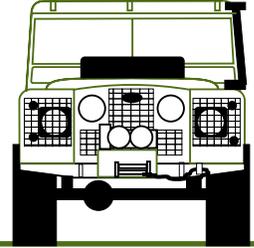


OTTAWA
VALLEY
LAND
ROVERS



October 2008

www.ovlr.org

Volume XXV, Number 10

Fins-n-Things—Moab



*JL & Brutus, "Fins-n-Things", Moab
See article—page 10*

PHOTO CREDIT: JEFF BERG



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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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

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

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

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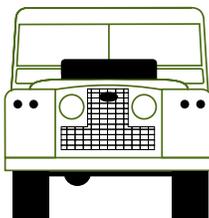
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OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next 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 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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Hey man, what’s going on?

OVL R 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 Peter McGough for location. email mcgou@msn.com

Notices:

Guy Fawkes Party – cancelled

OVL R Christmas Party – December 5th—location TBA

AGM – January 21st—nominations for the Executive closing October 1st (see page 10 for details)

President's Message

BY PETER MCGOUGH

Thanks for all who attended the Oiler and for Dave in leading the short off-roader afterward. I understand that the Carp Ridge still has the capacity to take prisoners! The phantom brake problem on the Range Rover raised its ugly head again on the way to the Oiler and although we were able to get a brake pedal back at the Oiler, an off roader was contra-indicated. I think that I might have a jamming piston in one of the calipers and with the increased pressure to stop the two tons of RR, some fluid is pushing past the master cylinder seals. I guess that new Stainless Steel pots and a new master cylinder is the best solution.

For the Oiler, JL provided great facilities and the weather was uncharacteristically cooperative. However, the low attendance at the event and the subsequent cancellation of the Guy Fawkes event did raise a serious question that Terry King and I discussed, while he tried to keep cats out of the antifreeze, (really!) which is timely for the coming AGM. What type of club do the members want?



President Peter McGough —

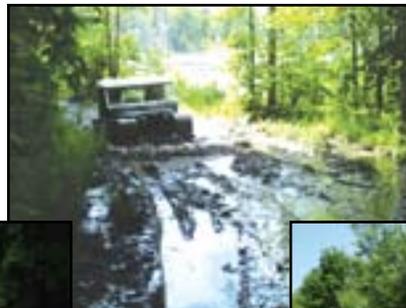
PHOTO CREDIT: G. PELL

Traditionally the club has had two larger events; The Maple Syrup run and the Birthday Party, along with the Christmas party and smaller events like the Oiler. It seems that at the smaller events the attendance largely comprises the usual suspects. Off roading has been somewhat ad hoc and it was thought that the creation of Regional Secretaries would aid more members becoming involved in events that need less organization but would be still covered by the club's insurance. It might be a bit early to say but, as per the bonfire party, there is not major support for Regional events either. The club can continue to sustain the limited slate of events but without the contribution of the membership it might deserve the moniker of the "Birthday Party Club".

Without the feedback and support of the membership the executive cannot take the club in a direction that meets the needs and expectations of the members. Therefore, some food for thought for the AGM; what type of club do the members want and how can the Executive help you get it?

*Peter
mcgou@msn.com*

More Photos from the 2008 Birthday Party



PHOTOS BY CHARLIES
SPEEDIE

OVL R'S 25th Anniversary Scrapbook—Chapter Six

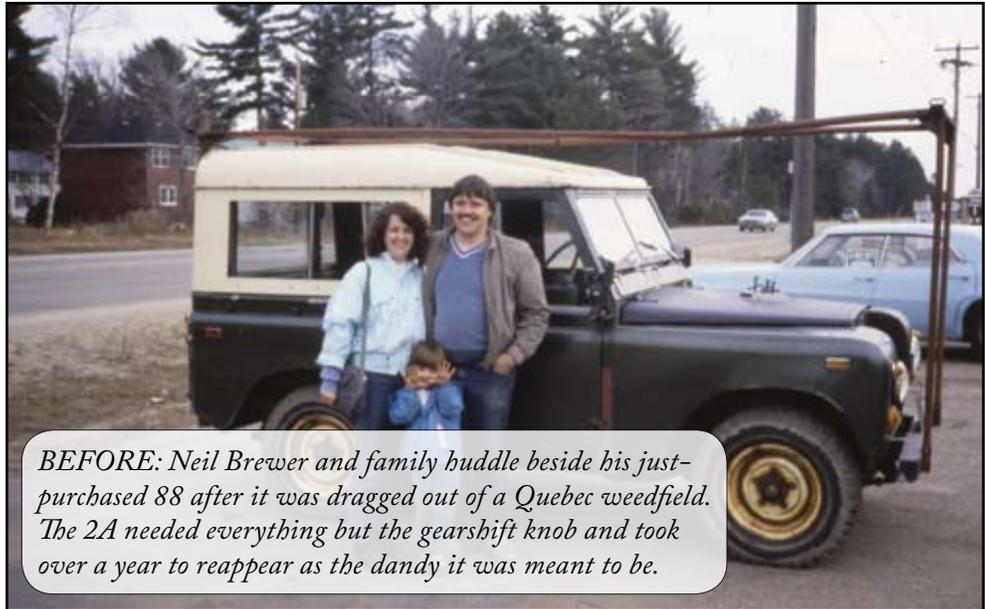
Busy, busy, busy ...

