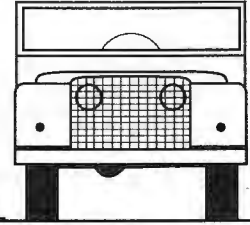


**OTTAWA  
VALLEY  
LAND  
ROVERS**



June 2005

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

Volume XXII, Number 6

## Muddier Than Thou



*See article and more photos on pages 6-8*



OTTAWA  
VALLEY  
LAND  
ROVERS

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.

OVLV 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.

## OVLV Executive and General Hangers-On

### President

Jean-Leon Morin  
overland@mighty.co.za

### Secretary-Treasurer

Dave Pell  
djpells3@yahoo.ca

### Events Coordinator

Your Name Here

### VP in charge of Events

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Your Name Here

### Past-president

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Murray Jackson  
mjackson@igs.net

### Returning Officer

Your Name Here

### Executive Member-at-Large

Terry King

### Mechandising Coordinators

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### Webmaster

Dixon Kenner  
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### Thanks to all our Helpers

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

## OVLV Newsletter

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## OVLV 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 OVLV 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 may be 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 OVLV newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLV newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLV, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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

## Submissions Deadline

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

## Online

<http://www.ovlv.org>

Any ideas for the website please contact Dixon Kenner  
Land Rover FAQ: <http://www.lrfaq.org>

## Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLV/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 St., 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 contact Jean-Leon Morin for location. [morinj@tc.gc.ca](mailto:morinj@tc.gc.ca)

#### June 24-26, 2005

OVLR Annual Birthday Party  
Silver Lake, Ontario

#### Saturday, July 16, 2005

All British Car Day  
10:00 am - 4:00 pm, Britannia Park (Lakeside Gardens)  
All British vehicles, any marque, any year. \$20.00 registration  
Please see website for details [www.britishcarday.ca](http://www.britishcarday.ca) or call Don LeBlanc 596-5692

### Welcome New Members!

Fernando Pinheiro of  
Mississauga, ON with a 02  
Freelander SE

### New Members Wanted!

Invite your Land  
Rover obsessed  
friends to join  
OVLR!

See page 2 for  
subscription details.

# Smokey the Bear says

*submitted by Ray Pearmain*

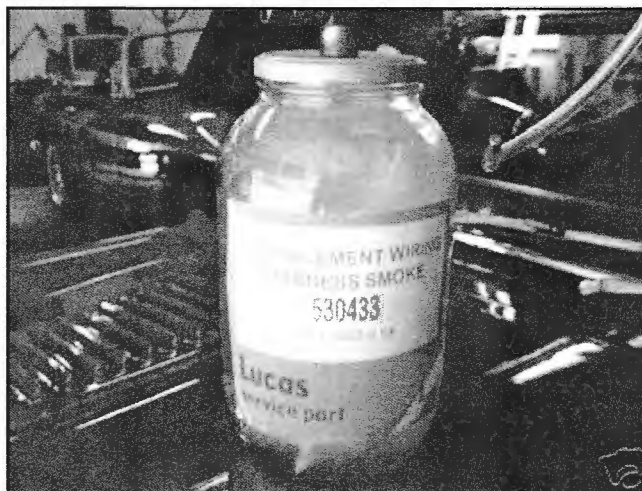
This item actually appeared on e-bay, but was recalled as "The seller ended this listing early because the item was lost or broken."

Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a troubleshooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke reintroduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIYsmoke offered by the "usual suppliers," this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy," which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own ...



This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series I E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

