

OTTAWA
VALLEY
LAND
ROVERS



May 2012

www.ovlr.org

Volume XXVIX, Number 5

Hibernation is Over



Making an Adjustment

Under the Dome. (article and more photos on pages 8-9)

PHOTOS BY D. KENNER





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.

OVLRL 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

OVLRL/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>

OVLRL Forums

Please see:

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

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OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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 (terrycking@rogers.com) 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 OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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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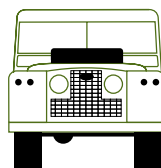
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Hey man, what's going on?

Calendar of Events

Socials:

June 18th: Monthly OVL R Social and Meeting at the Prescott Hotel on Preston Street (Little Italy), Ottawa – at 7:00 pm

Executive Meeting:

OVL R Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

May 26 – OVL R Tune-up & Trailer clean-out, Andrew Finlayson's in Woodlawn

May 27 – Oxford Mills Antique Car Show

June 22-24 – Annual OVL R Birthday Party

July 21 – All British Car Day, Britannia Park, Ottawa

August 4 & 5 – Blacker than Night

September 15-16 – British Invasion, Stowe Vermont & British Car Day, Burlington Ontario

October 5-7 – ROAV Mid-Atlantic Rally, Virginia

Late September to mid October – Frame Oiler

October 13 – Cedar Hill Classic (projected from past dates. To be confirmed!) Pakenham, Ontario (west of Ottawa)

President's Message

It's amazing how quickly the weeks roll by – and here we are, hard up against the newsletter publication deadline. It's been quite a busy month for the Golden Wench and I. Dominique's business travel meant I had custody of the Land Yacht for a couple of weeks, so I got to appreciate what a 2-headed beast the LR3 really is.



With the fine weather and a couple of OVL R events in the offing, I did some fettling on the Series I. Finished fitting a weber carb and new distributor, and some small jobs, that had me feeling confident enough to use it on the road at the weekends. All was well, it started, accelerated (I know it's a relative term) and was happy pottering around the property doing odd-jobs.

It's Expensive

I was astounded at how much fuel it uses – it doesn't have a locking fuel cap, because the fuel isn't in there long enough to worry about it getting stolen: Driven normally, it struggles to get more than 400km on 80+ litres of premium.

I scheduled a visit to "the Dealership" for a 70k service, and tyre swap (winters to summers). I knew going in that it likely needed front pads (its nearly as heavy as the moon and brakes take a hammering) and an alignment, having asymmetrically worn out the front tyres over the winter – thanks to the potholes on our rural (and not so rural) roads. At the end of the day it needed a full set (all four corners) of rotors and pads and the assigned technician – not the OVL R Equipment Officer, struggled to get all four wheels pointing in the right direction. The whole service took a day to complete and the final reckoning came to just short of \$3k - was I ever grateful to whichever hero negotiated a 10% discount for OVL R members.

It's Capable

As the credit card bruising began to fade, I was able to reflect that the LR3 is a very capable truck indeed: Driving it imparts a very nice feeling of smug self-satisfaction, in an "out of my way little man" sort of way, and I've changed my mind about the air suspension – it's great for loading large items (chunks of dead lawnmower) in the back, and it really helps when hitching trailers. As a tow vehicle, it is superb – it's hauled tonnes of building garbage to the dump, various equines to horse shows, and recently liberated some of the McGough "treasures" back to Chez Pres.

If only it was less costly to operate it would be wonderful - where oh where is the TDV6?

And lots of stabilizer in the tank seemed to have beaten the bad fuel syndrome...

I've been re-reading "The Hundred Days of Darien" by Russell Braddon – the account of the crossing of the Darien Gap by 2 Range Rovers and a SWB SIIa, as part of the British Trans-Americas Expedition led by Maj. John Blashford-Snell in 1972: See enclosed picture. So I have had my admiration for the tenacity and ability of the British Army, and Land Rovers renewed.