ARTICLE BY MIKE MCDERMOTT

By the time our sixth anniversary rolled around in 1990, OVL R had become the largest Land Rover club in Canada and the fastest growing similar organization in North America. Our membership had grown to more than 70 and our monthly newsletter was mailed to 15 Land Rover clubs in North America, England, Europe and Africa. Our mailbox was overflowing with newsletters from other clubs, sales flyers seeking our favours and Land Rover had us on its corporate mailing list.

With vehicle rebuilds humming along and a busy schedule of activities and trips to occupy members year round, the club began looking more closely at what might be done to increase members' knowledge and understanding of issues affecting us as a Land Rover organization. The newsletter increasingly carried articles updated from other publications rating winches, tire design, off road driving, sound and heat insulation ideas, unleaded fuel and our engines, road and bush lighting, firefighting and emergency medical equipment, compass and map reading (no GPS back then) and articles on winter clothing, camping and equipment.

We even ran an article on building a snow house and tested it with an overnight



BEFORE: Neil Brewer and family huddle beside his just-purchased 88 after it was dragged out of a Quebec weedfield. The 2A needed everything but the gearshift knob and took over a year to reappear as the dandy it was meant to be.

stay in a member's back yard that January just in case it was all a joke and we froze our heinies. No worries – it worked fine.

Sometimes the club would run a special program in support of a newsletter topic. After printing a piece on a 2,700 mile test of a newly-developed adapter

(continued on page 6)



AFTER: Brewer's spiffy runabout after it had undergone much work at the hands of Neil and the lads from the club's rebuild program. It went west soon after and was last heard from scaling the mountains around Agassiz.

that allowed the use of spin-on oil filters, we worked out a discount for members with the Toronto-based manufacturer. The adapter meant we could replace the expensive and hard-to-get original paper and canister type filters used on LR engines.

That was mated with a study of the benefits of using synthetic versus normal petroleum based engine oil. Another story looked at replacing standard brake fluid with silicone and the use of non-corroding copper brake lines instead of standard steel lines. Results: Silicone, good—waterproof. Copper brake lines, bad—vibration cracks.

In support of the move to unleaded gas, the club offered a \$25 subsidy to encourage members to install the upgraded stellite valves and seats designed for use with the new fuel standard. And, in response to complaints by members about the cost and confusion of getting parts past Canada Customs, we worked with Atlantic British Parts New York, on a system of discounts and improved ways to deal with customs, taxes and duties.

By the June edition that year the newsletter had grown to 14 pages and was so fat Canada Post began returning them for additional stamps. We tried ditching the envelope, leaving a blank page on the back for members' address and going with the "fold

and staple" approach. No good. The PO wouldn't accept the staples. Contributors were told to "write tighter", photos were downsized and we published several "extras" to handle the copy load.

