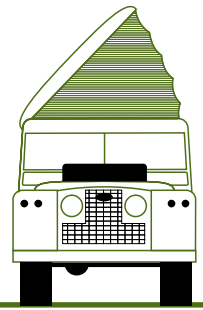


OTTAWA
VALLEY
LAND
ROVERS



July 2008

www.ovlr.org

Volume XXV, Number 7

Going Once! (around 1964) ... Going Twice ???)



Early Series at Auction this Summer



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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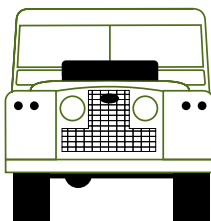
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OVL R Newsletter

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?

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:

British Car Day – August 9th — Cheshire Cat Pub

An informal British car show from 1:30- 4 pm in front of the pub. We usually have a good turn out and there is a take away bag for all who show as well as some prizes for different categories. I am the reigning champ in ugliest car with my 1966 Land Rover 109, a 65 Rolls won best in show last year. This is a completely free event and all who come have fun. There is live music and food specials. For questions and to confirm you will be attending email: cheshirecatpub@gmail.com

Dustin and Crystal Therrien, The Cheshire Cat Pub, Carp, Ontario K0A1L0 613-831-2183

www.cheshirecatpub.com

President's Message

BY PETER MCGOUGH

With all the rain this summer and the saturated ground it is getting very difficult to tread lightly. A small series of maneuvers to turn around the RR and kitchen trailer required that I pass over some recent excavations at chez McGough. This resulted in both vehicle and trailer being coated up to their axels in that fine Ottawa valley clay we love so much.



President Peter McGough —

CREDIT: G. PELL

Three hours of pressure washing later and the duo were ready for the outing to the All British Car Day. Mercifully the rain stayed away this year and an excellent time was had by one and all. Not sure, however, I agreed with the British High Commissioner's choice of Aston Martin DB9 as best of show. There were all kinds of Lode Lane endeavors' to choose from! Dave had done a great job liaising for this event and again this year we offered the trailer for all their culinary needs! Dave also got roped into cooking. Dave is going to do a write up about the event and the tilt off ramp that he brought over and as I promised not to make any disparaging remarks about Fergie's performance, I won't!

After the event Andrew Jones followed me home to sift through some Series One parts and ended up departing with a rear cab and roof. Five minutes later I receive a telephone call from Andrew, who was only 50 yards from my driveway. Vapour lock had stuck again. I know Andrew's SU setup is a little different but nothing terribly obvious like the carb on top of the manifold. Removing the inlet pipe from the carb and pumping a little neat fuel into the throat of the carb resolved the problem and as I didn't hear back I guess he got home. Just after that, I read a fascinating article in the Bristol Bulletin, from an aviation fuel expert, about the problems of Ethanol in Petrol (gas). It was a few pages long and I will try and get permission to reprint it, but to paraphrase:

Although there are power and environmental advantages to Ethanol blends there are also some downsides. To list a few: As ethanol does not evaporate in the cylinder as easily as petrol does and

when it does its huge latent heat of evaporation cools down the charge, making starting more difficult. Further concerns have been expressed relative to vapour lock, fuel starvation and difficult starting in hot weather, as well as water contamination, degradation of plastic and rubber seals (fuel pumps) and the possibility of the ethanol washing oil from the cylinder bores. Some are contentious claims but older cars seem to be prone to a greater number of problems with ethanol where for instance the lack of an oxygen sensor means that, in all likelihood, an unadjusted carb will run too lean and lead to valve burning etc. I hope this helps with making more informed choices.

On a lighter note there are some off road events being organized for August and I suggest you check the forum for more info.

Following on from the Birthday Party, we are looking for feedback from the membership about any changes they would like for next year. One suggestion has been to have a three day event. What are your thoughts?

Hope you are having a great summer. Try and keep all four wheels on the ground. At least most of the time!

*Peter
mcgou@msn.com*

Kemptville Canada Day Parade

Olivia and Kenny give us some smiles as we begin the parade.



OVL R'S 25th Anniversary Scrapbook—Chapter Three

The next step ...

ARTICLE BY MIKE MCDERMOTT

It was at Dave Smithers' house in the Fall of 1982, following a triumphant return from our annual trip to the Calabogie hills, that Bruce Ricker suggested calling it "Operation Frank."

Never one for small talk, Bruce was tiring after two hours of discussion around the Ottawa group's increasing interest in establishing a local club, separate from ALROC's wider audience. Transfer Box, the association's newsletter, had been wildly successful

(continued on page 6)



A moon-faced Al (Bates) Pilgrim cleans the dash bulkhead of his Series 1-107 pickup during his ground-up restoration. Besides his own, Al was involved in at least a dozen other rebuilds during the early years—mostly cleaning since he was downright dangerous at doing anything else.



