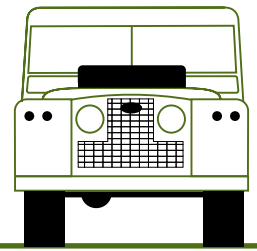


OTTAWA
VALLEY
LAND
ROVERS



May 2008

www.ovlr.org

Volume XXV, Number 5

Because It's There ...

(quote by Sir Edmund Hillary, May 29, 1953)



Q: Where is Stan going? A: Come to the Birthday Party to find out ...

PHOTO CREDIT: T. KING



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 website 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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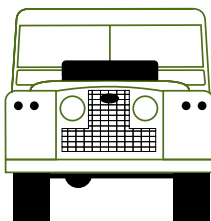
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OVL R Newsletter

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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Beneath the Bonnet

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Hey man, what's going on?

OVLRL 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:

Muddy Oval – Stowe, VT– June 6th-8th, 2008 — visit <http://www.muddyoval.com/events/stowe.htm>

25th OVLRL Birthday Party – June 20-22, 2008 — Silver Lake, Ontario Book your campsites now!

Ottawa All British Car Day – Saturday, July 12 — Britannia Beach Park (Lakeside Gardens), Ottawa (ON). From 10:00 am - 4:00 pm. Participants fee \$20 (includes lunch for 2, door prizes and other gifts). For more information, contact: Don Leblanc at 613-596-5692 or email at info@britishcarday.ca. Visit website at: www.britishcarday.ca

Brits in the Park – Sunday July 13, 2008 — Lindsay Ontario All British made vehicles and motorcycles welcome. Entry fee is \$10. Victoria British Car Club website: www.glenhunter.ca/vbcc

New Members Wanted!

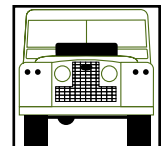
Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Classifieds

YOUR AD HERE

FREE ad space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



President's Message

Adventures in towing!

BY PETER MCGOUGH

The weekend after the Anniversary Party I had to make one of my Banzi towing trips to pick up a car in a far flung destination. As with any adventure that involves an older Rover, a fix was needed before starting off. My lights were not working after having towed the trailer back from the Maple Sugar Rally. I thought that I had somehow blown something with the wiring converter I used to connect to the trailer 3 pin. After much searching, the problem was of course unrelated and the light switch had simply had enough after nearly 30 years service. I was leaving on Monday morning and had left the fix until Friday night. A "help!" call to the OVL R group had Bruce Ricker pull the light switch from his two door Range Rover to tide me over. Bruce also provided a newer 3 way Lucas connector to replace the tired looking one I had. By 10.00 p.m. the fix was done. I had lights ... but no ignition! Must be a dirty connection. Out with the



President Peter McGough —

CREDIT: G. PELL



emery cloth. All shiny. Now I had ignition and no lights! Hmm. Perhaps not all 3 way connectors are created equal, even if they look the same. A quick check with the meter and the answer was clear. The original 3 way was power in and 5 power out. The new connector was 3 independent serial connectors in one insulated cover. By midnight the fix was done. Joseph did have a sense of humour didn't he.

I was off to New York to pick up a 1956 LHD Bristol and I made it down and back by Tuesday afternoon, but not without incident. I arrived in Brooklyn at about 4.00 pm, in heavy stop and go traffic, and coming down off the George Washington

(continued on page 9)

OVL R History

This month we begin a 12-month series tracing the adventures and history of the Ottawa Valley Land Rovers. This year-long celebration marks 2-1/2 decades of camaraderie, organization, fun and hard work that has made us the most successful and oldest Land Rover club in North America.

But there's more to us than that.

It's all the stuff of memories: Good times and hard times, of mosquito-infested swamps and sunny picnics by a lake, of filthy, oil-soaked clothes and the light-headed elation of driving a rebuilt 88 for the first time. It's the smell of hot engines wallowing in cool mud, of hypoid and diesel, of sunset bonfires and coffee in the morning mist.

