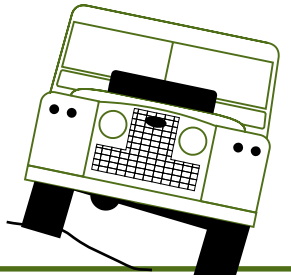


OTTAWA
VALLEY
LAND
ROVERS



July 2009

www.ovlr.org

Volume XXVI, Number 7

July 2009 (how imaginative)



Andrew F. prepares to run the 2009 RTV

PHOTO BY FRED BARRETT



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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Your Name Here
could you help out?

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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?

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:

Oct. 31 The Guy Fawkes Bonfire Party this year is on Saturday, October 31 & Sunday, November 1. Two off-road groups with Saturday night BBQ, Bonfire and camping.

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLР!*

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

Very short message this month as there is little to report and my musings have been versed many times in these annals.

Had a good social at the Prescott, for the summer months, and was happy to greet two new members, whose first question was "Do you off-road?" Simple question, complicated answer. OVLR has dual functions, to aid and assist the preservation of the Land Rover Marque as a service to the membership and to use the vehicles as intended. Which of these functions takes precedence or are they really mutually exclusive?

There are numerous clubs in the areas where our membership lives, not the least of which are our friends at Ottawa Valley OffRoaders, where the focus is on off roading. However, we are a single marque club which serves as a car club and also as activities club.

I am happy to try and sustain any of the wishes of the membership for both aid in the continuation of Land Rover vehicles and in any types of activities. We have as a membership a degree of expertise in the care and restoration of Land Rover that is second to none in the North America. Pleas for help are always answered with a wealth of aid and assistance, as I have found may times in my hours of need (yes, plural).

Off Roading is another question. Again, there is a wealth of expertise and experience, as witnessed in the teaching demonstrations at the Birthday Party. However to sustain an active offroading calendar needs a commitment of time that appears to be a challenge to our membership.



President Peter McGough

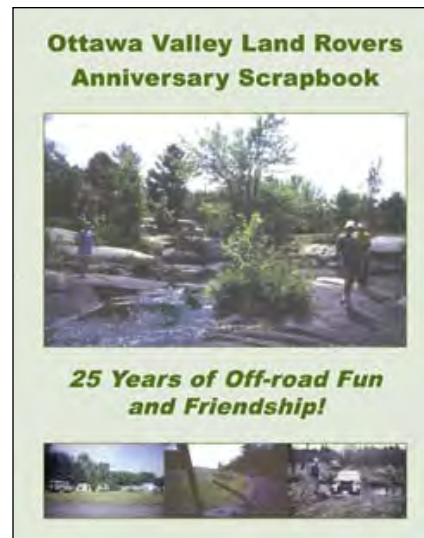
As I have said, I will try and support any activities the club wants to establish but the lead must come from you, the membership. I remind you all again of the opportunities that exist for us at Calabogie and the often voiced statements of support for that notion must be supported with commitments. I look forward to hearing from you.

On a lighter note, I was surprised to hear that one of our members was bested by a Rolls Royce in the twist off demo at the All British Car meet. You know who you are and appropriate sack cloth and ashes will be expected at the next executive meeting.

Cheers,

*Peter
mcgou@msn.com*

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\$20

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OVLR.Treasurer@yahoo.ca**

Happy Trails

ARTICLE BY ROY PARSONS

PHOTO BY KEN GLOVER

Yes, it is true. I have a functioning Land Rover. I won't go so far as to say it's finished – after all, these things are never finished, are they? But it's running and I'm driving it. "It" being a 1980 ex. military Series III 109", currently sporting a mil. spec. full canvas roof – hopefully, soon to be replaced with a hardtop. I have a tropical roof from a station wagon but it has issues so if anyone has one and/or side panels for sale: 613-521-5010, dogdays@telus.net

Although I had the 109" safety checked last December, it sat all winter unused. Come spring, it was determined that it had a timing problem – a result of a misaligned crank pulley due to a dislocated key (oh, those military mechanics) – that didn't get sorted out until the day we were scheduled to leave for the Birthday Party. So, a few times around the block, then load up and off to Silver Lake. I say "we" because my brother John came here in his Range Rover from his home in British Columbia for the "launch". John was involved in the early days of the club before moving to B.C. about 25 years ago. John is a founding member and is still regularly active in the Roverlanders of British Columbia. He and his Series I can be spotted in photos (pg. 25, centre right) in Mike McDermott's excellent new book on the history of the OVL.R.

We spent four days at the Birthday Party and, as mentioned by others, this year's attendance was lower than normal but no matter, there was plenty to do with great trail drives, etc. that had us returning to our campsite to cook supper in near or total darkness.