# Happy Birthday to Us!



## OVL R 22<sup>nd</sup> Birthday Party

Silver Lake, Ontario  
June 24<sup>th</sup>-26<sup>th</sup>, 2005

*Come join the fun!*



# Muddier Than Thou

by Derek Penny

photos by Brian Domke, Dave Kallion, Derek Penny, Steve Young

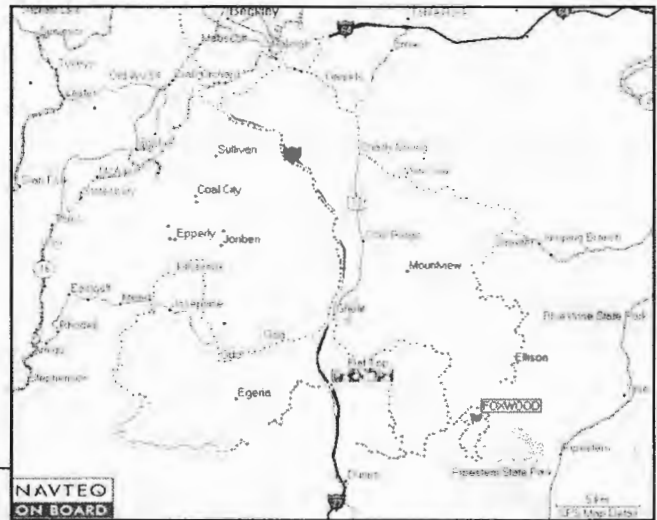
On April 21, OVL R members Andrew Murray and Derek Penny left London, Ontario with their wives (both conveniently named Christine) to head down to a Land Rover Spring Fling put on by MuddyOval.com and Appalachian Overland Adventures.

After stopping overnight in Columbus, Ohio to pick up a couple more long distance OVL R members, Brian Domke and Nate Jedinak – along with their wives, Nikki and Jen – we carried on down in convoy to Ghent, West Virginia.

With three Freelanders, a Disco II and an LR3, we had a nice little group to travel with. We met the rest of the group joining us at a gas station right off the highway near Ghent, West Virginia and after fueling up jumped right on the trails without unpacking a thing.

We traveled on old West Virginia county roads the whole weekend. They were very similar to some of the trails around the OVL R Birthday Party site, some overgrown, rocky, muddy, mostly fun! These roads have lots of Private Property and No Trespassing signs, but our guide had maps and documentation showing that we were on public thoroughfares.

When we finished the trails Friday it was late afternoon, and we pulled into our base for the weekend, the lovely Foxwood Inn Bed and Breakfast. They were definitely “mud-friendly”.



Dinner was delicious, as was dessert. We chatted with everyone for a while, then retired to amazing bedrooms - with beautiful views of the valley - to sleep in king size beds.

Saturday morning came early, and everyone was up eager to start the trail rides again, or eager to eat again. I'm not sure which one is more correct.

*continued on page 7*

## Muddier Than Thou (continued from page 6)

Another great morning of traveling through some beautiful country side awaited us, popping out of the hills once in a while to catch a glimpse of a small community or farm. We encountered stream crossings, rock climbs and downhill, mud holes, and fun cross-axle rain ditch crossings. The little Freelanders would get one or two wheels in the air as they balanced over the ditches. The wet leaves in some sections proved to provide more of a challenge than the mud or rocks!



Lunch was provided on the trail - on the side of a mountain - with a couple of huge rocks perched above us. The afternoon consisted of the same terrain, some challenging sections testing the vehicles and tires. The new LR3 with stock tires did amazingly well. All the whiz-bang electronic doo-dads work as they should. It had to get a second run up one hill, only because the tires let it down.



One stream crossing had a nasty rock on the far side that caused a few problems for some, and some sill damage to a couple of the non-lifted, non-slider equipped Freelanders. That was the worst of the damage of the weekend, other than some nice pin-striping for everyone and a cut tire on the LR3.

*continued on page 7*

## Muddier Than Thou (continued from page 7)

Another great dinner followed back at the Foxwood Inn after the trails were completed. We watched some of the video that was taken of the day's adventures and then eventually made our ways to our nice big beds.

Sunday morning greeted us with very light snow on the ground and flakes in the air, and another big breakfast. The day's trail was to take us along a beautiful stream and pop out near the highway for lunch and departure to our various home. The trail was great – numerous stream crossings, mud, rocks, uphill and down. The snow flakes were big and fluffy. Out in the bush they were being caught in spider webs, like they were in a basket. The snow pretty much melted when it hit the ground.

By noon we made the trail's end, said our goodbyes, and began the trip home. Many thanks to Steve and Angela Young of MuddyOval.com for setting up the event, and to the McCaig's and Boggs' of AO Adventures for the great guiding and commentary of the area. I'm not sure if I



should thank the Foxwood Inn for the extra weight I brought home, but they did a great job hosting us. If you can make the trip down, they won't disappoint.