And its about laughter and dedication and fellowship and people with a common interest that brought us

all together: And the ubiquitous Land Rover.

Each month we'll cover a couple of years with photos, some never before seen, interviews, recollections and maybe some hazy history from scraps of curled up, scribbled notes found in the back of the file drawer.

The project is headed by Mike McDermott, better known as McD, OVL R's founding president, newsletter editor and general know-it-all. He is assisted by a few close friends (he only has a few), a faulty memory and the ethics of a Member of Parliament. HE NEEDS YOUR HELP. E-mail him at mikemcd@magma.ca or phone (613) 821-1362 with your memories.

If things aren't the way you remember them, too bad. Shudda got your version in first.

OVL R'S 25th Anniversary Scrapbook



The man who started it all

How it all began ...

ARTICLE BY MIKE MCDERMOTT

Twenty-five years is a long time for a car club like OVLV to exist. It means children of original members could be running the show now—with families of their own. While our official birth date is June 22, 1984, our roots go back much farther. Back before cellphones, ipods and satellite TV. Before space shuttles, Star Wars and Saturday Night Fever. Before Discos and Defenders. Before Elvis died.

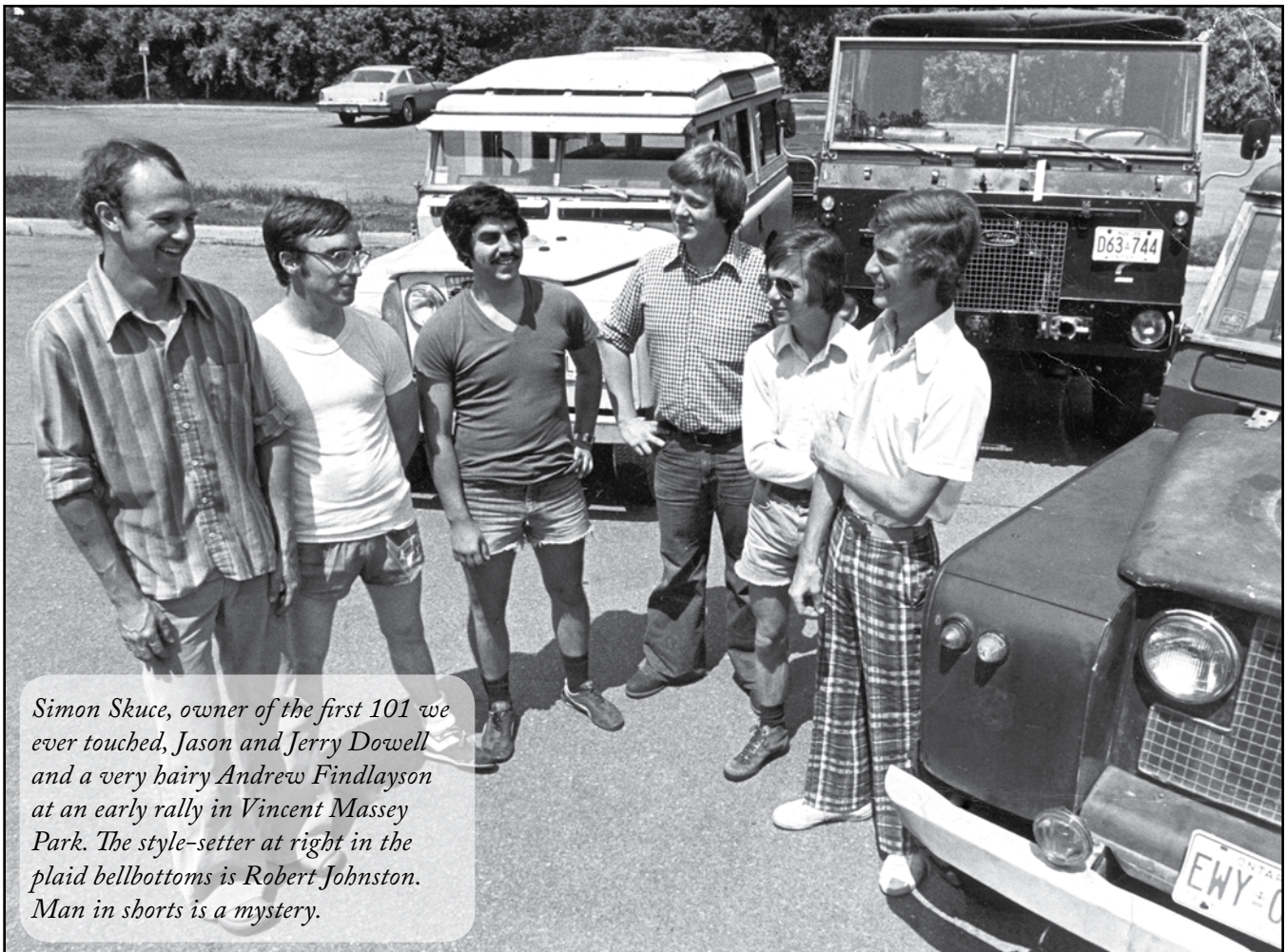
It was in the mid 1970's that a man with wild hair, a tam and a fierce love of Land Rovers rolled into Ottawa from Yellowknife in his 109 Regular with a dream and a driving enthusiasm to save his beloved marque from oblivion.