... Flush with a spirit of adventure, I ventured out last Saturday morning in the SI, with M100 trailer in tow to make the final pilgrimage to Chez McGough to collect an engine. All went well until I got to Pakenham Golf Club, when after a series of kangaroo-like bounds the engine stopped. I fiddled with a few things under the bonnet and attempted a re-start while chanting the mystical incantation "Start you traitorous Bastard". It ran - sort of, and stopped again. So I called Peter and aborted the expedition, got it turned around and kangarooed in retreat back to Chez Pres. Having been talked down from giving the SI a Viking funeral by the Golden Wench, I set about figuring out what was wrong: Dirty fuel after all.

So it was off with the fuel lines, and pump, drained the tank – with a high risk of self-immolation and cleaned everything. With some clean gas, all seems well – for now.

Just as well because our next event is almost upon us, The Spring Tune-up, you'll find more information on this, in the newsletter and Terry has sent out notices.

The planning for another successful Birthday Party

... continued on page 5

Western Roundup

ARTICLE BY DAVID PLACE

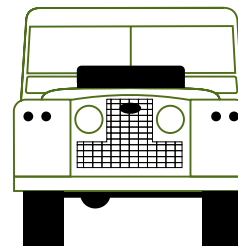
Greetings,

I thought Jeff might like to see his Land Rover (middle) alongside the restored one and the one on the right that is going to be made like the other restored one. I fixed the engine in Jeff's so it is a strong runner but it is going to be the foundation of a complete engine overhaul with all new running parts.

We have everything purchased now and are just about to pull the break fast off and try to remove the engine and transmission out the front. Everything is going to be acid dipped, painted and reassembled to new engine specs. My fancy one is going to get its transmission rebuilt this winter, "just because":-)

If anyone has any large part needs they can get in touch with me. I have or will have two or more hard tops, tubs, wings, springs, etc. once we "break" the one in the middle, plus our parts supply in the barn. Two of these Rovers are within about 6 numbers on the VIN plate. Funny they ended up with me after being in the deep southern U.S. and Ottawa.

davepla@mymts.net



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

is well advanced too. We'd really appreciate your sending back the registration forms (and money) as quickly as you can.

Roy Parsons, is working hard to secure items from sponsor organizations that can be auctioned off on Sunday. If any of you have interesting stuff tucked away that you are willing to donate to the club for auction, Roy would love to hear from you.

So, I'm off to don my Blashford Snell-esque pith helmet, hook up the OVL R trailer to the SI and go for a test run in the back 40.

See you at the Tune-up , I hope...

BEST REGARDS
ANDREW



Crossing the bridge at Barranquillita; the start of the southern half of the Pan American highway.

Series III Wheel Flairs

ARTICLE BY DAVE PLACE
SELKIRK

How about making your Ser IIa or III look like a D90 and it only will cost you about \$200! I purchased a set of wheel arch flairs for my Ser III and installed them today in about two hours. Although it isn't a hard job, I would suggest that you have a helper to hold the flair in place while you install it.

First off, the flairs are not a perfect fit so it takes a bit of moving them around to get the best location to permanently mount them. I used a number of spring clamps to hold the units where I wanted them and then attached them using Drill-X screws. Those are the ones with the drill bit ends. This is a lot faster than drilling and using sheet metal screws and if you are working alone, it is likely the only way you will be able to install them. If your Land Rover is straight, then the units fit the side of the vehicle not too badly. (see the attached pictures)

One problem I encountered early was that the manufacturer does not supply enough rubber trim to do 4 units so if I was doing it again I would measure the units and make sure you have enough rubber before you begin. I didn't do this, thinking the manufacturer would have sold enough to know better. What a fool!! I hope I can find some locally. If I was doing the job again I would also put rubber cement under the rubber to be sure it stays in place. I might do that in the fall if it proves to be a problem. The units sell for \$199 plus shipping. The quality is fair for the price but a heavier construction would be better if you do a lot of heavy off road work. One other advantage of these units is that the edge of the fender is protected from chipping if you are trying to do a high quality restoration job.

