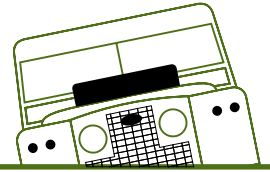


OTTAWA
VALLEY
LAND
ROVERS



April 2009

www.ovlr.org

Volume XXVI, Number 4

Spring Thaw 2009

Sweeeeet!



PHOTO CREDIT:
D. KENNER



*Gathering
around the
breakfast
table at
Vern's*



Rock me gently



*Getting ready to hit
the trail*



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

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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Secretary-Treasurer

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Events Coordinator

Your Name Here
could you help out?

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Your Name Here

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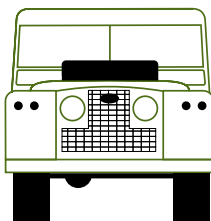
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All British Car Day Coordinator

Dave Pell / JL Morin.



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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Beneath the Bonnet

OVLР Calendar of Events.....	3
President’s Message BY PETER MCGOUGH.....	4-5
OVLР Scrapbook Note BY MIKE MCDERMOTT	5
A Little Photo History	6
Lucas Decommutator Solution BY J. L. SCHWARTZ, SENIOR RESEARCHER, LOTUS INTERNATIONAL, INC.	7
Classifieds	7

Hey man, what’s going on?

OVLР 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:

- May 31 Beaconsfield British Car Show www.hudsonantiquecarclub.com
- June 7 Byward Market Auto Classic, Ottawa, ON. Contact: Jody at 613-562-3325 or events@byward-market.com. Pre-registration required.
- June 18-21 OVLР Birthday Party, Silver Lake, Ontario
- July 11 All British Car Day (ABCD), Ottawa, ON. www.britishcarday.ca
- July 19 Brits in the Park: The Classic British Motor Event, Lindsay, ON. www.victoriabritishcarclub.ca

President's Message

BY PETER MCGOUGH

It was great to see everybody at the Maple Syrup Rally and again thanks go to Vern and Linda Fairhead for hosting the event and to Peter and Donna Gaby for the superb organization and the great breakfast. Thanks are also due to the tag team sous chefs of Kevin Newell and Brian Scott and to the cleanup crew of, again, Peter and Donna, meticulously assisted by Roy Parsons.

Our love for the products of Lode Lane is often put to the test and the morning of the Maple Syrup Rally was no exception. In the weeks preceding the event I had taken the calipers off the Range Rover to see what was causing the persistent braking problems I had been experiencing. This job turned into a complete rebuild of the calipers with stainless steel pistons and while I was at it; new cupronickel brake lines, new softer springs (with a 1" lift), new flexible line in the rear and refurbished shocks. Needless to say, the extended scope of this project resulted in a RR being still on axel stands on the rally weekend.

As my Sister and Brother-in-law (Joan and Anton) had travelled up from Burlington to attend the rally, I need to press the Diesel Disco into service. On Saturday, Anton and I put back in the rear seats and gave



President Peter McGough

the vehicle a general fettle, including the removal of the now customary nest, though this time in the engine compartment and not the heater, prior to a trip to JL's to see how the front and rear receivers were coming along. I had hoped to have these receivers ready for my portable winches and avoid the problems encountered last year of limiting the off-road through lack of the same.

On the return from JL's all was well and on Sunday, bright and early, the key was turned to fire the trusty diesel for the adventure. The engine spun but nothing happened. I quickly exhausted my knowledge of diesel technology (i.e. none) and faced the ignominy of arriving at the Rally in a GM product. As Eric suggested during the rally, the next day I found that no power was going to the stop solenoid on the

diesel pump. I now need to find where the little B*****s chewed through the critical wire on the said Saturday night, as revenge for removing their nest. This is War!!! It is also chastening to know that mice know more about 200TDI's than I do. I suppose if you live there you are bound to pick up a few ideas or maybe it's down to the Haynes Manual they ate last year.

The true spirit of Land Rovering, however, came to the fore and Verne and I and Joan and Anton were all given lifts on the off-road. Many thanks are due to all who assisted a President in distress. Frank and Dianne Ashworth took Verne in their LR3, and she now has elevated expectation of off-road comfort. I was behind the LR3 in Ian Dejordon's LWB RR and was greatly impressed in how both vehicles handled the off-Road. Sophie Deschamps and Geoff Outerbridge took Joan and Anton in their Series II Disco

continued on page 5



President's Message *(continued from page 4)*

and, as they had a winch, were great sports and descending "the hill" which was so muddy that no ascent would have been possible without one. They ably demonstrated winching techniques to the assembled crowd.

