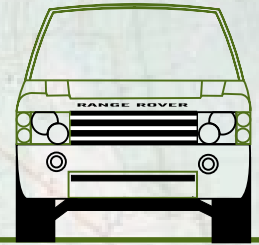


# OTTAWA VALLEY LAND ROVERS



June 2008

[www.ovlr.org](http://www.ovlr.org)

Volume XXV, Number 6



## Hat's Off to Silver Lake!

PHOTO CREDIT: T. KING



PO Box 478

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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 website please contact Dixon Kenner

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

## OVL R Forums

Please see:

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

## OVL R Executive and General Hangers-On

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Your Name Here

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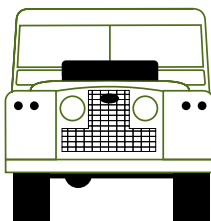
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## OVL R Newsletter

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](mailto:tking@sympatico.ca)) or Dixon Denner ([dkenner@fourfold.org](mailto: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](mailto:mcgou@msn.com)

#### **Notices:**

**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](mailto:info@britishcarday.ca). Visit website at: [www.britishcarday.ca](http://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](http://www.glenhunter.ca/vbcc)

# President's Message

## Birthday Party Report

BY PETER MCGOUGH

**T**his message is all about thanks. Thanks to the rain God's for the excellent weather during the Birthday Party. OK we had to sacrifice Terry K ... but I think it was worth it.



*President Peter McGough* —

CREDIT: G. PELL

Thanks to all the Volunteers who helped set up and take down the tents. It was such a huge help the way the membership stepped up to make a difficult task easy. Thanks to Shawn Murray for the loan of the tents.

A big thanks to the executive, in particular to Dave Pell for the all the registration and event organization. I know that the late arrival of the caterers nearly caused us to use Kevin's defibrillator. But, in the end the food was excellent with real plates adding a real element of class! Robin Craig and Andrew Jones did amazing pre event work and with the help of Paul King and his father-in-law, did sterling work on the RTV course. Having the RTV on site was a great success and we will be hoping to continue with this in the future with perhaps some more options and classes and an extended period of participation.

I really enjoyed the RTV, both the proving on Friday and the event on Saturday. My Range Rover is stock and does not have aggressive tires, but was able to tackle the RTV without major difficulties. In fact, I changed the springs to heavy duty a few years ago and have found the off road performance degraded. I will be reverting to standard springs shortly having purchased a set recently. It was refreshing to see that 50% of the people who took part in the RTV were new members. It really did showcase the capability of Rover products. Congratulations to the winners.

Gabe Pell did a superb job with the merchandise and is still taking orders for the special 25/60 products and also the other OVLR merchandise. Verne purchased a shell and a few T shirts and they look great.

The auction was a great success with over \$1,600 being raised. We had huge support for both our commercial sponsors and also individual donations.

We had a great drive home in convoy with Andrew Finlayson 80" via the back roads of Lanark County. Andrew and Bruce Ricker stayed behind to rewire my UK trailer connections to match the NA OVLR connections, so I could bring home the trailer with impunity.

Overall it was an excellent Birthday Party. The Executive is taking suggestions for some kind of Fall event.

*Peter  
mcgou@msn.com*

## Jaguar, Land Rover Preparing for Hybrid Models

REPRINTED FROM AUTOCAR — SUBMITTED BY DIXON KENNER

Tata Motors Ltd. is planning hybrid-electric drivetrains in future Jaguar and Land Rover vehicles, Autocar reports. The British online publication says the systems could bow as early as 2010 and be offered in most Jaguar and Land Rovers two years later.

India's Tata Motors Ltd. purchased the two luxury brands from Ford Motor Co. earlier this year. Neither nameplate nor Tata currently offers a hybrid model.

Autocar says the new hybrids will be teamed with one of two engines: a direct injection 5.0-liter V-8 or a 3.0-liter V-6 diesel based on Jaguar's current 2.7-liter powerplant. The latter is expected to come first as part of a mild-hybrid system in the Land Rover Discovery 3 and Range Rover Sport SUVs and the Jaguar XF and XJ sedans at the turn of the decade. That system is expected to improve fuel economy by about 10%. A supercapacitor for regenerative braking also may be in the works, according to Autocar.