Harold Huggins had watched with dismay as Land Rover's dealership network abandoned

North America after nearly three decades, leaving owners without parts and support. A gentle, deeply philosophical man not lent to excitability, Harold was outraged and dedicated himself to gathering Land Rover enthusiasts together in the struggle for survival. What was needed, he said, was common ground: A forum, a newsletter, a place where folks could come together to exchange information, find parts, buy and sell vehicles, get maintenance tips. A place to feel a little less alone.

And so it was in early 1977 that Peter Parsons first spotted Harold's red and white Land Rover in the parking lot of the Royal Ottawa Hospital where he worked in the alcohol and substance abuse programs. "I had recently bought a 109 and sometimes I'd load the kids up and we'd drive around looking for other Land Rovers." Peter said recently. "The 109s were

(continued on page 7)



Simon Skuce, owner of the first 101 we ever touched, Jason and Jerry Dowell and a very bairy Andrew Findlayson at an early rally in Vincent Massey Park. The style-setter at right in the plaid bellbottoms is Robert Johnston. Man in shorts is a mystery.

pretty rare and the next week I saw Harold's on the Queensway, chased it down and that's how we met".

Harold had been busy doing the same thing, stopping strangers whenever he'd see a Land Rover, collecting names, even putting a want ad in local

(continued on page 8)

One of the first newsletters pecked out by Harold on his trusty (but dirty) Remington typewriter before being printed on his basement Gestetner.

T B

SPECIAL ATTENTION

If there is print matter on the other side of this sheet, please ignore. We believe in recycling and the old maxim "waste not, want not" We use "overs", "seconds" and the like where it is not inappropriate to do so. This is one of those times.