This colourful beauty belonging to Ottawa member Mark Pankhurst, was rescued from a farmer's field near Davidson, Que. If printed in colour, it's a brilliant blue body and orange frame. That tubed structure over the box is a moose rack, guaranteed not made by Brownchurch.

in uniting Land Rover owners across Canada. It was gaining members in the US and overseas but had begun to receive criticism as being too focused on Ottawa area activities.

And we were a busy bunch. By then, at least 40 members lived within an hours' drive of Ottawa, a dozen Land Rovers were in various stages of rebuild and our activities were starting to interfere with the household job jar.

For months, around bush campfires, TB production days and socials, forming a local club had been the common topic. And now at Smithers' house, we were doing it.

At ALROC's annual meeting in January concerns were raised that an Ottawa club might result in competition with the national organization.

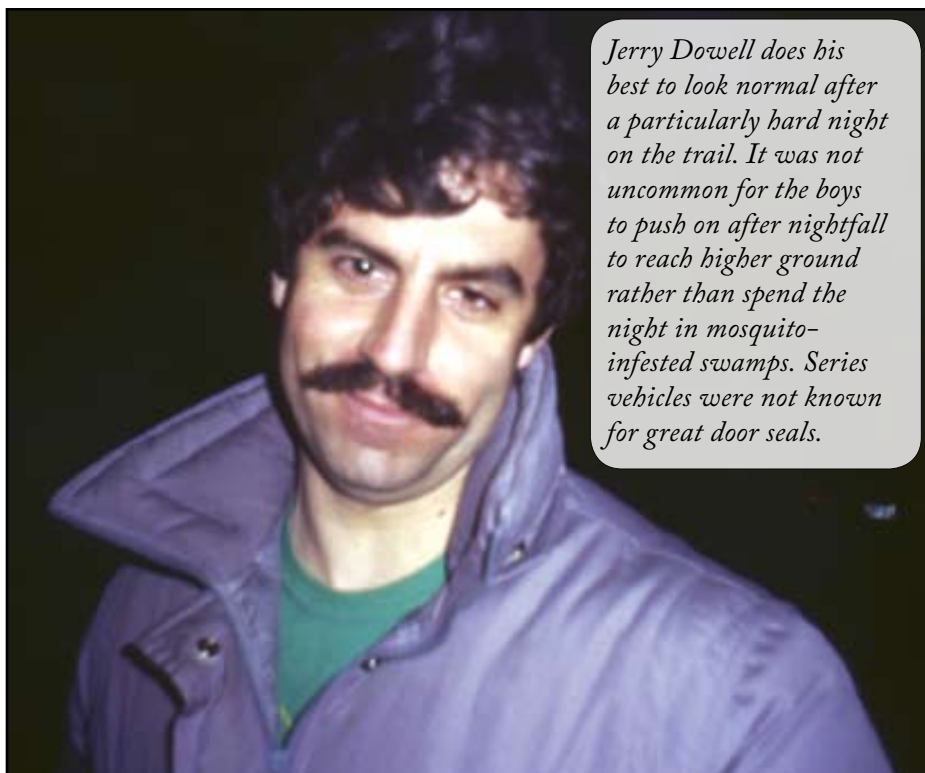
However, in the end, all realized that the issues and purposes of both groups were sufficiently different to warrant a closer look. It would be a year-long experiment, with an event every two months and a

short newsletter in the months between. ALROC supplied addresses for its members within 50 miles of Ottawa and we were off.