The first full-hybrid likely will be Jaguar's flagship XJ sedan around 2012, according to other media reports. This system is expected to include a new eight-speed automatic transmission developed by ZF Friedrichshafen AG.

## OVLV'S 25th Anniversary Scrapbook—Chapter Two

# The first bump ...

ARTICLE BY MIKE MCDERMOTT

It's 1979 and Joe Clark has booted Pierre Trudeau out of the Prime Minister's office—if only for a few months. Mother Teresa wins the Nobel Peace Prize and within a year the music would stop for John Lennon and millions of fans the world over.

Meanwhile around Ottawa, Harold Huggins and the gang are riding a wave of Land Rover enthusiasm they never expected. ALROC, the Association of Land Rover Owners of Canada, is up and running. A consequence of Transfer Box, the organization is created to both support the newsletter and provide structure to an Ottawa-based club.

And it's busy. Maintenance seminars, tuneup sessions, social events and trips into the forest are becoming a regular thing. A rebuild program is introduced with experienced members helping out the novice and a



*Jacket patch was one of several items—window stickers, hats, T-shirts—sold by ALROC to members worldwide. A real collector's item now.*

club discount plan with several suppliers encourages the tight wallets to take the plunge.

Members Andrew Findlayson, Ted Rose and Jason Dowell are moving from school to the ranks of professional mechanics. (All three would later work for Land Rover dealers when the Marque returned to Canada.) Their knowledge and skill guides many

*(continued on page 6)*



*Early members squeeze around a makeshift dinner table to watch the annual slide show. This event was held in a 12 by 20 foot garage where many Land Rovers began their journey back to life. Dinner was of the "pot luck" variety to keep costs down.*

*While a member looks for needed pieces in boxes of used parts during one of ALROC's "swap or buy" days, a gang of others look at the shiny bits on Gordon Bernius' right-hand-drive 109.*



*Al (Bates) Pilgrim works on a parts project. While way past rebuilding, many of these corpses made money for the club and lived (in pieces) to ride again.*



a Land Rover - and its master - back to health. (The Land Rover mechanically, the owner emotionally).

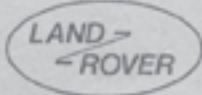
Names still familiar were drifting in: Gordon Bernius (one of the earliest), Fred Barrett, Bob Wood, Bruce Ricker, Al (Bates) Pilgrim. Today, you sometimes need to shout or poke them to get a response, but they're still with us - in body at least.

In Newfoundland, other parts of Ontario and the west coast, Land Rover groups are springing up as once-isolated owners meet neighbours thanks to Transfer Box. The swap/sell/buy/trade lists are booming and parts and expertise are increasingly available. And, with a nod to "born again", once-forgotten hulks are being dragged out of barns and bushes to begin anew.

These were the salad days. By mid-1981, Transfer box had a mailing list of almost 300 and was being delivered to readers in the US, Britain, Europe, Australia and South America.

Now, several hundred Land Rover lovers were talking to each other, exchanging parts, solving problems, getting help and becoming a unified buying force

*(continued on page 8)*



# TransferBox

NUMBER FOUR

Final Free Issue  
Join Now - - - \$5.00

WINTER 1978



*Artwork cover celebrating ALROC's first anniversary. The newsletter had moved quickly from Gestetner sheets to a magazine format to accommodate the sharp demand for information, stories and photos from a growing world-wide readership.*

*(continued on page 8)*

*A Series I plows through the snow during a winter outing near Smiths Falls. The sleigh being towed is actually a horizontal outhouse being moved closer to the campsite. By the next winter we could afford a proper 'Port-a-potty'—no warmer but a lot lighter.*



to be reckoned with. Best of all, the vehicles were returning to the road and trail.

Harold's Excellent Idea to bring Land Rover lovers in from the dark and isolation of this great and vast land through a common communications link had been successful beyond his wildest expectations.

But at home, the clouds were gathering.

