on the my Land Rover. I will send an adhesive of my club as gratitude.

*Best Regards,  
Daniel Lheritier  
Rua Joaquim Pereira Pinto, 82 apto 91  
Jardim Avelino - Sao Paulo - SP  
Brazil  
Cep: 03226-070*



*Here is a photo of Daniel posing on his truck in the Atacama Desert. The photo was taken in 2002.*

# A Call to Quills!

## (An Alternative to Closures)

by Del Albright

No more Mr. Nice Guy. I've had it! Our recreation is in serious jeopardy, I don't care what you ride. Whether a dirt bike, buggy, 4wd, ATV, PWC, sled, or wake skates behind a boat, WE are in trouble.

I am writing this as me, Del. I am not claiming to represent any group or organization that I work for, represent or am a member of. This is from my guts telling me we had better change the way we're doing business, or we're gonna lose our motors. I am getting firmer and stauncher in my positions on land use and access. But we need an army of people getting in the game so our voice can be heard.

Now I'm not playing Chicken Little here, either. The sky is not falling. But from my experience around the continent, the atmosphere is sure shaky. Tune in here and see what I think we need to do before it's just any further down the road, too late.

To make a long, bring tears to your eyes, story short, this is the gist of the problem:

1. Our image is so tainted we're an easy target for bad press and closures due to the few yeh-hoos and dip-wads out there.
2. We deserve some of the bad press – we are not policing our own.
3. By not showing up and speaking out as much as our opponents, we are the vast minority, under dog, get stepped on groups.
4. We are a HUGE army waiting for the call to help manage our public lands, but we're not there in mass.
5. We wait until the gate is up before we ask for help or get involved.

Now with that in mind, I have some fixes. If you've read this far, I am HOPEFUL that you will do more than read. ACT. Act now. Get your friends to act. Do not take my gut instinct, based on 22 years in this business, lightly. Stand up and quit rolling over! Get aggressive and

assertive about your recreation. Here's how in simple terms:

FIRST: Let's clean up our web sites and bulletin boards where some people think they can talk like inmates and make us look like idiots. Clean them up now. Change the rules of posts if you're a moderator. Get rid of the idiot behavior and Let's start showing some responsibility towards shaping our image. If you're posting to BBS's, then post like an adult. Get a private list somewhere if you need to launch out; but not where our opponents can see you.

SECOND: if you're not a member of EVERYTHING you can afford to be, then you're not in the game all the way. JOIN every local, state, and regional organization you can. And JOIN Blue Ribbon Coalition. It is through membership that we build strength and find money to fight the battles.

THIRD: Be an advocate for your sport. Include others. Do ride a longs. Get political. Do not think you can let someone else do it for you. Get some training. Get some help. Do whatever it takes, but do it now, before YOUR gate goes up. Get a Trail Patrol or Neighborhood watch started on your trails. Advocate for responsible use; dump the dip-wads.

FOURTH: Set the example in everything you do in your sport. Ride responsibly. Camp responsibly. Drink responsibly. Behave like EVERYONE in the world is watching and evaluating your actions. Have fun, yes. But realize we are threatened like never before. I've never seen so many closures and potential closures on the horizon. I've been at this a long time. Please take heed and act now.

FIFTH: Pick up your pen. That's why I called this article a Call To Quills (pens). Pick it up and write a letter. I don't even care to whom you send it. Just start to write. Tell your congressman how you feel about multiple uses of public lands. Tell your Commissioner/Board of

## A Call to Quills! (continued from page 9)

Supervisors how you feel about your right to ride responsibly. Tell somebody something. Get your voice out there. Be heard. Be in the game. Tell them you're tired of rolling over and compromising. Tell them you want no net loss of public land riding opportunities. Tell them no more unreasonable compromise that means loss for us.

We are not well-represented when the letters are counted at the end of the day. We have to change that, or just give up the effort. I for one am not ready to roll over or give up any more. I'm in there with teeth barred now.

On the other hand, continue to work with the great land managers who ARE working with us, trying to help us, and seem like they have a

balanced approach to their job. Even if you don't get your way every time, do support those land managers who you know are trying and fair. Support those good politicians who believe in giving us a chance to recreate on public lands. And in both cases, where there are bad land managers, or bad politicians, put them in the dip-wad category and work to get them dumped!

Do it now. Do something. Please do not sit by and wait. We can't wait. Emergency closures should be reserved for when management fails. Well, if you're not in the game, then chances are, management will fail. Pick up that quill.