Thanks to the organizers and all those I saw and had many laughs with during four great days and particularly to John for spending ten days driving, here and back, that made this first event with my 109" a time to remember.

I hope to see you on the trails.

*Cheers,
Roy*



Roy and his 109 at the Birthday Party. PHOTO CREDIT: T. KING

Where have all the Series gone?

(long time passing)

ARTICLE AND PHOTOS BY BENJAMIN ALLAN SMITH

I noticed something interesting at the Birthday Party this year. It was the lack of Series Land Rovers. When I first got into Land Rovers and went to my first Land Rover Rally (Atlantic British in 1991) all one saw was Series with a few Range Rover Classics. In 1992 I saw my first Defender 110 at a rally (Rovers North). Discos and D90s came soon thereafter. In the last 18 years, the ratio of Series to new vehicles has decreased. By the end of 1990s it was certain that there would be more coilers at an event than Series. The number of Series soon became a small minority outside of OVL R events.

The one thing that I could count on was that the OVL R Birthday Party would be a majority Series event. Or at least that's how it seemed to me. 101s, 88s, 109s, 80s, etc. would fill the field and trail. It is the last of the big events that still had a strong Series following. MAR, BSROA, Winter Romp, ROVERS, Solihull Society National, Uwarrie Safari in North Carolina, etc.—all have lots and lots of coilers and few Series. One exception is the “Metal Dash” event in Peterham, MA each the fall which increased their scope to include Series II and IIA when it was realized that there weren't enough Series Is to sustain an event.



The lineup of Series Is (2001 BP)

But to me the Birthday Party was old reliable on the Series front. However, this year seemed to me as if there were significantly fewer of them. To check I looked through my photos and Dixon's photos and put together a Rover count.

Range Rover: 9 [5 classic and 4 P38]
Discovery: 12 [6 D1, 5 D2 and 1 LR3]
Defender: 9 [4 LR 110, 1 D110, 1 LR 90, 3 D90]
Series: 12 [3 Series I (80, 86, 107), 5 II/IIA (3 88, 2 109), 4 SIII (2 88, 2 109)]



Mike Loiodice and his SILA 88 (2001 BP)

Yes, half are in the iconic Land Rover shape starting with the 80, but 12 out of 42 is 28.6%—call it 25% for round numbers. Roughly speaking ¼ Series, ¼ Defender, ¼ Range Rover and ¼ Disco attended the BP. Attendance at this year's BP also seemed a bit light. Down from the late 90s certainly, but even fewer from recent years.

However, back to the original question, “Where have all the Series gone?” I think that there are a two reasons. The first being that many regulars at the BP who drive Series LRs didn't attend this year. The second

continued on page 7

Where have all the Series gone? *(continued from page 6)*

being that Series drivers brought other Land Rovers (or, gasp, a non-LR!) instead of their older steeds.

Looking at the second reason first:

- Bruce Fowler was in his Range Rover Classic instead of his Timbits SI 86” or Timshel his SIIA 109.
- Dave Lowe drove up in a Range Rover Classic instead of the 101 or Lightweight.
- Bill and Kris O’Hara brought their 110 instead of the 88”
- Al Richer and his daughter Amanda attended in a Disco 1 rather than Churhcill, his early SIIA 109” PU.
- Bruce Ricker was in his Range Rover Classic instead of Sedgewich, his Series IIA 109” PU.
- Brett Storey drove a Land Rover 110 instead of his Series III 88.

I’ve driven up in my first Disco I in the past as has Jeff Berg in his Disco 2. Maybe we are all getting older and greyer and prefer the coiler comfort over the bone jarring Series suspension. Or to quote Christine Rose, “Comfort over nostalgia.” (Note, parabolics go a long way to fixing that problem)

The list of absent regulars for the Birthday party is even longer. Giving some thought to the list I came up with 26 more Series that could have attended:

Quintin Aspin - SI 80”
Roy Bailie - SIII 88”
Harry “Headwound” Bligh – SIIA 109” PU
Andrew Barr – SIII 109” PU
Jeff Berg – FINSUP, SIIA 88”
Bill Caloccia - SIIA 109” or SIIA 88”
Jason Dowell - SIII 88”
Jerry Dowell - SIIA NADA 109”



Ted Rose’s SIII 88 at the 2005 BP

Fred Dushin – Olliver, SIIa 88”
Russell Dushin – Nigel, SII 88”
Jan Hilborn – Witt SIIA 88”
Fred Joyce - SIIA, 109” or 88”
François Kiroaic – Lucky SIII 88”
Mike Loiodice - SIIA 88”
Gareth Lowe - SIII 88”
Jean-Leon Morin – Brutus, SIIA(ish) 109(ish)
Spencer Norcross – SIIA 109”
Bill Maloney - SIIA 88”
Ted Rose - SIII 88”
Martin Rothman – SI 80”
Alastair Sinclair - SIII 88”
Christian Szpilfogel - SIII 88”
Thomas – SIII 88”
Peter Thompson – SI 86”
Tom Tollefson - SI 80” or 101FC
Eric and Ann Zipkin – SIII Stage I or SI 80”
Plus various members of the Fort Pitt Land Rover Group including Bill Fischel, Ed Kostuch, Scott Wickham and Wes Harris. And then there are those

continued on page 8

Birthday Party Photos

PHOTOS BY FRED BARRETT



Dom Perodeau's Series/Disco hybrid.