The organized bush trips, the parties, the rebuild program, the practical side of Land Roving, were all happening in Ottawa. We were doing it—the rest of ALROC was just reading about it.

On top of that, our concentrated numbers meant we could raise money - from garage sales, club clothing, donations - and buy things we needed like tow straps, hi-lift jacks and bigger camp stoves. Local members could borrow tools and manuals, find help from a club mechanic, get an emergency part from club stocks or borrow a fresh battery for the evening. But you had to be here.

In Ottawa, ALROC was becoming a local, well-equipped, social, off-road organization. To everyone else it was just Transfer Box. The communications was great—but in a practical sense ALROC was as far away as the Land Rover dealerships that had abandoned them in the first place.

The issue had arisen at recent meetings. Some of the distant groups had begun to question why the executive was always chosen from the Ottawa area when the membership was now all over the

globe. The answer had been that it would be almost impossible to hold planning meetings when the elected officers might live thousands of miles apart. But the critics had a point: If it's a national—in fact an international organization—why shouldn't all ALROC members have a say in its direction and benefits.

In the Fall, 1981 edition, after much thought and discussion, Harold put pen to paper:

"It has taken five years in the engine room of ALROC to penetrate my nut that my grand plan for a 17-jewelled watch-type organization just won't fly. For one thing, this country is too big physically for well-oiled communications between its several parts. The alternative then, as many heads wiser than mine have contended all along, is to commit ourselves to delivery of the immediately useful and realizable and let the rest go hang. This means the publication of the best possible information publication devoted to the proper care and feeding of Land Rovers wherever they may be in Canada and elsewhere for anyone interested."

Transfer Box would remain the communications link to keep us all together, published in Ottawa for the time being. The Role of ALROC would be debated over many months and in many places as other clubs formalized across Canada.

And in a Richmond Road bar after work one day, someone asked why the Ottawa group didn't start a club of its own.



# The Birthday Party in a Nutshell

ARTICLE AND PHOTOS BY D. KENNER

The off-road was wonderful from our perspective. Ben and I went out, first to Ernie's property, and explored the trails there, noting where Christian demonstrated the functionality of "J" bolts that held his rear axle to the springs last year. Despite the lack of markings, it was possible to find the trails from the grass being flattened by a previous group of vehicles. A pleasant, sometimes technical, drive about over the exposed bedrock and open meadow. There were probably more trails there, but we figured Bolton Creek might be interesting.

So, off to the Bolton Creek run and found nobody. It was quite nice to have the trails to oneself, though when we went into Bolton Creek, slowly to determine depth, the front suddenly dropping to bonnet level, the water pouring in through the



*Dora fording Bolton Creek.*

original (read non-existent) door seals, the order for full steam ahead was given, and Dora, being in high range, tried to respond, but as all and Rover's do, just got us out and onto the shore. While there was evidence of vehicles going as far as the creek, afterwards there was only tracks of an ATV, so we were the first through (wisely avoiding the mud slough as we lacked a winch). Returning to the main site, we passed a stream of about seven vehicles heading towards Ernie's/Bolton Creek. Others later went out and explored the same trail. We never made it onto the old "Light off-road" trail, nor the K&P trail that was marked on the map.



*Tailgating at the Deacon's*



*Gold! (or Mike Wesson's motherlode)*



The auction was excellent. A lot of interesting and desirable items! Ben and JL did a remarkable tag-team selling items to the assembled masses. The gearbox from Mike Wesson was quite nice, and having just bought one off of Mike for the NGB (New Green Beastie, the Dormobile) Fast Freddie could use it

a lot more than I. Probably the most entertaining aspect of the auction was Dave Pell who mistakenly

put four u-joints into the Auction that he had ordered for his vehicle. When put up for auction, despite the very clear description of what they were and what they were for, the price rose quickly until Dave came to and yelled "Hey! Those are mine!".



*Is that Mud? Yup, that looks like Mud!*

Reduced American participation this year. ROAV held a rally the same day at Pearl's Pond, and the balance feared the cost of fuel, leaving only Bill & Kris O'Hara, Bruce Fowler, and Ben Smith appearing from the Excited States.