[www.muddyoval.com](http://www.muddyoval.com)

[www.aoadventures.com](http://www.aoadventures.com)

[www.foxwoodwv.com](http://www.foxwoodwv.com)

### Submissions for the Newsletter

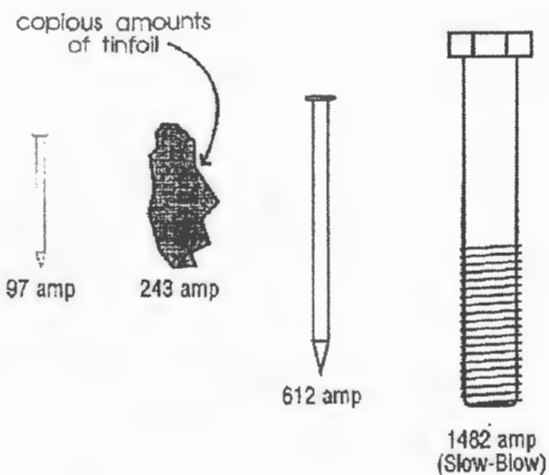
In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for the photos. For more newsletter information, see page 2.

### Guide to Fuse Replacement





# Action Alert

## *from our Friends South of the Border*

*submitted by Del Albright*

*(The time limit for email has passed however there might be follow-up, so keep your ears to the ground. Also, in other instances where concerns arise about offroading, the language and format used here might be of help to others who take up the cause. Thank-you, Del and Brian, for being on top of this. Ed.)*

Dear Friends,

Below is a BRC ACTION ALERT. It's one of those rare opportunities for an email action alert to really make a difference. As I write this, House and Senate Conferees are preparing to wrangle over the Surface Transportation Bill (a.k.a. "the Highway Bill") and millions of dollars of Recreational Trail Program funds are on the table. Senators need to hear from OHV users and in big numbers. Your email between today and Monday, June 6, 2005 will make a difference.

*Thanks in advance for your action,  
Brian Hawthorne*

### **Congressional Action on Recreational Trails Budget Near Immediate Action Requested**

Dear BRC Action Alert Subscriber,  
(BRC = BlueRibbon Coalition)

As you know, BRC doesn't blast nationwide ACTION ALERTS unless action by the recreation community has a good chance of producing positive results.

This ACTION ALERT concerns an opportunity to increase trail funding available for maintenance and development of recreational trails.

BRC's public lands team has classified this Action Item as HIGH PRIORITY and STRONGLY urges you to take action immediately. Detailed information is below, as well as a quick link to BRC's Rapid Response Center.

*Thank you in advance for your involvement,  
Brian Hawthorne, Public Lands Director  
BlueRibbon Coalition*

After years of partisan wrangling over legislation funding the surface transportation bill (A.K.A. the Highway Bill ), both the House and the Senate have passed alternative versions of HR 3, the reauthorization of the nation's surface transportation programs.

### **Why that matters to you:**

The surface transportation program includes the Recreational Trails Program (RTP)!!!

As most of you are aware, RTP uses a portion of the federal gas tax collected on non-highway recreational use (in snowmobiles, OHVs, etc.) in order to provide funding to state recreational trail programs. Currently, taxes paid on fuel used for OHV recreational purposes are estimated at \$286 million annually. This tax money should go to recreational trails instead of highway projects.

BRC, working with a broad ranging coalition of recreational trail interests recommended that a modest 50% (approximately \$143 million annually) of these taxes be allotted to the RTP programs.

Thanks to our Champions in the House of Representatives, their legislation approaches our recommendation, increasing funding to reach \$110 million for Fiscal Year 2009. Unfortunately, the Senate RTP proposal is \$56 million annually.

Our champions in the Senate are sensitive about representing their proposal as a cut. Technically, one could describe the Senate funding proposal as flat funding for RTP programs. However, neither version of the highway bill represents a fair and equitable accounting of the taxes the OHV community pays for fuel used for vehicle use on recreational trails.