*Del*

Visit my web site for more help: < <http://www.delalbright.com/> > [www.delalbright.com](http://www.delalbright.com)

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## Dear Editor/Webmaster:

The < <http://www.delalbright.com/Rubicon/spider.htm> > closure of Spider lake camping area < <http://www.delalbright.com/Rubicon/spider.htm> > on the Rubicon Trail has drawn world wide attention to the Rubicon Trail — beyond what it normally gets. The Rubicon Trail Home page on my web site has blown out all statistics for me. I'm inundated with emails and hits from all over the world. It's a good thing; but we (Friends of the Rubicon) need your help.

This request is for your web site or club chat rooms, etc. We need more feedback and ideas on the future of recreation as it relates to the Rubicon Trail. This is the first time I know of that sanitation (human waste) has closed a trail. The extreme sport craze has affected the Rubicon Trail immensely. Over use of the trail is becoming more of a problem (too many people, too small an area). Ideas are floating around about permits on trails; mandatory sanitation products; and more cops on trails.

If you have the interest in your area, would you please start a Rubicon Talk type forum on your web sites and chat rooms where folks can discuss this, come up with ideas; and feed them back to me, or Friends of the Rubicon, or where ever you like to send key information for distribution. Please have a local moderator who

might serve as the single point of contact for FOTR for key ideas to feedback.

Also, in keeping with the recent article I sent you on < <http://www.delalbright.com/Articles/quills.htm> > A Call To Quills, I request that if you do this, you ask that these chat rooms, web pages, and BBS areas be readable by kids and moms.

*Thank you,*

*Del*

Del Albright  
Trail Boss, Friends of the Rubicon (FOTR)  
Moderator, FOTR Email List  
BlueRibbon Ambassador and Life Member  
State Environmental Affairs Coordinator,  
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Com; and the < <http://www.orba.biz/> > Off-Road  
Business Association (ORBA).

# Blacker Than Night III

by Ben Smith

photos by Dixon Kenner and Bill Maloney

We were busy drinking beer, driving around, and setting things on fire. What more would one want out of a weekend? In late July, a number of OVLV club members hit the road and headed to Ben Smith and Christina Albrecht's house for a Land Rover weekend. The first to arrive was Al Richer on Thursday afternoon in a Range Rover Classic. After setting up camp, he took it as a personal challenge to get my newly acquired 1951 80" running. This Landy was last road registered in 1959 and had been "resting" for decades in Oregon. A rear diff had been sourced at the 2004 BP, a key made at British Pacific, and a new battery purchased—all were yet to be installed.

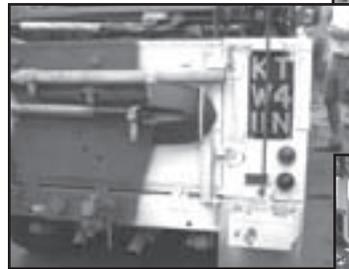
Al set in with enthusiasm Friday morning while Christina and I continued laying concrete blocks for their barn. He quickly determined that the engine was not seized and there was oil in the sump. After cleaning up the points and installing the battery, it quickly started on ether. The fuel pump was determined to have a torn diaphragm, but a gravity feed system worked well to prove that it could run.

The top of the Solex carb was removed to clean up the floats. While installing the rear diff he found that the rear brake cylinders and lines were missing. The radiator was pulled and a half-fist-size hole was discovered on the back side—all neatly sealed with solder. Countless years of mouse droppings and nuts were removed, but the rad held water. New radiator hoses and an electric fuel pump were procured from the local auto parts store. The fuel pump was the lowest pressure available, but still in the 5 to 9 psi range. It was more than the 3 psi recommended, a feature for later excitement.

The 80" would start and run reliably at this point. The gear shift lever was unstuck and the clutch worked OK.



*Giving directions.*



*Quick check stop.*



During this time, others started drifting in. First, Jeff Meyer in his Series IIA 109. Then Dixon Kenner in a (cough) Toyota and later Bruce Fowler in a '87 Range Rover Classic. The keg was tapped, dinner eaten, and tall tales told into the wee hours of the morning. After midnight, Howard Smith with little Owen pulled in towing their SIII Lightweight on a trailer. Not too long later the sound of tires on gravel announced the arrival of Dave Bobeck and Lisa Wilson in Red Square, a Series IIA 109 SWB.

Saturday dawned to a humid and hot day. The smell of fresh coffee and donuts roused even the heaviest of sleepers. Bill Maloney arrived in a non-Rover. By 0930, the convoy sorted itself out for the 70-mile drive south to the New Jersey Pine Barrens. Additions to the convoy included me driving a 1973 101FC GS and Christina driving a 1994 Disco 5-speed.

