

OTTAWA
VALLEY
**LAND
ROVERS**

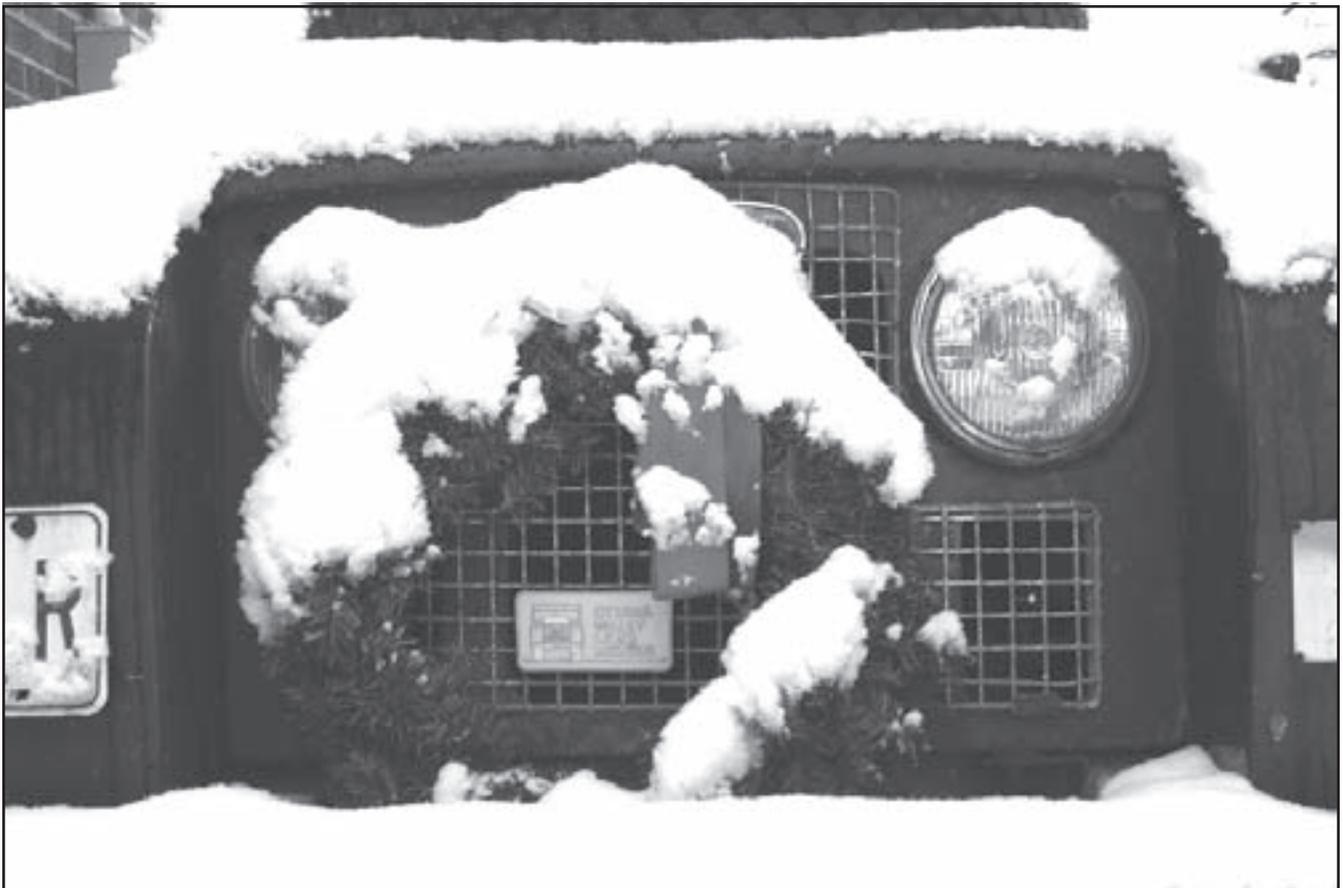


December 2004

www.ovlr.org

Volume XXI, Number 12

HAPPY HOLIDAYS



Big Green Beastie gets snowed. (photo by anon)



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.

OVLR 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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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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OVLR 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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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

OVLR/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?

OVLRL 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

Wednesday, February 2, 2005

OVLRL Annual General Meeting
7:00 p.m. at the Hungarian Hall (where the Xmas party was)
bar-car in effect for our AGM enjoyment.