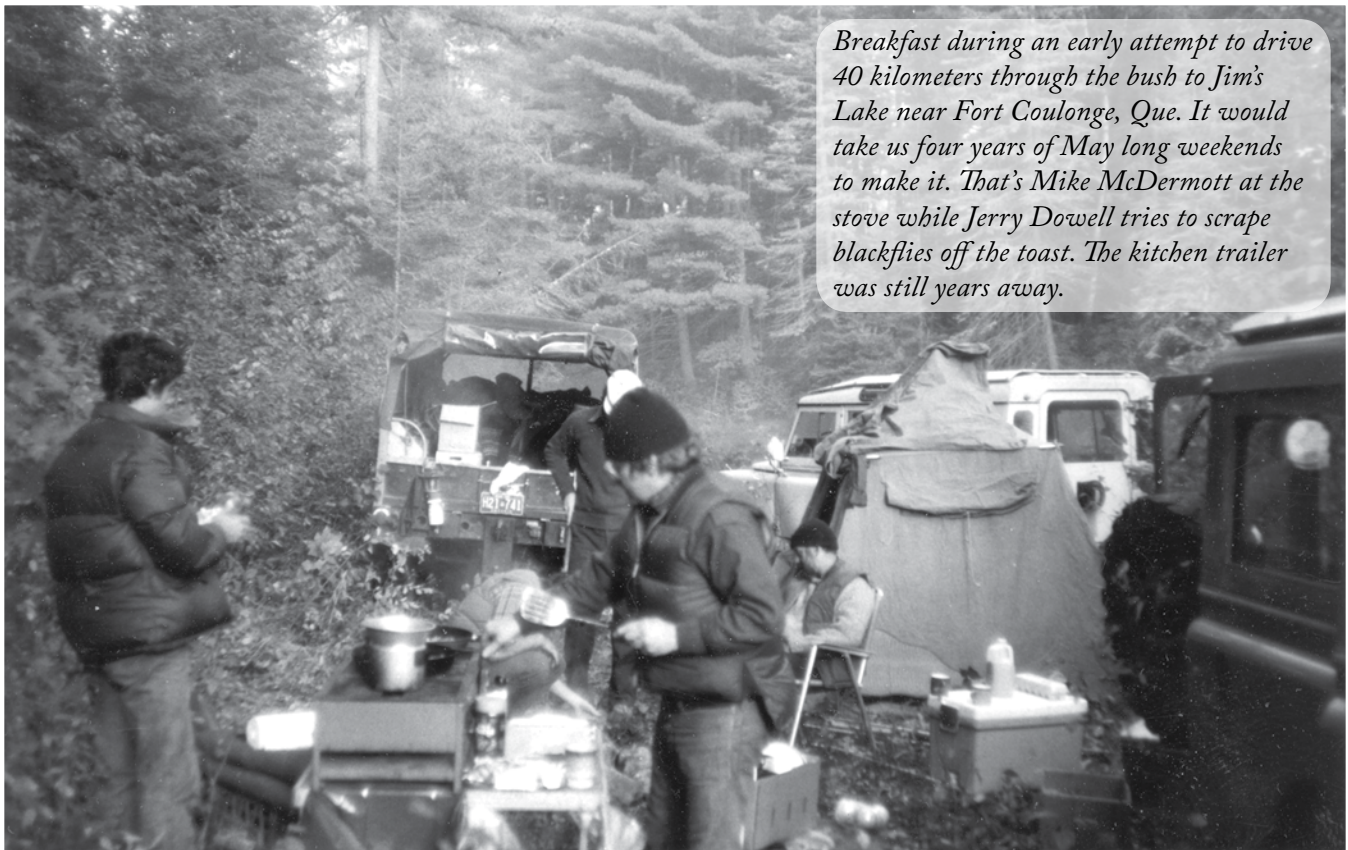
OUR VERY LAST WORDS . . . HERE IT IS, our latest MAGNUM OPUS all in its pristine glory, dear reader for you to pass judgement on. To our newly-made friends who will see TRANSFER BOX for the first time, we say, this is a fairly representative example of what you might expect in return for your support of ALROC. If your first reaction is to mumble "amateurish", 'steamsage' atrocious english and worse syntax, self-indulgent' and other similar remarks, then we say 'right on, you're not far off the mark. Notwithstanding all that, a lot of heart (more than we can perhaps measure) and a lot of irksome-a-times work goes into these end products. So stuff it and read on. We enjoy it and hope you do too. We honestly believe these endeavours are usefull to men and women who love Land Rovers as much as we do. We have no other reason to account for this particular behaviour.

We have begun this journey to bring the family back together, a literary homeland so to speak, where our beloved Marque, spread across this great land, can meet and exchange myth and matters of fact among these pages. Ours is a democratic endeavour where you, the member, will decide all things...What will be in your newsletter, who will be president or treasurer, what events you'll have and when. I will be happy, and indeed honoured, to guide this ship for now but all are remindedd any organization is only as strong as the members involved. More on that later.