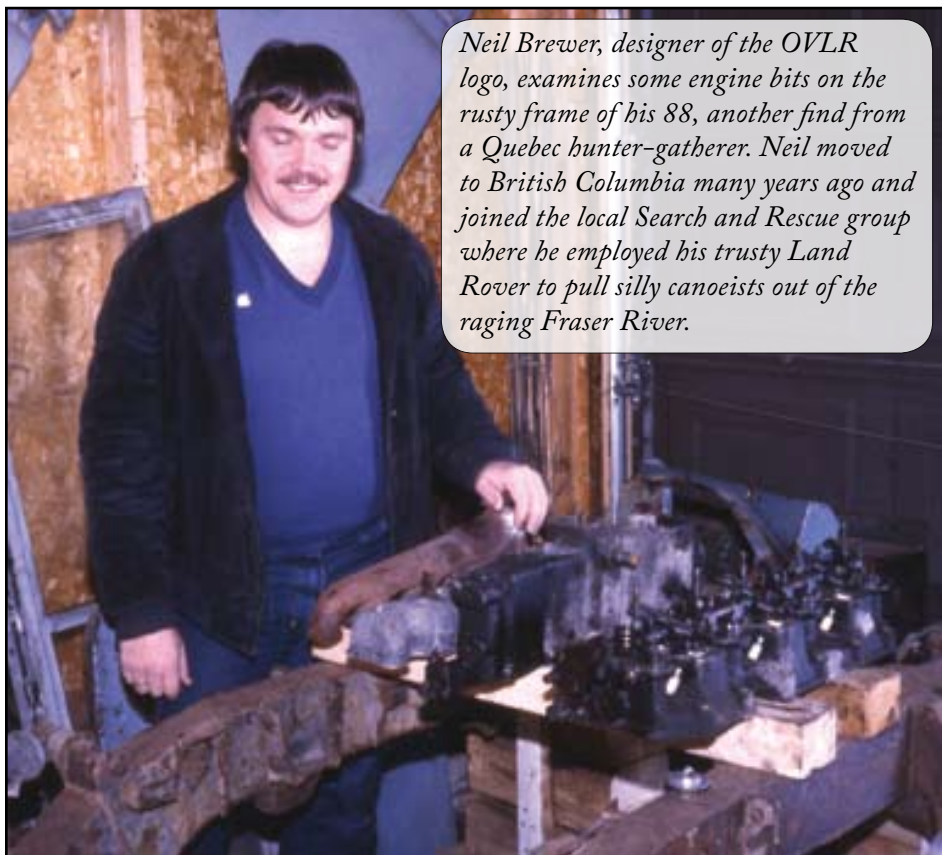
With Dave Smithers, Al Pilgrim and Mike McDermott co-ordinating things, Operation Frank began with its first newsletter in March, 1983, announcing its purposes of reaching all local Land Rover owners and outlining its plans for the year. There would be no dues. Funds for the six newsletters would come from donations or anything we could sell. Events would be free if there were no costs and user pay if there were.

First event was a mechanical tuneup day in early April. We took our accumulated

(continued on page 7)



Jerry Dowell does his best to look normal after a particularly hard night on the trail. It was not uncommon for the boys to push on after nightfall to reach higher ground rather than spend the night in mosquito-infested swamps. Series vehicles were not known for great door seals.



Neil Brewer, designer of the OVLRL logo, examines some engine bits on the rusty frame of his 88, another find from a Quebec hunter-gatherer. Neil moved to British Columbia many years ago and joined the local Search and Rescue group where he employed his trusty Land Rover to pull silly canoeists out of the raging Fraser River.



Walt Saveland receives the original Lugnut award at the 1983 Christmas party. It's given to the member who manages to go beyond the normal limits of stupidity in exercising his Land Rover skills. Walt won it for not tightening his lugnuts during the OP Frank Calabogie tour and stripped all the studs off a wheel. The chubby presenter is McD.

Whitworth tools, manuals, hammers, canvas shelter and coffee pot to a Merivale Road parking lot and set up shop. Under the guidance of mechanic and ALROC President Andrew Findlayson, 17 Land Rovers got a shot of TLC, from points and plugs, timing and filters, to oil changes and safety inspections.

In May, the Victoria Day weekend found 10 Land Rovers and 19 participants braving hoards of black flies in a three-day tour of the Calabogie backwoods. The bugs—and a series of breakdowns of ill-prepared vehicles—taught organizers a valuable lesson: Go earlier to avoid the bugs and vehicle inspections are a must if you're heading into the forest.

Our July plans were merged with ALROC's first national rally held at Ferguson Farm Campground near Calabogie. Registration was five bucks a vehicle for the weekend. Twenty Land Rovers and a Range Rover—rare back then—and 45 people from Toronto, Southern Ontario and the Maritimes joined folks from Montreal and the Ottawa group. For many, it was the first get-together since ALROC began and it meant putting strange faces on familiar names. As promised, ALROC had brought distant Land Rovers together, a tradition that continues today with our annual birthday party.

For September we planned a little pavement trip—something new for the Ottawa group—unless it was

to get to a mud hole. We had planned to travel to picturesque Alexandria Bay, NY, on the St. Lawrence River for the Labour Day weekend but, when nobody signed up by the deadline, it was cancelled. Then five members called to say they were all packed! We learned something about organizing that day—collect the money early.