What went through the minds of the general population when they saw convoy of six Land Rovers heading down the freeway with a

camouflage 101FC in lead and a camouflage Lightweight in the rear can only be imagined. At the Ranger station in Atsion the last addition to the



*(continued on page 7)*

### Blacker Than Night III (continued from page 6)

convoy was patiently waiting — Ron and Nancy Tompkins with their SIIA 88".

The group set out down Quaker Bridge Road and just before the bridge turned down a track on the west side of the Batsto River. The NJ Pine Barrens consist of pine trees, blueberry bushes and scrub growing in sand. The roads vary from hard pack to soft, deep sand. In places there are cranberry bogs and other swamps.

The trails were mostly two tracks just wide enough for one car to pass with occasional branches scraping the sides of the vehicles. After about an hour of travel, the group stopped at the north end of Batsto Lake for lunch. This site was 500 meters from the lunch site at BTN I two years prior. The cooling water was a nice break from the hot, dusty trail.

Soon the entertainment arrived.

A Saturn appeared, barreling down the trail towards a large patch of soft sand. The inevitable occurred; it bogged and dug itself down to the unibody. After watching mother and her teenage son failing miserably in an attempt to push themselves, everyone headed over to assist. Pushing didn't work, so Howard hooked up a tow strap to his Lightweight and pulled her out. She was pointed to the main, hard packed road and escaped without further incidents.



*Where's a Land Rover when you need one? Howard lends a hand.*



After lunch the convoy headed down to Basto Village and then re-entered the park to find more interesting spots in which to get stuck. Another hour of driving found the group still unstuck. Miles of forest tracks were covered, punctuated by driving through large meadows with the two tracks of the road heading down the middle. A few puddles were

encountered, but at only six inches deep these didn't cause much excitement.

At a crossroads a motorcyclist informed us that the road ahead had some deep water hazards. The map showed this to be Mount Sandy Ridge Rd. As luck would have, this was the same road with deep puddles that were encountered at the first BTN in 2002. Christina and her father forged on ahead in the Disco with a video camera and the fateful words "Follow the red shirt." Obviously someone never watched the original StarTrek series.

One foot deep or so puddle felled Ron's 88's ignition. A shot of WD-40 fixed that problem and he motored out.



*Al points out to Ron that he's stuck.*



*Doin' a dance!*

After a few six inch puddles, I decided to hit the next one at full speed in the 101 to make a good photo. It made a good splash, but the 101 immediately sank into ruts. The engine stalled as the 101 coasted to a stop with the front bumper and wheels under water. That would make the water about 40" deep. A strap was attached and Dave pulled the 101 backwards. A quick shot of WD-40 and the 101 was back in business.

With honour at stake, I decided to forego the middle line and tried to slowly head through the puddle on the left side. All went well for the first three quarters of the puddle but then the 101 slid into the ruts and came to a stop fully cross-axled. Brakes, plus gas didn't get the 101 moving. Rocking side to side with Howard as ballast or with everyone pulling on strap didn't work either. The

*(continued on page 8)*

Blacker Than Night III (continued from page 7)



Howard does the mud dance!



Dave emerges.



Dixon snaps photos from inside.

rear tire was at least a foot above the bottom of the rut. So again Dave pulled the 101 back. Still determined to beat the puddle, I tried the right side. The 101 walked through making it look easy.

About this time, a group of motorcyclists came by. As it turned out they were the same group that watched us in the mud puddle in 2002. Dave wisely decided to take the bypass but Howard tried the right side with his V8 powered Lightweight. . .and got stuck and flooded halfway through listing at a 25 degree angle. This time the 101 pulled Howard out. Everyone else decided to take the bypass.

The bikers knew that a bigger puddle was next (where they watched us get stuck in 2002) and raced ahead to get good observation posts for the fun. A little wary of the audience this time we stopped to investigate. Howard cinched up his shorts and waded in. With the path of the ruts approximately known, I forged in with the 101 and easily made it through. Next up was Bruce driving Jeff's 109 while Jeff snapped some photos.

The 109 came to a full halt about halfway through with all tires completely submerged and spinning. The water was high enough that the fan was sending it up over the wing from the engine bay. Bruce kept the engine running while recovery

was attempted. First up was Howard with a tow strap and Ron's 88 pulling Howard. They just spun their tires. Then the 109's engine died. Dave hooked up his winch and pulled Jeff's truck out. With a wet starter, from now on Jeff had to crank start the IIA whenever it died all the way back.