The Monday Social at the Cheshire Cat was well attended but not so much as to suggest that a change from the Prescott will be permanent. Next month back to the Prescott and we can discuss further.

I still have not received scads of support for volunteers to help with trail breaking at Calabogie. Without that support I don't think we have much to offer the Motorsports park. Let me know. Cheers Peter

Peter
mcgou@msn.com

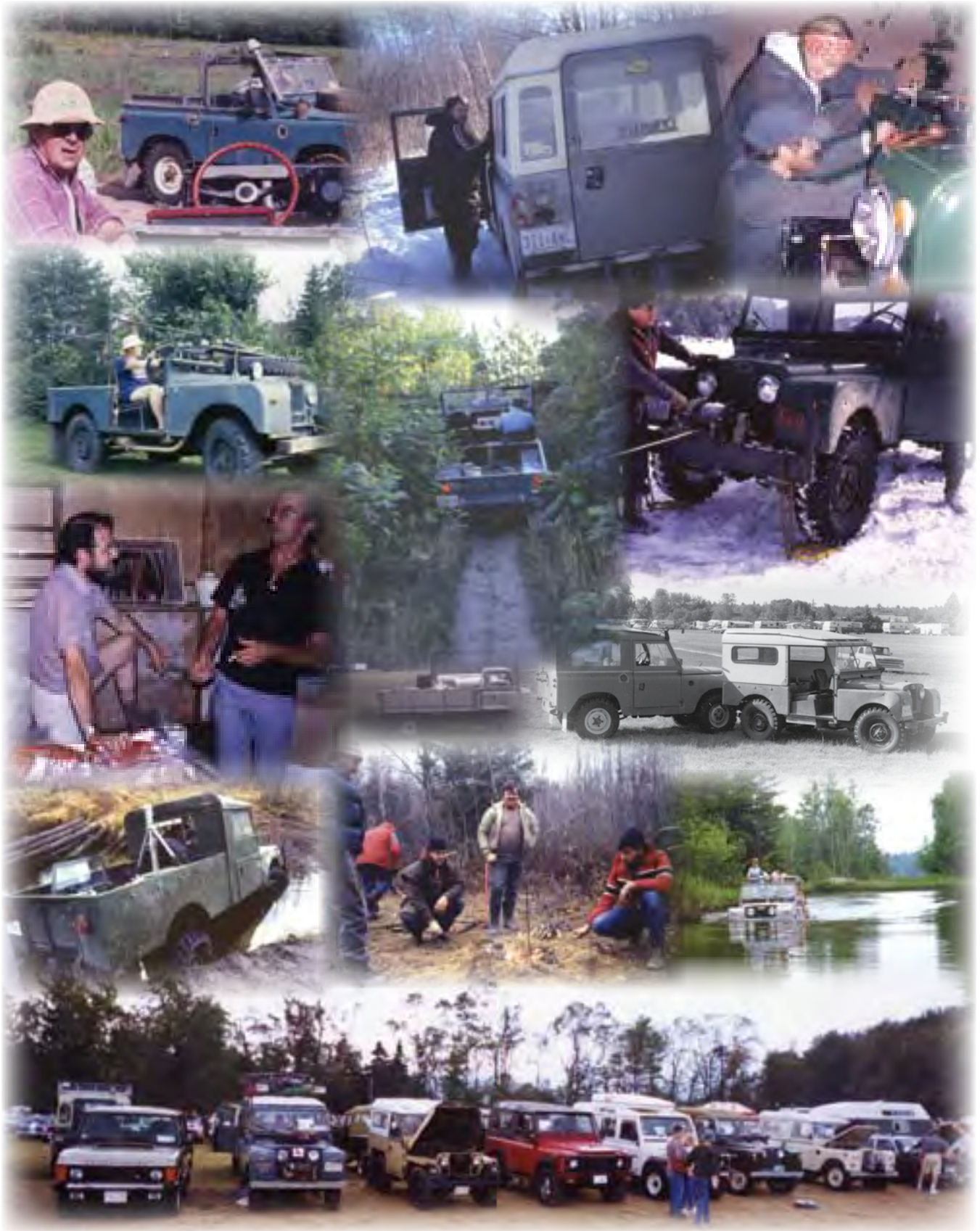


OVL R Scrapbook Note

This month's installment of the OVL R Anniversary Scrapbook has been delayed due to the sudden and catastrophic failure of McD's computer and word processing system. We have been assured that all files and the nearly completed April chapter can be retrieved and rewritten for the May newsletter ... although it might all be in long hand. McD said his system had been giving him trouble for months and it finally came to a head last week. He then thanked Dr. Martin Luther King and wandered away mumbling "Free at least, free at last, thank God almighty, I'm free at last".