Where the rubber hits the road.



Kevin N. discusses recovery gear.



What we saw at Bolton Creek.



Peter M. checks the rear view.



John Parsons deploys his airbag.

Where have all the Series gone? *(continued from page 7)*

that have either sold their Land Rovers or passed on. Everyone has their reasons for not attending. Some have conflicts with their schedules and busy lives. Some have health issues. Some have Land Rovers that just don't run right now or are in the middle of lengthy rebuilds (e.g., Loiodice, Morin, Zipkin). When the club was getting going 26 years ago there were a bunch of rebuilds in progress. Now 20+ years on do all these Land Rovers need another rebuild and are hence currently out of action?

I hope that most of those listed above are still members of the club. Hopefully a few will take this as a challenge to repair their Land Rovers and bring them to the Birthday Party in June 2010. See you there!



Christian Spilfogel's SIII 88 at the 2005 BP

Land Rover Introduces New Cell Phone

SUBMITTED BY KEVIN NEWELL

In mid June, famed British explorer Sir Ranulph Fiennes assisted with the testing and launch of the latest Land Rover product, the S1 Cell phone. Billed as the toughest cell phone ever built, the S1 boasts many typical technological features but claims virtual indestructibility.

Sir Ranulph Fiennes tested the phone by submerging it in muck and generally beating it about while off roading in a Land Rover (notice the phone is strapped to the left front wheel of the 2009 Defender 110 in the background).

“We are very excited about the launch of the S1 mobile phone. Like our vehicles, this phone is extremely capable and will work in the toughest of environments. Designed to meet the needs and demands of the outdoor adventurer, the phone has an IP-67 rating, which is a first for a commercially available GSM handset, and is operational in temperatures ranging from -20 to 55 degrees Celsius and backed by an unconditional three-year guarantee,” said Lindsay Weaver, Land Rover global licensing manager.

The Phone is proven to withstand 400 kilograms of pressure, all buttons have been pushed and tested over 500,000 times and the battery can offer up to 1500 hours of standby and 18 hours of talk time. (Lots of time to talk the recovery team into your location). The phone also sports a 2 mega pixel waterproof camera with flash and a 2 Gig memory slot, a built in flashlight, GPS unit, FM radio, J2ME Java for mobile, WAP browsing and Bluetooth. It is, sadly, currently available only in the United Kingdom for around 299 Pounds (\$500.00).



The Guy Fawkes Bonfire Party

We will be having “The Guy Fawkes Bonfire Party” this year on Saturday October 31, 2009 & Sunday 1st November. We took into consideration the issues of our first event so we have made a few changes for this year.

Itinerary will be as follows:

- assemble 10 am Saturday
- 2 off-road groups; one light (greenlaning), one heavy (Lingham Lake).
- The shop will be closed as Dom wants to play in the mud (*unless someone really needs a vital part or assistance, this event is geared towards seeing our fellow club members and is not a marketing exercise!*)
- Saturday Night: BBQ, Bonfire, camping

This is probably the last local event of the season.

Past Issues

1st issue: Poor Lighting, or rather no lighting. We will have big white tents put up with LED lighting, also looking into renting tables and some form of site lighting.

2nd issue: Attendees were told to bring steaks and/or chicken to BBQ but the Club Kitchen Trailer has no grill. We literally had one frying pan to share between all of us. Dom & Jeremy (mechanic) will be making a huge charcoal grill for the event. I will be catering the event myself. Steaks, chicken, side dishes, dessert, the works. There will be fireworks and a bonfire for entertainment.

Sunday morning we will have “Amazing Coffee” (*local coffee house in Madoc*) providing coffee and donuts.

All you have to do is bring beer and camping gear.

Any suggestions are welcome, to make this event spectacular!!!

*Cheers,
Scarlett & Dom Perodeau—Madoc*

The 5th Dimension – part 1

ARTICLE BY T. KING

About a year ago I started thinking about swapping the V8 in one of my Discos to a TDI and at the same time change to a manual transmission from an auto box. You may be wondering what the title of this article means, but if you stick with me I think it will be explained.