The House and Senate have now appointed conferees to address the differences in the two versions of HR 3. We expect serious work to

*continued on page 10*

## Action Alert (continued from page 9)

begin on June 6 and believe a decision on RTP funding may be finalized by June 15.

There is a tremendous opportunity here. BRC strongly encourages all OHV users to take advantage of that opportunity, and contact your Congressional representatives and encourage them to include the House-passed funding for the RTP program.

### What you need to do:

Your Congressional representative needs to hear from you today. It is a matter of simple fairness. You pay taxes for fuel used when you travel on your favorite trails. Those taxes need to be spent on your favorite trails.

You can use our Rapid Response Center automatic email system, or better yet, send a personal message to your Congressional representative.

Don't wait! Send your letter TODAY!

Link to BRC's Rapid Response Center:

[http://capwiz.com/share/mail/oneclick\\_compose/?alertid=7671861](http://capwiz.com/share/mail/oneclick_compose/?alertid=7671861) "http://capwiz.com/share/mail/oneclick\_compose/?alertid=7671861" > [http://capwiz.com/share/mail/oneclick\\_compose/?alertid=7671861](http://capwiz.com/share/mail/oneclick_compose/?alertid=7671861)

### Super-Easy 3-Step Instructions

Super-Easy 3-Step Instructions for Sending a Personal Email to your Congressional Rep:

#### Step 1:

Click here: < <http://capwiz.com/share/home> > <http://capwiz.com/share/home>

#### Step 2:

Enter your zip code, and then click "GO"

#### Step 3:

Use the information to contact both your Senators (and your Congressman if you wish) to deliver the message below. If you click "email" you can "cut and paste" the message.

IMPORTANT: Enter "Fairness with RTP funds in ISTEAs" the "Subject" field!

Dear Senator,

I am an avid OHV enthusiast who pays taxes on fuel used on recreational trails. I am contacting you to ask that you ensure that the House-passed funding level for the Recreational Trails Program (RTP) is included in the HR 3 conference report for the final version of HR 3.

RTP is a proven success, leveraging federal funds with volunteer labor, state trails funding generated through registration fees and gas taxes and private funds. The program relies on user fees paid by recreationists like me. However, under the current RTP, and under the Senate-passed version of HR 3, recreational trail users are unfair "donors" to other transportation programs, receiving just 18% of the taxes paid. Adopting the House-passed funding levels in the final bill will address this unfairness.

Please ensure that the final version of HR 3 includes the House-passed funding for the RTP program. This is a very important issue to me and I appreciate your attention to this matter.

Yours truly,

[Your name]

[Your address]

*Note: if you have not visited my land use and access web site in a while, please do by clicking here: <http://www.delalbright.com> (go to New Stuff).*

*Del Albright*

*BlueRibbon Ambassador,*

*BlueRibbon Coalition Life Member*

*State Environmental Affairs Coordinator,*

*CA4WDC Trail Boss, Friends of the Rubicon (FOTR)*

*PO BOX 127, Mokelumne Hill, CA 95245-0127*

*Del's Web Site: <http://www.delalbright.com/>*

*Sponsored by: the <BlueRibbon" <http://www.sharetrails.org/>*

*> BlueRibbon Coalition; with support from the <Off-Road" <http://www.orba.biz/>*

*> Off-Road Business Association (ORBA).*

# Classifieds

## FOR SALE: 1962 SERIES IIA, \$14,000 US

### The Famous Miss Golightly

Miss Golightly, who you may have met at the "Down East" or "Mid Atlantic" Rallies, is a Land Rover Series IIA SWB SW. Reluctantly I am offering her for sale to a new home because she isn't getting enough exercise here. Enhancements include Marsland Galvanized Chassis, Parabolics, Rocky Mountain Door Tops (Aluminum dual sliders, <http://www.wiseowlparts.com/Catalogue/doorsTailHardware.h> Radial tyres (6 Bonnet and back door spares) Weber Carb, stainless exhaust, Halogen Headlights, Delco Alternator, LED Lights, 20gpm compensated hydraulic pump on pto (worth \$6000 alone), Hydraulic Capstan winch on quick disconnects, auxiliary lines and 12" stroke cylinder, Range Rover leather seats, Magenta Soundproofing, etc. The hilift jack, winch line, recovery rope (KERR), tow strap and tree strop are included.