Another tuneup in October saw a larger turnout than the Spring edition, partly because “Coffee pot Pilgrim” expanded his menu to pancakes and maple syrup—the beginning of a trend that has made our little group the best fed car club in the country. And for the first time we had our Christmas party in a real restaurant, rather than someone's garage or basement. We had a slide show of the year's events, a short Land Rover movie, some dubious awards and the unveiling of that mind boggler that remains today to test the limits of Land Rover parts freaks—the “Feelie Meelie”—another contribution by Mr. Pilgrim.

By the time the February newsletter came out, Operation Frank had run its course. Taken collectively, 122 people paid \$1,700 and drove 57 Land Rovers through 11 months of planned activities. In the end, it was two T-shirts in the red financially. Meanwhile it had sponsored the first two mechanical tune-ups, assisted with the first National

(continued on page 8)

ALROC Rally, held seminars for CPR, map and compass reading, safe winching practices, off-road driving techniques and a session on tire design and applications.

It had been a great year for learning new things, for fine tuning what clubs like ours were all about, for defining national and local prerogatives to better serve Land Rover owners.

Operation Frank had served its purpose, proved its point. There was a strong Land Rover presence in the Ottawa area with an enthusiastic interest in local activities quite separate from the needs of those in more remote or distant locations.

Harold Huggins had seen it and knew that ALROC could better serve its broad, far-reaching audience in terms of information sharing than as a practical, down-in-the-dirt, off-road club.

Now it was time to take the lessons learned and build something better.

It was obvious the Ottawa gang was well on its way to being an organized, self-sufficient, event-oriented bunch quite capable of running a strong local organization on its own, without any help.

But what of the rest? After six years, ALROC had an international membership of nearly 300. We in the Ottawa area were 40 at most—but we were different: We were ALROC born.

Harold had laid it down and whatever the Ottawa group would become, it had to remain a part of ALROC, independent in rule and operation, but true to its roots and now better able to spread his message.

And we had one big advantage here, the people who ran ALROC and those most involved in the local movement were usually the same faces. Most had been together from the beginning and, while there was still concern about splitting away, all had an interest in seeing both operations succeed.

Meanwhile, away from Ottawa, other clubs were springing up. It was obvious ALROC had a role to play.

Chapters anyone?

Oh, and Operation Frank for a name? Bruce said he was just tired talking and wanted to go home. Everyone agreed.



A line of Land Rovers rests after sliding down a hill near Almonte on a weekend outing.

Rescue at Sea

PHOTOS: ANDREW BARR
CAPTIONS: TERRY KING

Wondering if anyone has photos of a certain series rover attempting (ah hem) to cross the river at the b-day party?
rovingrory



I'll show Rory the way with a nice little bow wave.



Maybe if I show little leg someone will stop!



Breaker, breaker! We've got a 10W-30 in the H₂O!

I too wish to see the photos as I recall the passengers were left to fend for themselves whilst the captain had deserted the sinking ship. The life boat was very small and was found to be full of tools and only floated for a few moments!

Al



Uh oh! but I guess that's one way to cool your heels.



In a show of solidarity, a Disco allows itself to be captured by the mudhole.



Blow the main ballast and prepare for going ashore!

Thanks for the pics Andrew ... and Al (it is you right?!) ... it was a no-win situation, either carry you OR Catherine to shore ... so I did the only thing I could ... look after my rover, er I suppose that was you that got us running again!
rovingrory



Why can't I go in the water? Everyone else seems to be!

Rory,

If Catherine reads this, you should have written, "I had to make sure that Catherine was safe and sound and comfortable before I even looked at the Rover" and the rest of us would have filled in the "look after the Rover first ..."

pickuprover

Land Rover's 60th Birthday Marked

BBC NEWS

http://news.bbc.co.uk/go/pr/fr/-/2/hi/uk_news/england/west_midlands/7382056.stm
Published: 2008/05/03 14:29:58 GMT
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SUBMITTED BY MURRAY JACKSON

The 60th birthday of the Land Rover is being celebrated.

A two-day show celebrating the famous marque's anniversary is taking place at the Heritage Motor Centre, in Gaydon, Warwickshire.

The manufacturer, based in Solihull, West Midlands, produced its first vehicle in April 1948.

Demand for the 4x4 vehicles has continued ever since and the company was recently bought from Ford by Indian car maker Tata.

Post-war rationing meant the original Series One had to be made from aluminium instead of steel and paint left over from a fighter plane factory.

5,000 expected

It is estimated that 80% of all Land Rovers ever produced are still in use, mainly on farms.

Five thousand people are expected at the birthday celebrations along with hundreds of Land Rovers from the past six decades.

Examples of all the Land Rover models ever made are on display to the public for the first time.

And on Sunday, the Classic Run - featuring more than 100 classic Land Rovers from the Association of Land Rover Clubs - will travel from the Solihull plant to the Heritage Motor Centre.