Welcome New Members!

Jean Thie, Chelsea with a Discovery II

Stewart Applegath of Margaree Harbour, NS with a 73 Series III 109 5 door

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Lost in the Wreckage

as observed by Shannon Lee Mannion

On Sunday, November 14, 2004 10:10 AM, this missive from new member, Stewart Applegath:

By the way, found another 109 in the woods here, and bought it for under \$500 – apparently a 1964 Ila 109 with papers – body, glass and roof in decent shape. Not drivable now but great for parts. Waiting to get it delivered this week. Read one of the old articles in the newsletter about a guy who gets hooked and had 5 non-operating Rovers behind his barn in no time – I hope this is not in the cards for me!

And I wrote back on Monday, November 15, 2004, at 09:37 AM: Oh Stewart, I think it is already happening to you, this maniacy for collecting all things big, green and ugly. You've already bought one "wreck" for \$500 (Boy, am

I jealous!!!) and before you know it, the neighbours will be complaining to property standards about the "Unlicensed Used Truck Lot" you're running. Oooo, I'd be careful, if I were you. Sign me, the person who once had seven vehicles in the yard (none of them LRs, alas)

And Stewart wrote back a few hours later on the same day:

Yes, and thank goodness we live in a place with lax property standards. But it will be my wise old neighbour Margaret who keeps my head screwed on – she can see the area where it will sit (beside our shop), at least for this winter ... Turns out the 109 is arriving today in the pouring rain – I am heading there imminently.

Best Stewart

Red Rhino Craves our Attention

I would like to introduce Red Rhino Products as we have amazing deals on OFF-ROAD gear for your Land Rover or Nissan Xterra. We sell major brands like ARB, Old Man Emu, RoverTym, Scorpion Racing, Shrock Works, Skid Row and many more. Along with selling almost every off-road upgrade part we also sell genuine OEM parts at a fraction of the dealer cost. All of the products that we sell have been tested by us or by reputable sources and are guaranteed to the best of quality. Give us a chance to do business with you and we promise you that we won't be unhappy.

Visit our website <http://www.get-rhino.com> or call us as [904] 662-1414, International Orders are Welcomed!

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*Don't take life so seriously, it's not like
yer gonna make it out alive.*



Del's Annual Newsletter is Out!

Del Albright, four-wheeling Ambassador for the BlueRibbon Coalition (BRC), and Environmental Affairs Coordinator for the Calif. Assoc. of 4Wheel Drive Clubs, has published his annual newsletter. Here is a precis of the newsletter. To read the whole newsletter, please go to: http://www.delalbright.com/enter_access2.htm and follow the links. Lots of tips and object lessons for off-roaders.

Del writes:

I am also the Trail Boss for Friends of the Rubicon (FOTR) as well as the President of the Rubicon Trail Foundation.

This is my annual newsletter on access, land use and the Rubicon Trail.

In this letter, I'd like to give you a quick run down on five important subjects, and let you know how your club or group can make a difference to our future. I want to tell you about:

- 1) The Rubicon Trail and recent closures
- 2) The Recreational Trails Program (RTP) and how you can get grant money for your trails;
- 3) The importance of belonging and having our voice heard.
- 4) Manufacturers/vendors of off road parts and what we need to do about them; and
- 5) My leadership course for volunteer groups and clubs that I offer by correspondence and now, hands-on, on-site workshops.

Rubicon Trail:

The Spider Lake Closure has been lifted. Spider Lake is OPEN. However, we are treating the Spider Lake area with a very light touch ... we must show the agencies that we can keep this high sierra lake clean and pollutant free. We plan to do that.

Recreational Trails Program (RTP):

RTP is grant money is still out there and available for YOU to save YOUR trail. It's available in nearly every state. It comes from the Federal Highway Administration and it is gas tax money collected for the sole purpose of giving us opportunities to enhance our trails. Read all about RTP and how to get involved at your location by visiting my web site: http://www.delalbright.com/RTP/rtp_enter.htm

Membership:

Join whatever you can join. It's imperative that we all support as many organizations as we can. Believe

it or not, it is dues (membership) that keeps our access fights alive and well. It's that simple. BRC is a grassroots organization, and our funding to keep folks like me in the game comes from folks like you joining up.