To compensate for the missing chapter, see the next page for some wonderful photos from the OVL R history folder.

A Little Photo History



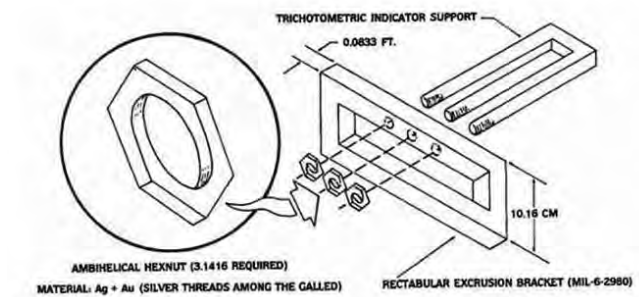
Lucas Decommutator Solution

BY J. L. SCHWARTZ, SENIOR RESEARCHER, LOTUS INTERNATIONAL, INC.

Extensive research in our laboratories has determined that a large percentage of Lucas smoke release is being caused by parastatic conductance resulting from differential spurving of the hydroscoptic marselvanes located in the prefabulated amilite base of the unilateral detractor mechanism. Neither Lotus nor Jaguar has been able to offer any remedy for this troublesome situation other than to recommend manestically spacing the grouting brushes on the periphery of the nubbing purwell.

Although on the surface this would appear to alleviate the problem, we have found that this leads to further complications causing the regurgitative wennel sprocket to transmit microgriffage to the anhydrous dangling pin, from whence it is modulated, amplified and splitnagled, thus causing transcendental hopper dadoscopic failure. This, in turn, causes quasipiestic depletion of the bitumogeneous sprandels thus leading to an even higher level of high RMP peak nivel-sheave voltage which further magnifies the amnesial slump. It should be apparent that any successful solution has to be based on the regeneration of low-ohmic nofers combined with a high degree of medial interation of magneto-reluctance and resistance to atmospheric rillarrah.

Fortunately, we have discovered a simple and effective remedy which involves merely modifying the spiral decommutator with the installation of a rectangular extrusion bracket and trichotometric indicator support (see attachment). These items should be purchased (out of petty cash) from any local supply house and installed immediately. Upon installation, the above cited malfunctions should be reduced significantly and you should experience greatly increased non-reversible tremic amifacience.



* Note that the special ambihelical hexnut is unique in that any attempt to remove it in the conventional manner only succeeds in tightening it. Because of this design, the nut must be fully screwed on before it can be screwed off.

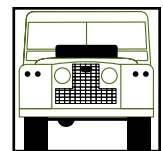
Classifieds

SHIPPING EFFICIENCIES

I own a 71 S2A petrol 88, and am considering having Marsland ship me a new chassis. Anyone you know interested in purchasing a Marsland chassis?—there “may” be efficiencies in shipping for multiple units. Shipping destination would be Belleville.
Cheers, Bruce McMinn
bmcminn@interlog.com

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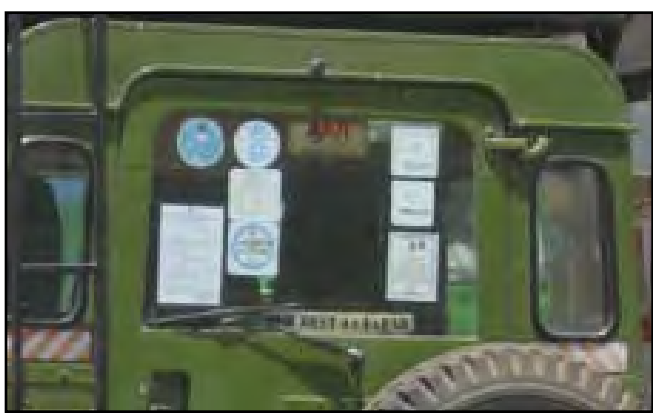


PHOTO CREDIT: T. KING

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Reserve the date—OVL R Birthday Party
June 18th to 21st
Silver Lake, Ontario