Classifieds

88" ROOFS (ONE EACH, SAFARI & NON-TROPICAL, & MKII MGB-GT!)

88" roof (non-safari) for anyone for free. For you Pick-up owners, convert to a Hardtop for the Summer time, don't roast in that little pick-up cab! That wee cab is for the Winter when the Smiths or Kodiak heater can't warm the cavernous space of a Series truck. For the rest, an 88 hard top is a perfect for a cover for your trailer. A couple of hydraulic cylinders, and you have an easily opened trailer that will look like it belongs behind your Land Rover. For the more adventurous, with some quick release hinges, the roof will make a fantastic toboggan in the winter, the roof ridges acting to keep you going fast and straight (think skates on ice!) Not like those new-style Defender 90 roofs with no ridges that will bog down in the snow, getting their passengers killed when they are hit by all and sundry following behind. In the Summer it can be used as a skiff in the water. Be the first on your beach to have a Series Hardtop boat for the kids to play in. Tow it behind a power boat for some real fun! Water skiing for those afraid of water, or possibly strapped into a wheelchair (What else are ratchet straps for?).

A regular 88 hard top has a thousand and one uses, from covering the chicken coup, the wood pile, assorted Land Rover parts in the long grass storage for you country folks, to simpler tasks in the city (including covering wood piles, Land Rover parts in the short grass garden storage) You can even store stuff on top of the roof, unlike those weak D90 roofs. Go over to your neighbour's D90 and jump on the roof and look what happens. That won't happen on a Series hard top! You see, Series roofs were designed to stand atop when you get into trouble. Were it play submarine (Tom & Brett), or have ravenous lions attacking when on safari, there is relative safety with a 88 hard top. A D90 top? Well, the lion will be through the roof just for the jumping up there, but then again, when would you see a D90 in an adverse situation or on safari? It just isn't cool.

For you D90 owners, no, you can't convert to a Series roof unless you change the windscreen, as Zippy found out when he tried to put a D90/110 windscreen on his 109. Opps! The rake differs between the two roof styles. But the idea is good. A D90 with a Series roof and a proper windscreen is a step in the right direction!

88" roof (safari/tropical) The perfect roof for the aspiring 88" owner with the boring taboggan top, especially

you Series III owners. Look cool, be cool, even feel cool (OK, that is relatively speaking in a Series in the Summer, but hey, anything helps...). At the very least, there is the sun sheet and all of the mounting isolators, roof vents, to put this onto another roof. Check out the cost of the bits from Rover's North independently. You *want* to be styl'n' like a II/IIA owner, just as others have done (think Ted et al...)

This is a genuine safari/tropical top off a Series II used in the quartzite mines of Georgian Bay and in relatively good nick: a lovely patina of age. Do you *really* want a brand-new, off the boat, tropical top. You look like a poser without something that looks old. Besides, this is made of burmabright, not the nasty pure aluminium that Rover now uses in these vehicles. Think weaker, more prone to galvanic action. There is however, one small exception. There is a small kink that needs to be straightened out above the driver's B post. [When placed on an 88 there is a one inch gap above the B post that can easily be straightened out with the right equipment or thought process. As I have no 88's... (Losers have 88's. Smart people have 109's or 80's!)] As an added bonus, you also get the other roof with this one! Spares are always good!

D90 owners, think Series windscreen (they can be found. In fact, you want to convert, look cool, I think I have a spare in the garage you can have for free!) and you too can have a proper tropical, Safari top on your vehicle. It won't make you blend in, but from afar, you begin to like another Series III.

Make an offer, I'm not looking for much...

Located in my back yard in (sadly) trendy Westboro. BONUS for the discerning collector who is into roofs.

There is a rare, very desirable, Mk II MGBGT roof in the short grass storage behind Kirkwood Manor. Smaller, more rounded, you can toboggan down those hills without regard to going straight, spin as you go down, try and steer via your balance with a couple of ropes to the A posts! Makes a cute cover for the bird bath. Don't let your feathered friends stem in the sun! Give them shade! Free to whom ever gets here first before I cut it up for recycling (If Dale can cut up a VW Bug and put it out to the garbage, I have a chance!) If you're asking, no, not the Mk II Mini roof. It stays. That disease is still in full force...

Contact Dixon at dkenner@fourfold.org

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The Lion Sleeps Tonight

SUBMITTED BY : B.RICKER

REPRINTED FROM: DAILY MAIL REPORTER

Dedicated sand-artists are at Weston-super-Mare in Somerset this week recreating the world's best known-landmarks and faces on the famous beach.



New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

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