ABOUT THIS PRODUCTION . . . Apologies here for the batty typing. I shall endeavour to get a new ribbon for the old Remington and clean out the "e" key for next edition. Perhaps a little "white out" for the types would help too. We must add here that our scanner, an electric something or other which makes it possible to reproduce pictures as a home-craft has gone on the fritz so we're a page short than we had planned.

FUNDS . . . We're not altogether bankrupt but we have to admit our fiscal forecast regarding how much it costs to do this was a little short. The envelopes alone cost us .09 each with nether but air in them. Mailing costs are running about \$200 so we must revisit this unsavory but ~~non-negotiable~~ essential topic again soon. We are probably leding for something around \$6 membership fees, even by my admittedly weak accounting methods.

TO OTHER MATTERS . . . We have herein today some want ads, stories about lost Land Rovers recovered and tips on tuneup and maintenance to see us through the summer. And stop calling them trucks dammit, They're CARS.



Breakfast during an early attempt to drive 40 kilometers through the bush to Jim's Lake near Fort Coulonge, Que. It would take us four years of May long weekends to make it. That's Mike McDermott at the stove while Jerry Dowell tries to scrape blackflies off the toast. The kitchen trailer was still years away.

newspapers. He pestered auto magazines and trade columnists and plastered posters in supermarkets and auto parts stores. Within a few weeks the little band had swollen to 15 people and they held their first meeting for what would later become the Association of Land Rover Owners of Canada — and OVL.R.

First on the agenda was communications. To reach more people and thereby attract more members to the organization, there needed to be some form of newsletter. The first copies rolled out of Harold's basement—the printers sometimes getting a little high from the old copier fumes. It was a quarterly effort, mostly done on recycled paper scrounged from offices or donated production run ends that Harold had begged. Money was scarce. Dues were \$3 to cover the newsletter, which was called Transfer Box or, until we moved to a better production system, simply “TB” drawn with a pencil.

As today, members were encouraged to contribute articles to the newsletter. Stories came from all over Canada as more people climbed aboard. The Ottawa gang then was very outdoorsy with several trips into the bush each year. The May long weekend among Quebec's old logging trails was an annual event for many years. Money was raised through garage sales,

swap meets and tuneups. Harold managed to sell newsletter ads to local garages who dealt with British cars and had some knowledge of Land Rovers. They often carried Lucas ignition parts and other bits common to our series vehicles. Local mail-order houses like Atlantic British Parts Canada expanded their warehouses and produced catalogues just for Land Rovers.

Meanwhile, the little newsletter was growing – from a single page to six double-sided sheets in four editions. By the end of 1977, the year-old publication had 70 subscribers and the mailbox was overflowing with stories from the Atlantic to the Pacific. Requests for maintenance tips were answered by local mechanics, buy and sell ads covered two pages alone, readers wrote in with their own problems and solutions to the trials and tribulations of Land Rover ownership.

Harold had hit a nerve thinking Land Rover lovers felt abandoned and were looking for something to bring them together.

And it was about to get a lot busier.

P.S. Harold is alive and kicking at 94 in White Rock B.C.

President's Message (continued from page 4)



Bridge and one heavy stop too many, the pedal went right to the floor. I pumped the brakes and with engine braking and a large gap to the traffic in front I decided to try and make it to the next exit. However bit by bit the brakes came back and were fine for the rest of the trip. I can only surmise that I boiled the brake fluid with the repeated heavy stops. The brakes returning to normal after having cooled. I have used DOT 5 silicone fluid in the RR for the last 15 years without incident but am aware of the warnings about the lower boiling point of silicone.

I really can't imagine pursuing my interest in cars without the Range Rover to help me. The car is so versatile and totally lives up to its do anything reputation.

Whether it's picking up an Arnolt in Boston or making a 4 day, out and back, trip to Calgary one



snowy Easter to rescue a heavily damaged Bristol 405, the Range Rover has come through.