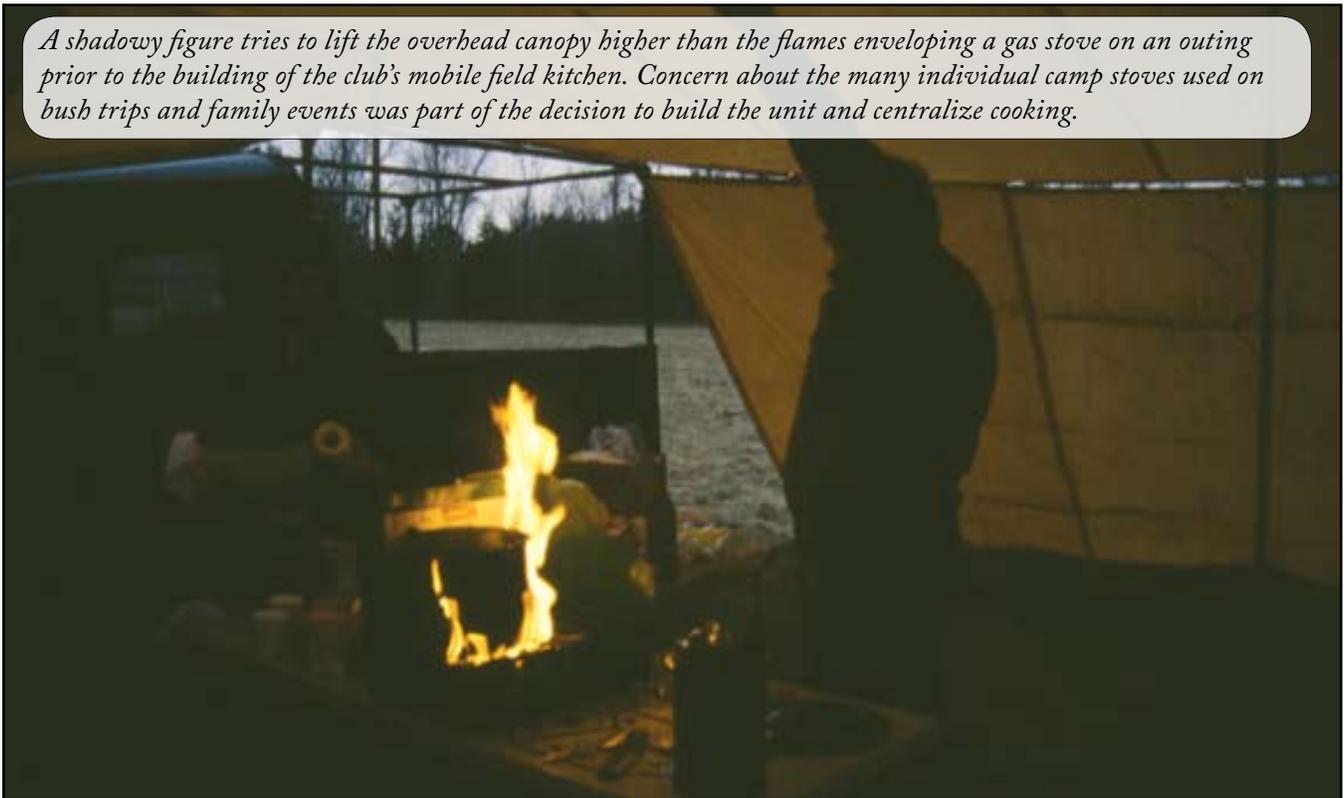
That summer Neil Brewer, the early member who had designed the OVLRL logo, moved to Agassiz, BC with his family and Series 2A. The shortbox, which had been rescued from a Quebec weed field and tenderly restored under the club's rebuild program, would soon find itself clinging to the cliffs after Neil joined the local mountain rescue organization. A fitting resurrection indeed.

By year's end we had gone through \$4,000 in funds collected and spent on our activities and programs, a new record. That did not include members' dues which had always been reserved to ensure newsletter production. Now that we had established a strong base, some felt it was time to look ahead at what the club might do to improve service to members.