Trevor Easton

124 Central Avenue

Grimsby, Ontario, L3M 4Z2 Canada

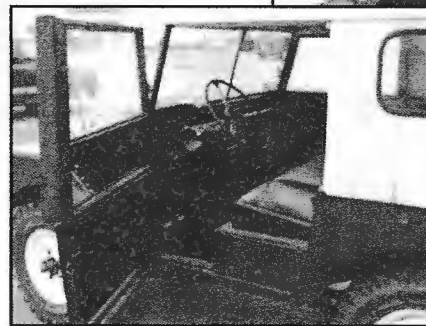
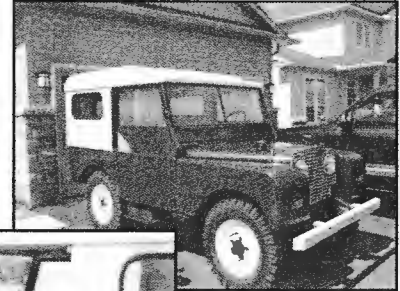
## FOR SALE: 1951 SERIES I LAND ROVER \$9,500

Excellent condition.

Certified. New paint, brakes, electrical, tires and much more.

A must see. \$9,500.

Call (613) 836-6496; [ljanveaux@sympatico.ca](mailto:ljanveaux@sympatico.ca)



## FOR SALE: 1967 MGB GT, \$9,500

Outstanding example of an original chrome bumper BGT. Island blue exterior paint, biscuit coloured wool carpeting and Connolly leather interior, Mahogany steering wheel, Blaupunkt stereo with seven band EQ and six speakers.

Engine has 3/4 race cam and SU carbs with K&N filers, oil cooler and spin on filter, alloy rocker cover (Full engine rebuild late 1990s). 4 speed synchro gearbox with over-drive (35 MPG @ 120 kph).

Hopkinson sway bar kit installed. 15 inch 72 spoke original Dunlop chrome wire wheels, Michelin tires and rear tube shocks.

I have owned this car for over 18 years and I need more room for other projects ... I just don't drive it anymore. Excellent driver, just turn the key and go! \$9,500.00 CDN

Kevin Newell

[Linda&Kevin@trytel.com](mailto:Linda&Kevin@trytel.com)



## FOR SALE: 1955 SERIES 1, \$2,500

I have a 1955 series one shorty I have been keeping for a while as a future project, but as my situation changes, I find myself forced to sell my baby. It has been sitting for some time, has a very nice frame and decent body, no roof, and is quite original. If you may know of anyone looking for a project, please pass this along.

I would be very happy to email pics. I am hoping to sell soon as I am moving out of the country. I would like to get \$2,500.

cheers, Bruce Potvin

Sudbury, Ontario

1-705-522-1322 (home) 1-705-690-0002 (cell)

[brucepotvin@hotmail.com](mailto:brucepotvin@hotmail.com)



# It's all about the RIDE.



Taking a break from blazing your own trail? We're glad we caught your eye. Rovers North knows the pride and excitement that comes with owning a Classic Land Rover. So get back out there! Stop reading! It's much more fun to ride.

Still there? Perhaps you're giving your Rover's suspension a chance to rest. Why not use your mouse to navigate a path through the internet's back country to our website? We're constantly updating our inventory with new parts, accessories and deals. Even more great deals await when you subscribe to the Rovers North News! It's free for loyal Rover enthusiasts like you

Seriously, stop reading. Get out there! Your Land Rover misses you.



Save money, save time, save your Land Rover  
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Your local authorized Land Rover dealer

**Land Rover Ottawa**

[www.landroverottawa.ca](http://www.landroverottawa.ca)

1300 Michael Street, Ottawa ON, K1B 3N2

Tel: (613) 722-7535 Fax: (613) 722-6868

## Trainee Required!

Editor of widely-read monthly newsletter about Land Rovers seeks trainee to join the circus and take over as ring master. Need not be a trapeze artist nor an elephant handler. Being able to type may help. Patience and tact, an asset. Join the great team of people who bring it all to you.

Please reply to Jean-Leon, President of OVLR