Manufacturers and Vendors:

The plain truth of the matter is that we have some manufacturers and vendors that support us in keeping our trails open, and we have others that don't do squat but sell us stuff. It's time to send them a message!

We need to support the folks that support us, and quit buying from those that don't (if we can't convert them). Nothing drives home a message like money. If we spend our money with folks that support us, and cut out the others, then we'll be saving our trails as we build up our rigs.

Check out 4Wheeling Internet Radio Show!

Recreational Leadership Training Course:

I offer a correspondence course that helps folks get more organized and will build more trained leaders in recreation. On site (hands on) workshops are now also available. No where else can you find leadership training like this for volunteers.

Summary

I appreciate you taking time to read this letter and review these important updates with your club and friends. I also encourage you to have your Land Use/ Conservation person contact me directly by email so I can get you on my access and land use email network. I write monthly columns and articles about access issues and I would be happy to make these available to you and your club. Just drop me a note with your contact information.

If you are not a BRC member, please consider joining today. If you want grant money for your trails, please look into the RTP program. If you want to learn how to manage a trail, check out what we've done with the Rubicon Trail. Buy your parts from folks who support us.

Let me know if you'd like more information on the leadership course or the hands-on workshops. And lastly, let me thank you for your involvement in keeping our lands and trails open.

*Sincerely, and in the spirit of cooperation and unity,
Del Albright*

OVLR Christmas

photos by Dave Pell



Kevin W. quietly prays ... Please, let my truck start at the end of this party.



Hello Ms. Rose. Dinner is served.



Bruce R. and Jean-Leon M. confer on the Feelie-Meelie answers.

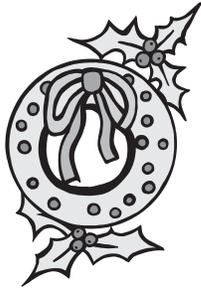
The Feelie Meelie, a box wherein are placed mysterious Land Rover parts and one's hands are introduced to hopefully determine said odd parts, was arranged by a former Feelie Meelie champ, Andrew Finlayson. The first-place winner for 2004 was Bruce Ricker with a close second by Jean-Leon Morin, with Fred Barrett coming third.

Our estimable Murray Jackson prepared the wildly popular Ladies Crossword Puzzle and this was won by Robin Craig's lovely daughter, Thea.

No annual awards this year as some of the awards seem to be AWOL. If you have an award from last year or years previous, please return to any member of the executive.



Party Scoop



Power Eaters Anonymous.



No Fred, there are no parts for your truck in there.



Cross your arms, close your eyes and click your heels three times and you'll be in Kansas!



Thea C. is understandably pleased at coming first in the incredibly difficult Ladies Crossword Puzzle provided by Murray J.



Mid-Atlantic Rally



These photos were to accompany an article by Ron Ward which was published in the October 2004 issue of this newsletter. Here we have included the first couple of lines and the last paragraph of the article.

by Ron Ward

My brother Rick Ward and I arrived at the MAR rally site in Buckingham County, VA on Thursday, September 30 around 1130 a.m. I was in my 1997 D90 and Rick in his 1968 Ila 88.

The event, as always, was excellently managed by the ROAV staff and volunteers. Many thanks to the Adamson's for use of their property and Joe and Mary Sanders, Stuart Moore and Robert Davis for their hard work to make the event so much fun. I look forward to it every year and hope to see my friends there again in 2005.

Name That Truck!

by Ron Ward

Well, here's a photo of my 1997 NAS Defender 90 soft top which I've had for a couple of years now. What a great truck! and she only has 26,500 original miles!! Standard issue Rover V8 (4.0) with raised OME suspension and BFG 33"s. ARB bullbar, Mantec sliders and a full complement of protection underneath helps keep her panels and running gear safe. Funny you mention a name for the truck as I've not yet settled on one. Perhaps some of your readers/members could offer suggestions?

Thanks again!

*Ron Ward
Columbus, Georgia USA*



Rules for Great Spotters & Great Drivers

By Dan Stra, President, JonFund 4X4 Club

(Submitted by Del Albright)

From our California correspondents comes a reminder and ideas that safety trumps foolhardiness anytime.

There are a lot of fine points to the art of spotting. Great spotting — truly refined expertise in this area — is something that takes a lot of time and experience to learn. This experience comes only from watching others and trying to apply what you have learned.