One towing trip I would prefer to forget relates to something Large and Green with Red Crosses on its flanks (LGRC). As I'm not the only one that purchases things from far off places, a trip to Montreal docks was required to assist the Sec. Treasurer with said LGRC. The trailer has four wheel braking and a 7000 lb capacity. I'm not sure what the LGRC weighs but this endeavor was to try the capacity of the set-up to the limits.

Let me digress for a moment. I was re-reading some of the musings of the Events Coordinator on the OVLRL web site recently and he highly recommended the Land Rover book "The Land Rover Experience" by Tom Sheppard. I purchased a copy from ABE and there, on pages 48 and 49, clearly explained under the headings "Trailer Dynamics Stability" and "Oscillation – weave, Concept of decaying or increasing Oscillation" was the root of the problem. The explanations are very clear but do nothing to convey the sheer terror of having the LGRC start to dance while on the elevated section of Autoroute 40 in heavy traffic. Dave was behind me and every second or two, when the side of the LGRC was not filling my wing mirror I could see the look of horror on his face. After slowing to below 80 klicks some degree of normalcy returned and a stop was made at the earliest opportunity to winch the LGRC forward. It appears that the LGRC has a Centre of Gravity about 5 feet behind it's tail lights and as Tom explains in the picture on page 51, a trailer C of G aft of the trailer axles can have serious effects on your underwear!

Peter
mcgou@msn.com

Oxford Mills Car Show

AUTHOR AND PHOTO CREDITS: ANONYMOUS

One of the most delightful car shows of the year took place on May 25th at Oxford Mills, about a half hour south of Ottawa. An annual show in its sixteenth year is put on by the Anglican Parish to raise funds for the parish. Unlike the disastrous monsoons of last year, this year the weather was magnificent and the turn out was good, over a hundred and twenty five cars appearing in the tree covered park in the centre of the village. As usual there was a barbecue lunch and lots of homemade deserts available.

The show always draws an eclectic assortment of antique and unusual vehicles from the region. From old American Model A's and T's to American muscle cars through to British, Italian, German and others. There is also quite a showing of vintage motorcycles that appear. This year saw a diminished British attendance and an increased Italian for whatever reason. Classic

Land Rover attendance was a sad single example of Gordon's recently reworked Series II 109 (complete with photos of its 1970 journey to Finland and Leningrad in the Soviet Union).

Andrew Jones parked outside the fence, arriving late and forgetting about the show. The sole modern representative was a Holland and Holland edition Range Rover, complete with picnic set upon the back tailgate. (No, we did not check to see if the music from the movie Shaft was playing upon the special Holland & Holland stereo.)



For three dollars, admission is cheap. For people bringing their vehicle or bike down, admission is free and participants get a delightfully stylized pin of the Anglican Church of Canada crest with superimposed motorcycle and antique automobile opposed to maple leaves upon a cross of St. George. I guess that is what happens when steam is abandoned and the church has to shift technologies (apologies to Teddy Boston and the Titfield Thunderbolt (no, look it up!))

More Towing Adventures



Hmmm ... this looks like a safe parking spot



But I only turned my back for a minute!

OVLRL 25th Birthday Party Silver Lake, Ontario June 20-22, 2008

The OVLRL Birthday Party will be held on June 20-22. What better way to start your summer vacation than to attend one of the best rallies of the summer. For information on registration visit our web site at

www.ovlr.org

or refer to the registration form which you should have received either on paper or in an email.

Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course must join the OVLRL club for insurance purposes.

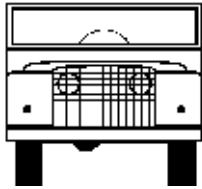
Included in your registration is: Saturday night dinner, Sunday continental breakfast and most important, lots of fun off-roading, participating or spectating at the RTV and chatting it up around the campfire.

Note: The Silver Seven Restaurant and the Silver Lake Motel are both now out of business. The closest amenities (other than cigarettes and maybe pop) – like food, gas, camping supplies and firewood – are at Sharbot Lake about 10 kms west on Highway 7 from the Silver Lake Provincial campground and a restaurant, ice cream parlour and coffeshop in Maberly a few kms east on Highway 7.

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 dcaf@magma.ca



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