Undeterred by Bruce's performance, Dave had to try the puddle too—and got stuck in about the same spot. Jeff towed Dave out of the hole, but stalled the engine. Out came the crank. As it was getting close to 4 p.m, we decided that we had enough fun for the day. A GPS was turned on to find out exactly where we were and to plot a route out. An easy drive soon found the convoy back at the Ranger station and soon on the road back to Ben and Christina's house.

Back at the house burgers were cooked and beer consumed. Russ Dushin and his brother Karl showed up in the infamous (and recently rebuilt) Nigel (a SII 88"). After dinner, with darkness falling, I decided that I wanted to drive the 80". The generator was installed so that the fan belt would drive the water pump. The 80" fired right up. Al held up a flashlight from the passenger seat, Christina hopped in back and I took the 80" out for

(continued on page 10)



Wash-Me fills with water – new form of foot cooling in the heat!

Chef Al prepares the burgs. As we can see, he shows skill at cooking things!

# Alcan Contributes to Land Rover 40 Years Ago

*Andrew Moss writes:*

*I found an article in the February 1962 issue of the "Alcan Times". This was a newsletter that the Canadian Aluminium Company (Alcan) produced. It shows a very interesting connection to Canada. Please feel free to publish it in the newsletter. (Alas, no photos available for this fascinating piece. ed.)*

## Introduction

"Our cover this month is devoted to the Land Rover, a vehicle with an impressive number of aluminium components. Why do we feature a British product in a magazine for Canadian readers? One reason is that no vehicle of its class is produced in Canada. A more important reason, however, is that the Land Rover uses Canadian aluminium in large quantities. We feel, strongly, that this kind of reciprocity in trade is worth publicizing. The Rover company is a specialist in producing a vehicle suited to a wide variety of purposes in any part of the world. The design of the vehicle, the material it employs, and the men who fabricate it are specifically oriented to the work-horse tasks that make the Land Rover famous. Canada has been in the aluminium business since 1900, and now produces close to 60% of the aluminium moving in international trade. Specialists each, we have particular advantages to offer consumers everywhere, and depend on our freedom to continue to make this offer in the future."

## Worldly Rover

"From Argentina to Zululand, from the sleek ordered airfield of modern civilization to the tangle of primeval jungles, a stubby, stubborn traveller has earned the reputation as "the world's most versatile vehicle". Following the lead of the Alcan Aluminium in which it is encased, the "Land Rover" spans the globe in its operations. Found in every environment and climatic conditions, this rugged lightweight

vehicle is geared for action - it goes anywhere and does anything. Impervious to the heat and sand of the desert, the cold and snow of the far North, the rugged terrain of undeveloped regions, the Land Rover is the epitome of endurance, tenacity and sound construction.

One reason for the outstanding reliability of the vehicle is found in the large number of aluminium components it contains. The non-rusting properties of its aluminium body means that little or no maintenance is required even in the worst atmospheric conditions. In fact the vehicle is only painted because it is the conventional thing to do, not because it is necessary. Aluminium's resilience enables the body to stand up to the roughest shocks and bumps without deforming. The aluminium body is tough, yet so light that it is less than half the weight of a comparable body in steel. Engine and transmission components utilize approximately 75lbs of aluminium. The transfer case, gearbox, clutch, flywheel and clutch housings, and many more parts benefit from the light weight and machineability of the aluminium.

Land Rovers have found an ideal proving ground in the ruggedness of Canada, the home of their component material. They've been used during construction of the south Saskatchewan dam, Trans-Canada highway, for oil and mining explorations in isolated areas of North-West territories and northern Quebec and Alberta, and for transportation through otherwise unpassable areas of the Arctic. The RCMP have long used Land Rovers as part of their equipment.

Almost every provincial government employs the Land Rover in some capacity. Newfoundlanders especially have found that its ability to surmount extremely poor or nonexistent roads has greatly facilitated communication among the islanders. With Premier Smallwood at the wheel, the Land Rover was the first vehicle ever to be driven from coast to coast in Newfoundland. The Provinces harsh seacoast atmosphere and austere geography leave the Land Rovers sturdy aluminium shield

*(continued on page 10)*

## Alcan Contributes ... (continued from page 9)

unmarred. No wonder this is the most popular vehicle on the Island!

Maneuverability and outstanding traction make it an ideal choice for northern operations. It can plow and sweep snow in sub-zero temperatures while still remaining warm inside (yer right!!!!) by virtue of a heater specially designed for the Canadian Arctic.