I would like to suggest a few things that all spotters should know that pave the way for a safer and more enjoyable trail experience for you and the driver.

Drivers, too, should be as knowledgeable about the basic rules of spotting as the spotters are. Drivers have a different set of spotting rules to follow but the rules for drivers are just as important as the rules for spotters. When both sides follow the rules, the trail becomes a much smoother place.

(Note to the would-be spotter: Reading this article does not make you a spotter. It is designed to help you understand the dynamics of spotting more fully. You will have a better experience when you are on the trails if you acknowledge the hierarchy and organization of a run and blend in with their procedures.)

Suggested Rules for Spotters

Rule Number One

The first rule of **all great spotters** is this ...

A good spotter will always look for another person who is already spotting the driver and will then do nothing but wait to be asked for help.

Virtually **everyone** on a club run can, and should when needed, be a spotter; but only if they are all reminded of that rule. Following the Spotting Rule #1 will keep things a lot more organized than those unruly times when **everyone** is yelling directions and confusing the poor driver.

Rule Number Two

This could be rule #1. It is a toss-up since it is the only rule I see broken more than rule #1. It seems like we frequently forget or don't bother to ask the driver if he/she would **like** to have a spot. There are many drivers who will know their rig well enough to be able to just know where the difficulties are. Then there are folks who just don't want to have a spotter. Rule #2 is ...

A good spotter will always ask the driver if he/she would like to have a spot before he starts issuing signals.

This is a golden rule. Never break it.

Rule Number Three

This being the case, rule # 3 of great spotting is ...

*Create a bond with the driver. Make sure the driver is locked on to you and **only you**.*

A good spotter knows that there will always be others yelling directions from the trail side and he knows that there will always be a newer driver who finds that confusing.

This is done by taking the time to walk up to the driver and have a short driver chat ... "Hey, I am going to spot you through this. I want you to focus on me and tune everyone else out, OK?"

It is funny but scuba dive instructors do something very similar to this when bringing a student down under water for the first time. They use two fingers in the shape of a V and move them from their eyes toward yours while locking in your gaze to theirs. They have learned that doing so actually helps a new diver get through the initial anxiety of being under water and helps them to not reflexively hyperventilate.

Creating a bond with the driver goes a long way to help him get through those times when there are a lot of people trying to spot. It helps him block out distractions and it places you as the point person.

Rule Number Four

When we are four-wheeling there is a lot going on. There is engine noise, other vehicles

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Rules for Great Spotters *(continued from page 9)*

moving around, and people talking. Additionally, the distance between the spotter and the driver in the middle of an obstacle make verbal signals not always the most effective way to communicate.

With that in mind, rule #4 of great spotting is...

A great spotter will make sure that the driver understands and agrees to the hand signals.

Here are a few examples of frequently used hand signals ...

- **Stop:** Use a closed fist for a stop.
- **Turn Right or Left:** Point with the index finger (or thumb) to the left or the right when you want the driver to turn the wheel and, if he is not turning far enough, we point and push the finger in that direction at the same time.
- **Advance:** Extend an open hand so that the palm is facing away from the driver, we then fold the thumb in so that it is not confused as a directional signal, and, keeping the fingers together, we wave the fingers inward a repeating manner.
- **Reverse:** Using one or both open palms, FACING the driver, we make a pushing motion in a repeating manner. When doing reverse we may go to the back of the vehicle to help the driver back up safely.
- **Combinations:** Use one hand for a directional signal and the other for motion. To get the driver to turn the wheels without moving simply hold up one closed fist and use the other hand to point. To signal movement keep the directional finger pointing but open the closed fist to signal the direction you want.

Suggested Spotter Rules for Drivers

Drivers can have a HUGE part in how organized or disorganized spotting is done around his vehicle. Oddly enough, drivers can do a lot to encourage great spotting. In fact, when a driver knows great spotting he can do certain things that can force a spotter to follow the rules without ever saying a word.

Drive Rule Number One

Whether or not he will be spotted is up to the

driver and the driver should be the one who decides if he wants a spot or not. The means that drivers rule #1 is ...

Ask for a spot or specify that you do not want a spot.

If you do NOT want a spot it is sometimes helpful to say it loud enough to be heard over all of the noise of the run (or, really, to make sure everyone hears you).