# More Snapshots of the Party

PHOTOS BY LEN CATER

These photos by Len Cater of the Birthday Party have been 'borrowed' from the member's forum on our web site. To see the rest of them you have to join the forum. If you haven't already ... go to:

<http://www.ovlr.ca/phpBB3/index.php>



*"I dare you to enter!"*



*Tea time creates a problem at the Porta Potty.*



*I'm sure they were just behind us ...*

*RTV-1 Bosch-0*



*Labrador camouflage paint*



*This capture the flag is dangerous!*



*JL's a trail-er as well!*

# Classifieds

## JL IS CLEARING HOUSE ...

1. 3 X 109 Salisbury axles, complete. Pulled from XMOD 109s, good shape, 400\$ drum to drum each.
2. 1 X 109 1 tonner / 6 cyl front axle, coveted 3" wide drums, complete drum to drum 400\$
3. 2 X 109 XMOD front axle, complete drum to drum, good shape 300\$. each
4. 1 X 2.25 with Weber cab and spin-on filter conversion, great shape, good runner, 600\$
5. 1 X XMOD 109 SIII transmission, low miles, cheaper than a rebuild, 400\$.
6. 1 X 109 3 door rear tub, good shape, ready for paint 200\$.

Everything will be at the new shop about mid-July.  
Installation available.  
morinjl@sympatico.ca



## OVL R Forum

*Excerpts from the OVL R FORUM on the carnage from the trip home from the Birthday Party, go to the Forum to read all about it ...*

Did everyone get home OK?

by Oilburner on Mon Jun 23, 2008 10:07 am

I had a minor brake issue after hitting some trails on Sunday, but nothing too bad. The ride home ...

by sMoothEric on Mon Jun 23, 2008 12:20 pm

I'm glad you got back.

Kenny slept all the way home, and Wendy and William made it home fine as well.

I had some warm oil/water temps from some of the mud (mud inside my headlights ...). Nothing went into the red. The truck didn't die ...

by One4adventure on Mon Jun 23, 2008 2:03 pm

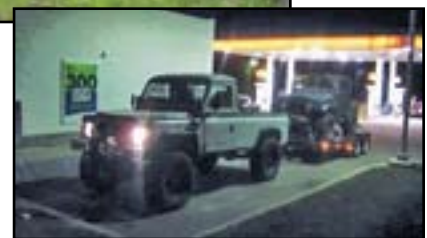
Well I had some drama on the way home, started with a slight whining I chalked up to an alternator bearing, when I was about 30 kms from home ...

*To read more of these excerpts, join the forum at:*  
<http://www.ovlr.ca/phpBB2/index.php>

# Cruiser Trip

PHOTOS AND ARTICLE BY JEAN-LEON MORIN

**E**ric Bouchard (94 D90) and I tagged along on a True North Land-Cruiser Club run up to Weir, Quebec a few weekends ago, in order to scout it out for future OVL R runs. We had a great time, the weather was nice but very muggy. The trail is moderately difficult but has some interesting climbs that challenged drivers and vehicles equally. The trail is about 2 hours from Ottawa and runs hundreds of kilometers, up to James Bay (it follows the high tension wires). Total Land-Rover carnage - Eric ripped a flex line off and lost a radius arm bush, I broke a steel line, had a minor locker engagement problem, and sheared some studs on one of my hubs. All in all, a very good trip. Eric and I are planning on heading back up there for an overnight trip, more info will be in the next newsletter once we pick a date.

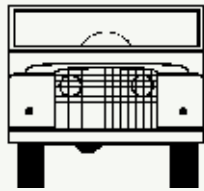


***What are Land-Cruisers good for? Ballast!***  
*Brutus dragged this FJ40 from Almonte to a friend's place in Plantagenet. The Cummins B engines love to work - Pulling an estimated 7500 lbs, we got a very respectable 14 mpg (US). Probably better than the FJ40 would have gotten in the first place!*

## 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



## 2008 OVL R Birthday Party!

*The beginning*  
...



... the middle ...



... and the end!

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