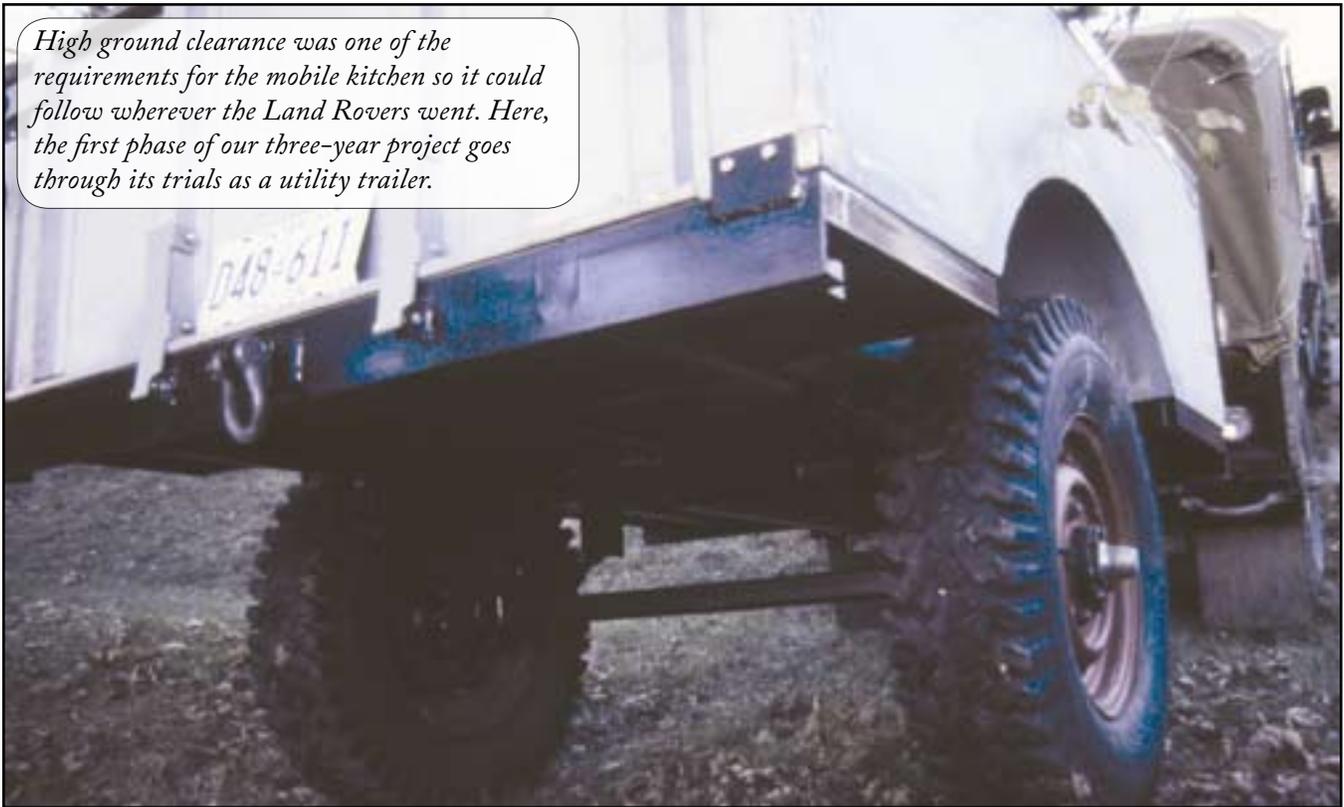
One issue stood out. Feeding the masses. Beginning long before the club had formalized, back when ALROC was just a kid, good food had been a central part of our activities. Whether it was a rebuild weekend in someones' back yard, a three-day bush trip or just a meeting in a pub, good food was always high on the agenda.

(continued on page 7)

A shadowy figure tries to lift the overhead canopy higher than the flames enveloping a gas stove on an outing prior to the building of the club's mobile field kitchen. Concern about the many individual camp stoves used on bush trips and family events was part of the decision to build the unit and centralize cooking.



High ground clearance was one of the requirements for the mobile kitchen so it could follow wherever the Land Rovers went. Here, the first phase of our three-year project goes through its trials as a utility trailer.



When we began, meals on the trail always meant a rage of campstoves teetering on tailgates and logs or searing the grass with someone on constant watch for accidental blazes. Food was divided into “too much of this, not enough of that” and a whole lot of waste as members shopped for themselves. Socializing at mealtime was difficult as people spent their time separated and huddled over their little stoves as darkness crept in. And it was slow. Individual lunches on the trail could be a three-hour process—OK if the weather was nice but a problem when trying to reach the high ground before a rainy nightfall.

It became apparent with the increasing membership that a single cooking station with a set menu was the way to go. It was quicker, the food was better, waste and cost were reduced as was the chance of an inferno springing up in the twiggy underbrush.

The ideas of a permanent, mobile cooking facility that could be towed to activities, perhaps with enough room to store a growing pile of equipment and camping gear, had been ruminating in the minds of several members for a while—especially those charged with rounding up equipment before trips and keeping things on schedule.

The project got its official start at the 1991 general meeting when the new executive made it an election

promise. (Back then, members running for office were expected to tell us what they had in mind for the club if elected—just like in real world elections). President Jason Dowell, VP Yves Fortin, Secretary Harry Bligh and Treasurer Tom Mayor called for plans incorporating members’ ideas, cost estimates and volunteers to design and build it.