I did some preliminary research and spoke to a few knowledgeable friends (they have tdi's) who were nothing but encouraging in my Endeavour.

Before being committed completely (pun intended) I decided to dig a little deeper into the prospect by doing research on the internet for similar projects that would help me ‘plan’ for the job. I was able to find a website in England that had done a 1995 Disco conversion, which meant the engine was a 3.9 not the 4.0 that I had, but the basics were there

and it seemed straightforward enough so I started hunting around for the required power plant.

Sure enough, Land Rover Exchange offered up a 200 TDI and manual transmission almost immediately, on paper suited for a Discovery. The price was right, the delivery date from England was suitable so I went ahead and bought them. This step took a few months as they were part of a larger shipment from England to Toronto, and then to a smaller town north of there, and then on my trailer back to Ottawa from there. So far so good.

I spent a fair bit of time reading up on the various aspects of the conversion and I can say now that luckily there were so many details that my brain just shutdown and I forged ahead, figuring I/we would deal with the issues as they arose. Which they did.

continued on page 11

Classifieds

FREE

Roy P. was offered a transmission at the British Car Day in July. No charge, the owner just wants it gone. It's in the Ottawa area. It's a ZF believed to be from a mid 1980's Range Rover.

Contact: Claude cgagne@bankofcanada.ca

FOR SALE

Andrew Finlayson saw this Land Rover for sale on his way to work and thought that someone in the club would be interested. A rare find these days!

Location: Dunrobin Road (go past the McEwan Gas Station about 1km on your left heading towards Dunrobin)

1968 Land Rover 109 Station Wagon Right Hand Drive (Metal Grille and Headlights in the Fenders); Diesel; Overdrive; Capstan Winch; Free Wheeling Hubs; Air Conditioning!, Bosch (Shin burner style heater); Heavy Duty Front Bumper. Body work looks really straight although the paint is not so great (grey). Looks as if the frame has been replaced at some point. Last license sticker is 1992.

The ad on the window says \$13,500.00 and comes with \$10,000.00 in parts!

Phone: 819-463-1406 Evenings

This looks like a really good Land Rover to restore!

Cheers,
Andrew

NOTICE

Hi there,

My name is J.R. Fountain and I am a sound designer for film and television. I am working on a wildlife tv series at the moment where often times the host is traveling usually in Africa in an old land rover. Our producers are quite adamant about having authentic sound effects for everything in their show and so I would like to find a vintage land rover that I could record. I'm located in Whitby, ON and was wondering if you might know of anybody in my area that I could contact.

Thanks so much!

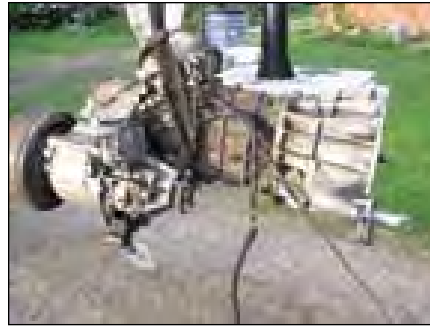
J.R. Fountain

Sound Designer

c. 905.626.1414

e. jrfountain@bigroomsound.com

The 5th Dimension *(continued from page 10)*



*R380 and T/C
on the hoist*

Right after the Oiler last year, I found some borrowed space (that would be the 4th dimension), and started in earnest on page one of the instructions I had found earlier.

In looking back, this was a happy time, because everything was in the right place, was properly connected, and was known to be functioning right up until I disconnected it. I set out labeling the bits and pieces and nuts bolts as they came off, and even tried to organize them into piles: those going back on, those going with the V8 or auto box, those going in the garbage, etc. A lot of this was speculative at best, given my level of knowledge of the whole thing, but at least I had a plan.

The radiator, fuel lines, oil cooling hoses, brake lines, pedal box all came out or off without too much difficulty, albeit you could measure some of the clearances with a micrometer. The exhaust system wasn't bad either. I had to cut a few bolts off the prop shafts to get them out, but the real devil was the cross member which is under the transmission that is bolted through the frame. It is really hard to pull down from underneath a vehicle when you only have a foot of height (that is one of the first 3 dimensions) to work in, trust me. You are supposed to use a frame spreader (or maybe a hi-lift), but I managed to do it without either, using a jack on the frame, with the support anchored to the jack. Don't try that at home. The electrical connections weren't too bad either, you just pull everything off and tie wrap the loose ends down. Removing the console and disconnecting the transfer case levers, hand brake and shifter mechanism (thanks J-L) are not too bad. The engine, transmission and transfer case all came out at once, with the lion's share of the work going to J-L and his engine hoist. Again, the clearances here are minimal, but it did all come out together....

(end of part 1 – stay tuned)

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Andy Barr's SIII-109 at the 2007 BP