Finally, if you don't like them, you can remove them without any trace, other than a few holes on the folded fender edge, where it is not going to be seen



by anyone. I would just put the screws back in the holes and move on. If anyone else has installed these I would like to know your experience with them and how long you have been driving with them so I can judge the longevity of the units.

davepla@mymts.net
1974 Ser III and a few others!

June Deal!

The RSW Solutions - ABS Amigo for Discovery II Owners

With this small portable device Discovery II owners can read and reset their own ABS Fault Codes.

With dealers frequently charging over \$100 to reset your SLABS warning lights every Discovery II owner should have one.



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Only \$195**

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Order at: <http://www.offroad101.ca/>
+1 613 261-0699

Maple Syrup Ralley Photos



Eric's ride on display



Dominique displays the Golden Wench



Vern at the centre of things

PHOTOS BY DIXON KENNER



The Venue at the MSR

More evenings under the DormieDome – part four

ARTICLE AND PHOTOS BY DIXON KENNER

Or, an account of another month's, or thereabout's, progress on Lenin through the efforts of Alastair, Allen, and myself. Given the temperatures in mid winter, it is not surprising that the month started with running out of propane. The IR set-up from Princess is great for keeping the area in front of the Land Rover, to about the mid-point of the vehicle, but dramatically falls off after that while the heater is kept on low. To put it on high makes it too uncomfortably warm up front. An odd concept where frost builds on the inside of the tarpaulin where it can be -16c on the other side.

So, for a quick list of things done - Last month we reported on the head being affixed and torqued down. We got the oil line to the head connected (you can see someone forget that line once!). A bit finicky, but new copper crush washers found and used. The valves were adjusted to .010, twice to try and approximate accuracy. The Weber was reattached, throttle linkage reattached as well as the petrol feed. The heater hoses were reattached & we needed to find the radiator hose.

Put the valve cover back on with a new gasket. We did not adjust the exhaust system, and we need to get a pair of light bulbs for the overhead spotlights as both bulbs have now failed. Sample bulb in the kitchen. Second self destructed on removal. More light was required for the next outing.



The Fiddly Bits



The Working Conditions

The next effort was a continuation of the previous week's, albeit with new light. For fun, we checked the valve's adjustment again. All was good. The entire exhaust system under the vehicle was tightened. Note: This is where you notice the limitations of heating systems on a floor, or driveway in this case, where you get to experience and fully appreciate the cold. The rest of the hoses were connected. The plug wires were put on. There will be another story there as we had to figure out #1 on the distributor by finding TDC and seeing where the rotor was pointing. The gear in the block was replaced by someone in the past and turned out to be about 180 degrees out.

Next on the list of annoying things was the choke cable. It had not been working very well, and in fact, it was not working with the light in the dash at all. So, we replaced it with another one from the box that came with the BGB's Weber. An angle grinder makes a great trimming tool, and when taking the choke assembly apart in the dash we discovered the cable from the Weber box lined up exactly with that of the light switch. The cable that had been off there was something American.

Late January saw a warm spell, which gave rise to a unique problem: Flooding under the dome. To an inch or two in depth too in places (the driveway is best described as undulating). This will prove challenging. The electrical circuit is partially under

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DormieDome *(continued from page 8)*

water and partially well frozen into the ice. Sand was liberally dropped to give some footing, and to fill in the puddles. Footwear is insulated wellies. Given progress on the front end of the vehicle, it was time to address the “storage shed” aspect of the back. So, the rear was cleaned out. Parts in back sorted and shelved. For good measure, the windscreen was cleaned for the first time in about five years.

To note, all is not always work. For example, Alastair brought some 12 year single malt for Robbie Burns Day. Noise under the Dome alternates between Allen’s iPod and the CBC. The



All the Comforts of Home



Temporary fuel supply

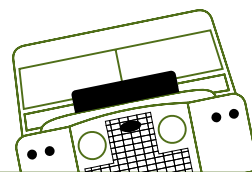
latter one evening was quite educational. “Ideas”, a CBC evening programme, had a presentation on standards, starting with the first standard, which happened to be Whitworth, the thread pattern everywhere on Series ones and continued to exist on Land-Rovers in the gearboxes all the way into the early 1980’s. The programme explained why he came up with his system of nuts, bolts, and standardised threads, which was unique, as until then, nuts and bolts were made in pairs. The origin of the Whitworth standard was an issue with steam engines and why they were not running past his house one day.