Enthusiasm was high and by March they had a proposal: The foundation would be an eight by five foot utility trailer sitting on a steel box frame with a wheel track matching a Series Land Rover. It would have high ground clearance, use Series wheels and brakes and be capable of following a Land Rover through any terrain.

When completed the unit would carry 50 gallons (before metric, eh) of potable water, large propane-fired stoves, 12 feet of food preparation surfaces, coolers, lights, a communications center and 40 cubic feet of storage space.

Estimated cost was \$4,000 but that was mainly for materials. Volunteer help in building it was essential or the project was a non-starter. Treasurer Tom hit the books and determined we could do it if we spread the cost over three years and scheduled some fund-raising projects to help.

(continued on page 8)

Professional welder Robin Craig volunteered to oversee construction of the frame and veteran rebuilders McD and Bates (Pilgrim) would coordinate fabrication of the bodywork. Phase One was the utility trailer foundation, estimated at \$900. It came in under budget in time for the Fall frame oiler, ferrying equipment and, of course, lunch.

While our club trailer was occupying some members, others were working with a Canadian/American Land Rover group planning a trans-Canada to Alaska expedition for the summer of '92. OVLRL was asked to assist the group with accommodation, communications and maintenance when they passed through Ottawa in July.

Initial estimates by group organizers put the number of vehicles at 50 and participants near 100. VP Yves took responsibility for the project, arranging campsites at Lebreton Flats, compiling maps and tourist information, laundromats and shopping centers for the group's visit. As the July 10 arrival approached, he coordinated their departure from Quebec City and arrival in Picton after their overnigher with us.

By the time they set out from Halifax, the little group was much reduced from original numbers and by the time they reached Ottawa there were seven vehicles and 15 tired and hungry participants.

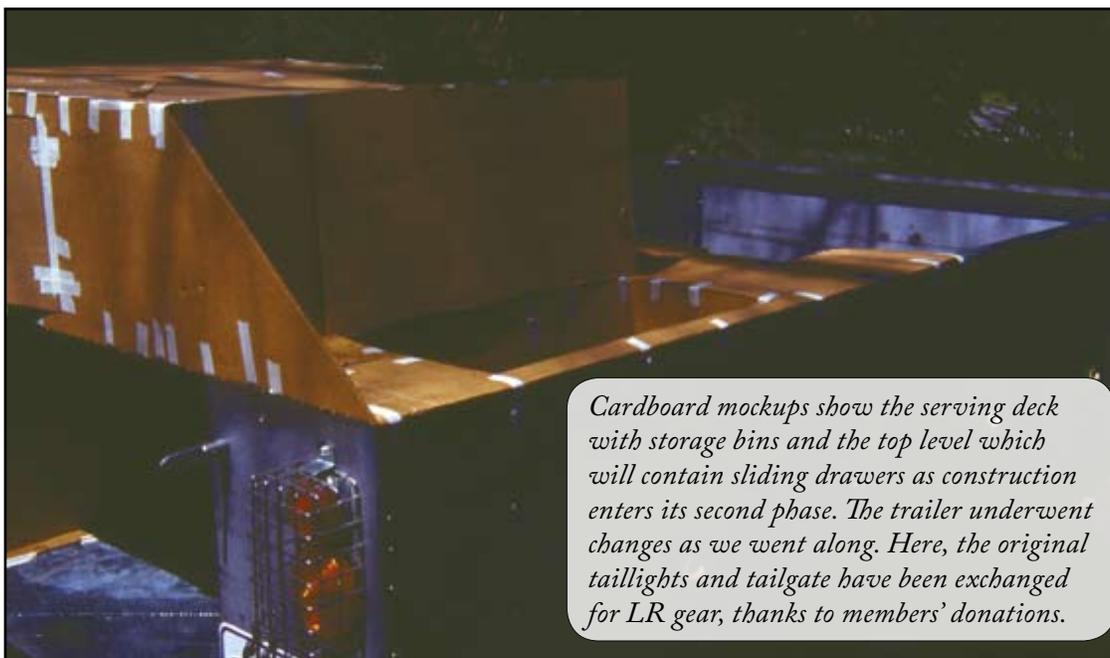
OVLRL turned out to meet them at the Flats with our new expedition trailer serving hot cocoa and bedtimes snacks. The cooking and food prep stage

of the kitchen had just been completed and next morning we served up a breakfast of 70 eggs, 10 pounds of sausages, piles of toast and hot coffee. Good friends were made that day as 34 members traded stories with our guests, three vehicles from the US, one from Holland, another from Finland and a third from Sweden. John Cranfield from Nova Scotia, the lone Canadian, would later leave the group when it passed Manitoulin Island.