Apart from its success in the rigorous regions of our country, Land Rovers still enjoy a growing market in highly developed areas because of their versatility and the variety of equipment they can

handle. With some additions, they become specially equipped fire engines at airports and oil refineries, personnel carriers for public utilities, municipal vehicles for numerous applications, and engage in agricultural and towing operations.

This maintenance-free master of the road contains an average of 290lbs of Canadian aluminium alloy. The aluminium is produced in Canada by Aluminium Company of Canada Ltd, and the sheet is fabricated by Alcan's customers in England. Since its inception in 1947, the Land Rover has absorbed more than 60,000 tons of Alcan aluminium."

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## Blacker Than Night III (continued from page 8)

it's first trip under it's own power in at least a decade. In the victory lap all four gears (low range) were used. Upon return, celebration was called for.

The night was filled with Nigel and the Lightweight playing for a while on the off-road trail, as we watched the lightning of a passing thunderstorm and told many a tale. Around 1:30 a.m., it was decided to find out why the hydraulics weren't working on the 1960 Ford 360 tractor. It had a flat battery so it was thought that a positive earth 80" should jump a positive earth tractor.

I turned the key, hit the starter, and the 80" was barely stumbling along on two cylinders. Hmm, that's odd. It was running before. Then there was a loud "Whoomph!" and a four letter word was loudly uttered. The whole engine bay of the 80" was on fire. Within 60 seconds, I had gotten a fire extinguisher from the house, Russell one from Nigel and Dave from Red Square. The hood was opened as all three of us simultaneously hit the fire and it was out!



*Ben tinkers.*



*Ben's a happy camper.*



*The resurrection of Ben's 80 gives Alan good reason to Shine!*

Remember that fuel pump? It overwhelmed the Solex, fuel had spilled everywhere from the carb. And all that it took was a spark or a backfire to light it all. Damage was just a few singed wires. The tractor later started fine from another source.

Sunday dawned and people finally dragged themselves out of bed. This morning the convoy headed out to a local diner for breakfast. Upon return some started to pack up and make their long way home. Dixon, Bruce, Jeff, Dave and Lisa stuck around for the day. Dave replaced his trucks fluids as they had been contaminated with water. Jeff took a shower and tried to leave to see his girlfriend, but his Rover had other ideas. He'd make about half a mile, have no power on the uphill and limp back. Various things were checked. In the end he pulled the carb apart and cleaned it out and that fixed it. Most likely it was some crud in a jet. On this third attempt he left and didn't return, so we assumed that he made it.

All in all people seemed to have fun.

# Classifieds

## 1988 OWNER'S MANUAL

I have a brand new owner's manual for a 1998 Land Rover Discovery Series I in excellent condition.

Eric W. Grob  
Grafton, WI  
PH: 262.377.8220  
Fax: 262.377.0778  
Eric@tedgrobsales.com

## 1980 Ex-MILITARY

I have an Ex-Military 1980, Series III, 109" for sale. It has a 2.25 petrol engine, rebuilt head, Weber Carb, exhaust replaced in 2002, canvas top with windows replaced in Nov 2001, free wheeling hubs, new brakes, 63,000 kms. Purchased in 1999

with original papers from British Army when the vehicle was sold. Excellent condition. \$9,900 obo

For more information please call  
Rob Bayes  
Edmonton, Alberta, Canada  
Tel (780) 920-5824



## SEAT BOX

Seat box to fit Series II, IIa & III. This is actually an all-aluminum seat box from a Series II, but will fit the later models. Do you have a rusted out seat box?

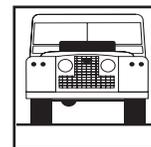
Here is the perfect solution. Under seat storage compartment (tool box) is also aluminum and therefore rust-free. \$150.

Contact David at 613-822-1315 or email at [dhuddleson@sympatico.ca](mailto:dhuddleson@sympatico.ca)  
Manotick, Ontario



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*The RTV participants hearing the rules from Robin Craig.*



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*A Series under the eye of scrutineer Peter Gaby.*

*all photos by Bruce Ricker*

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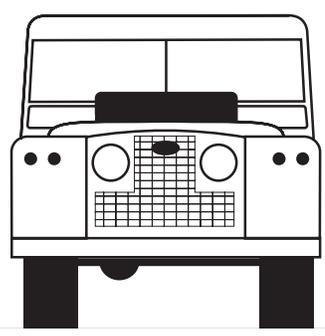
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