Next time, the heater motor and maybe trying to start the vehicle.

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLR!

See page 2 for subscription details.



29th OVL R Birthday Party

Silver Lake, ON
June 21-24, 2012

Background

For 64 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVL R celebrates its 29th Birthday this year.

The Event

The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries.

Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive off-road. Membership forms will be available at the event.

- Thursday will be a setup day
- Friday and Saturday will be for offroading and the RTV
- Sunday will have the auction and cleanup
- There will be a catered dinner on Saturday night, and a light breakfast on Sunday.
- Costs and other details will be on the web site and in future mailings.
- Registration form will be available online prior to the event

Accommodation

There are a variety of accommodation options available: Silver Lake Provincial Park, OVL R Main Event site and various motels and B&B's are in the area.

Contact

OVL R
PO Box 478, Carp, Ontario Canada K0A 1L0
If lost while getting there: Phone 268-2162
(Deacon's residence on site)

What should you do?

Contribute ideas now – Let your friends know of the event – Volunteer to help with any organizing requirements – either at or prior to the event – Participate in all facets of the event – Bring your vehicle and show it off – Meet and talk to other Land Rover enthusiasts – Renew acquaintances

Our Sponsors — Thank You!

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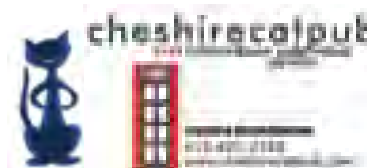
www.AtlanticBritish.com



www.landroverottawa.com



www.roversnorth.com



Classifieds

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. OFFERS ACCEPTED. Contact: Robin 1-613-484-6602 or rcraig@sakto.com

Apr2011



LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. No dreamers, be prepared to view and buy. Offers.

Contact: Robin 1 613 484 6602 or rcraig@sakto.com

Apr2011

2004 DISCOVERY 2 SE7

For sale – Epson Green, Fully Equipped with leather, 7 seats, 148,000 km, dealer maintained with documentation. 4 new tires, tow package. \$6,000.

Contact: Chris Glauninger 613-632-2879 or cjpglauninger@sympatico.ca

Aug2011



BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Contact: Kevin Le Messurier-Girling
Daytime: 905-436-7813 Evening: 905-728-0822

May2011

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used. LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used. LRN51175
Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN51115B - bracket; LRN51115F - fittings
Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260
Contact: Kevin Le Messurier-Girling
Daytime: 905-436-7813 Evening: 905-728-0822

May2011

2000 Disco

Reason for selling: too small. \$2400. obo

ENGINE AND R380 TRANSMISSION

From my 1995 Range Rover Classic; 15,000km on it since rebuild... \$1,500

Contact: Olia Tryfonova – oliaian@yahoo.ca

Nov2011

EX-MoD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Contact: Len – lnp00@live.ca

Dec2010

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar

Asking \$3,000

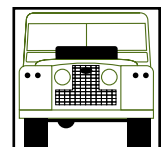
Contact: Jean François Bonin 613-941-4172 or jean-francois.bonin@justice.gc.ca

Nov2010

YOUR AD HERE

FREE ad space to members.

Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



... continued on page 12

Classifieds (continued from page 11)

1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains.



This is a solid Land Rover.

\$15,500

Contact: Matt 613-222-5121

Mar2010

1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500

Contact: Matt 613-222-5121
englishman99@hotmail.com

Mar2010



1983 MERCEDES G WAGON 280

SWB model, right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. Excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000

Contact: Matt Macpherson 613-692-3684 or mrgrey9@gmail.com

May2011



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