After breakfast, Land Rover mechanic Jason Dowell, shepherded a stinky diesel to his shop for repairs and "tourmaster" Bates carted his topless 107 longbox full of tourists around Canada's Capital for the highlights of Parliament Hill, the Rideau Locks and the canal.

We waved goodbye that afternoon and the group set out for Picton where the Toronto Area Rover Club picked them up for a tour before aiming them at Manitoba. Several weeks later we learned that five vehicles reached Anchorage and dipped their wheels in the Pacific. Expedition leader Ron Mowrey, after two years organizing the event, didn't quite make it. He was T-boned outside Calgary and had to leave the remains in a dumpster. Still, he said, in spite of the bumps and bruises, he had the time of his life.

Later that year we learned Land Rover was returning to the North American market with the 110 model. LRO magazine opined that the \$40,000 introductory price tag was a little steep for a brand trying to break back into a market it had so "rudely abandoned" nearly 20 years earlier.



Cardboard mockups show the serving deck with storage bins and the top level which will contain sliding drawers as construction enters its second phase. The trailer underwent changes as we went along. Here, the original taillights and tailgate have been exchanged for LR gear, thanks to members' donations.

TEASER FOR NEXT MONTH—THE NINETIES ARE COMING AND WE GROW UP ...

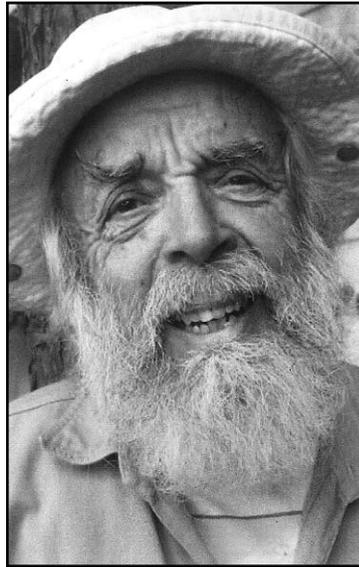
Harold

1914-2008

Harold Huggins, the man who founded ALROC and helped shape OVLRL, died October 1. His obituary, written by his daughter Jill and son Rod, was published in the *Globe and Mail*. OVLRL sent flowers to Harold's funeral and Jill says, "Many thanks to the OVLRL guys for your sentiments and remembrance of Harold. Our family appreciated it and I know Harold would be very pleased." The *Globe* obituary is reproduced here for members' information.

Harold Charles Huggins passed away peacefully on October 1, 2008 at Peace Portal Lodge in White Rock, B.C. at the age of 94. He was born in Edmonton on January 18, 1914. The youngest of eight children, the family moved to Vancouver when he was a boy. As a young teen he worked at Spencer's department store which later became Eaton's.

In his early twenties he was diagnosed with tuberculosis and spent four years at Tranquille Sanatorium in Kamloops where he met the love of his life, Elizabeth Codd, also a patient. In 1941 Harold and Elizabeth were married in Vancouver and had two children, Roderick and Jill. Harold worked as a public educator for the TB Society and the Alcoholism Foundation of B.C. He was active in the Vancouver Film Council during the 1950's.



In 1967 the family moved north to Yellowknife where Harold was Chief of Alcohol Education for the government of the N.W.T. His years in the North were rich with experiences and included travel throughout the Arctic with his work.

In the late 1970's, Harold and Elizabeth retired to Ottawa where their son Rod and his wife Ruth live. Having developed a passion for the original British Land Rover, Harold founded the Association of Land Rover Owners of Canada and was a founding member of the Ottawa Valley Land Rovers.

Finally in 1986 Harold and Elizabeth returned to the West Coast where their daughter Jill lives, and settled by the sea in White Rock to enjoy a view of the ocean. He became a founding member of the Roverlanders of B.C. and volunteered in many capacities within the community as well as delivering the local newspaper until the age of 89.