Rule #1 is subject to your acknowledging the hierarchy of the group. This means that there may be times when you don't want a spot but someone in leadership in the group feels the need to keep things moving for the sake of time or other reasons. When that happens it is usually best to just go with the flow.

Drive Rule Number Two

The spotter may not instinctively know that if he stops moving you should stop moving. In fact, he may even ask you why you stopped moving. Here rule #2 comes in ...

If spotter is not moving or directing you in some way then don't move. It should always be like this ... if the spotter directs you, you move, if the spotter stops directing, you stop moving.

Drive Rule Number Three

In the event that your spotter does not practice Spotter Rule #3 – the rule about creating a bond – then the driver can make it happen all by himself. Driver rule #3 is ...

Lock on to your spotter and tune everyone else out.

This accomplishes another effect. With the driver and the spotter visually locked together, observers (would be spotters) quickly learn that you are not listening to them; you are listening to the spotter. Once they catch on to this they will start yelling at the spotter and not at you.

In Summary

A lot of these spotting issues would not need to be brought up if more folks just focused on watching the spotter and learning from his or her techniques. Some times it would also help if we had less heckling and helpful onlookers. But part of our sport is the group enjoyment of the

(continued on page 11)

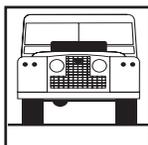
Classifieds

WANTED

Calling all series enthusiasts - looking for:
Series II/III floorboards in decent shape; SIIA/III
LHD steering arms (pair); 24V FFR alternator/
generator; 2 late SIII 109 stub axles; Series IIA/III
front axle bits (or a complete front axle)
Please contact Jean-Leon
morinj@tc.gc.ca 613- 868-7396

YOUR AD HERE

FREE add space to members.
Send information and/or photos to:
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FOR SALE:

1969 Late Series IIA RHD 109 ex Military FFR Land Rover. Own a piece of interesting and unusual British military history. Most of the ex military Land Rovers I have seen tend to be either Series III plastic dash or early II A metal dash with individual wiper motors. This Rover has the metal dash with single wiper motor. This vehicle features a solid frame and bulkhead, rebuilt motor (less than 500 miles on the clock), new suspension (springs and hocks), brakes (drums, shoes cylinders etc.) and seats, as well as 5 Goodyear bias ply Workhorse aggressive tread tires (lots of life left in them). The vehicle was converted to a 12 volt negative ground GM alternator system prior to me taking possession of the Rover. The vehicle comes with a truck cab roof and a \leq canvas roof as well as a full canvas roof (including hoops etc.). I will also throw in a you install Koenig PTO (off the back of the transmission) and Braden winch. While this vehicle is not in showroom condition, if you are looking for an unusual reliable runner, then this could be the Rover for you. \$8,000.00 Cdn OBO. Please email dmanchucky@sympatico.ca for more photos. Serious inquiries may be directed to (705) 646-1840 evenings.

Oh To Be Young and Foolish

Alastair asked what this item was on the 101. When asked what he thought they were, he thought that they were to dissipate the heat from the brake drums. Obviously they are a step to help one get into a 101. The gathered masses at Howard Smith's Guy Fawkes event in Cooperstown NY were quite amused.

(One wonders what they would've thought with my suggestion that it was for wiping one's muddy feet on. Ed.)



Rules for Great Spotters *(continued from page 10)*

adventures of others. So we have to overcome that in order to prevent vehicle damage and unnecessary trail delays. Observing these rules is the first step.

Fortunately, it is a lot easier to teach drivers how to pay attention to spotters and to teach spotters how to get drivers to focus on them than it is to teach every person on every trail-run to not try to help with spotting. It is just human nature to help out. Non-spotters, are you getting a message here?

This being the case, our expectations of spotters and drivers needs to be set correctly. When both the driver AND the spotter are on the same page all the yelling in the world won't make a darn bit of difference.

Dan Stra is the President and founder of The JonFund 4X4 Club and Membership Chairperson of the Northeast Association of 4 Wheel Drive Clubs. He has been into off-roading in one form or another for over seven years. Comments should be addressed to jonfund@jonfund.

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An interesting photo of a Range Rover towing a 109 at speed. The shadow made by the setting sun on the grass and trees along the side of the highway. In Newfoundland actually. (anon)

OVLAR Annual General Meeting

Wednesday, February 2, 2005
7:00 p.m. at the Hungarian Hall

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