Harold will be remembered for his love of the steam locomotive, his Land Rovers, pin-hole cameras, his hats and home brew, but mostly for his generosity of spirit, colourful character and curiosity of life. He will be remembered by all and lovingly missed by his family.

Harold will be laid to rest at Sunnyside Lawn Cemetery in Surrey, B.C. with Elizabeth, his beloved wife of 62 years, who passed away in 2003.

Fins-n-Things, Moab, Utah

PHOTOS BY JEFF BERG

Jeff Berg sent a note saying he and Michelle were recently on the road with JL to participate in the annual gathering at Moab, Utah.

Jeff added: "... details and photos from that journey will be available soon, but in the meantime I've pulled some shots of JL and Brutus from the gigabytes of images I shot on the trip."

Brutus approaches a drop.

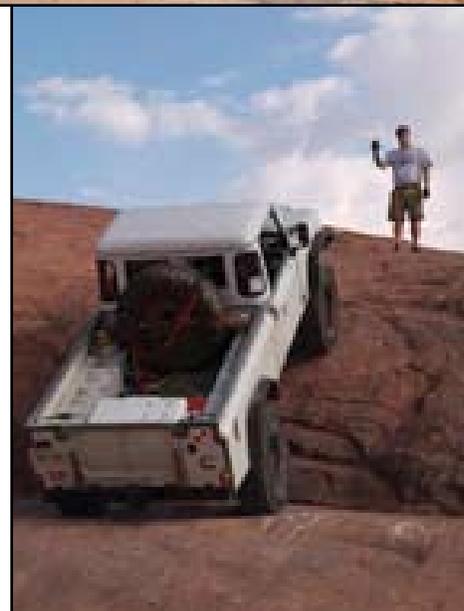


Brutus makes it look easy!



JL behind the wheel.

Scott Preston spots JL up a steep climb.



Scott Preston guide's JL up the slickrock.

Classifieds

FOR SALE

Land Rover 1973 Series III, 88
Frame completely rebuilt, has new outriggers, new front horns and new rear bumper. New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. Comes with full top and pickup top, also tail gate and rear door. It needs finishing and I need my garage.
Asking \$3600 or will trade for antique or high end firearms.
Call Sean McGuire 613-612-7622

FOR SALE

1973 series III model 88 – mostly original parts (its old, rusted, and leaks oil everywhere). It is currently on the road and I am doing some work on the brakes. I guess it would be a good rebuild project, or maybe it would be just good for parts.
Paul Plousos
(613) 692-4938
paul.plousos@rogers.com

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Koenig PTO winch
Missing output shaft and shift lever \$450 obo
Call: Cameron Duff 613-269-4125
or e-mail cameronduff@aol.com

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ottawavalleylandrovers@sympatico.ca



FOR SALE

I bought a Rover 3.5L V8 engine from the UK awhile back. It was a reconditioned by the Ministry of Defence UK and intended as a complete drop in engine during conflict. But there were parts I did not need such as alternator, fan, exhaust manifolds and some brackets. They have been laying around for years but I am reluctant to dump them. Is there anyone around the Barrie area that would be interested in them? A modest contribution to my 1955 Aston rebuild would be appreciated but not mandatory.
Barrie Robinson
(705) 721-9060
<http://www.britishv8.org/MG/BarrieRobinson.htm>
<http://www.britcot.com>

FOR SALE

3 - 80 inch Land Rovers
All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.
Call Sean McGuire 613-612-7622
Asking \$1800 or will trade for antique or high end firearms.

FOR SALE

I have a galvanized 86 in frame from a 1956 that I had started to rebuild but then got fed up. It was in excellent condition to begin with, I made a couple of repairs and then had it dipped.
I'm asking \$475.
Tel: Charlie – 905-576-4217

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100% Canadian owned & operated business c/w British Mechanic
 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

The Passing of an Era

In loving memory of Bob Wood



Our Friend 1953-2008

This memorial card was given out at the last Bob Wood Sighting Society meeting.

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Calling All OVL R Awards

Yes, the time has come for all of the OVL R awards to be sent home for updating, refurbishing and general maintenance. Please if you have or know the whereabouts of any of the following awards please let me know and we can arrange to have it be returned so that the proper updating and refitting can take place in this the 25th year of OVL R. The awards are: The Lugnut Award, The Towball Award, Gasket Under Glass, The Silver Swivel Ball and The Golden Wench Award (any others that I have forgotten?) please let me know.

Contact: Andrew Finlayson andrewf@xplornet.com

