

OTTAWA
VALLEY
LAND
ROVERS



November 2008

www.ovlr.org

Volume XXV, Number 11

2008 Oiler



*Getting muddy after the oiler.
See article—page 9*

PHOTO CREDIT: DAVE PELL



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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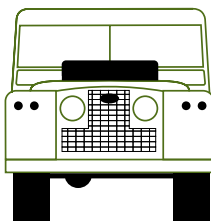
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Dave Pell / JL Morin.



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 (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 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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Hey man, what's going on?

OVL R 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:

OVL R Christmas Party – December 6th

AGM – January 21st—nominations for the Executive closing October 1st (see page 10 for details)



OVL R Christmas Party 2008

The Christmas Party will be on December 6th at the Westboro Masonic Building, 430 Churchill Avenue, North, Ottawa. It will starting at 6:00 with dinner at 6:30. Ticket are \$20 per person and can be purchased through Dave Pell. Please advise him ASAP of your attendance.



President's Message

BY PETER MCGOUGH

Not too much Roving this month as the major event was my daughter's wedding in Calgary. All went off without a hitch although I wasn't too happy about the choice of a stretched Hummer as the wedding limo! I'm sure with a bit more time and JL's new monster band saw we could have lashed up a push-me-pull-you from my two Series 1's that would have given the Hummer a run for its money.

I did have the pleasure of spending a weekend fixing and replacing blower motors. My continued battle with mice meant that I had to remove a huge nest from the blower in the Disco. As some of you may know, the assembly process of the early Discos was to suspend the blower motor by a gossamer thread and build the truck around it. After wasting a Saturday on that futile task (the nest is probably back already), the Sunday was dedicated to replacing the burnt out



President Peter McGough —

PHOTO CREDIT: G. PELL

motor on Verne's BMW. Same assembly process! Have all our cars become too complex to achieve the original purpose. Getting from A to B. The simplicity of the Series trucks is becoming very appealing.

A nice Four Wheel Drive Station Wagon might just do the trick. Wonder where I can get one of those? Gosh, I know!!! The Raffle Rover. What an opportunity to get what I now consider to be the apogee of sensible technology and for only \$20. How could anybody resist? Not to mention the fact that my \$20 will be going to a charitable cause.

I hope we see a great turn out for the Christmas Party on December 6th. I welcome talking to anyone who has reflected on my request for suggestions on 'What type of club we want'. The silence has been deafening with the exception of the thread on the forum with good comments from about 7 members. The consensus seems to be "stay the course" and lets do a bit more ad hoc off road adventuring. If this is the case, let's do it.

Peter
mcgou@msn.com



OVL R Merchandise



Looking for the perfect gift for the Land Rover enthusiast on your list? OVL R merchandise make great Christmas presents! All have OVL R Logo except the coffee sling. **And you can do your shopping at the OVL R Christmas Party.** Contact Gabe in advance to make sure she has what you are looking for. The September issue of the newsletter has a complete listing with descriptions of the great products available.



Contact: Gabe Pell
designergabe@gmail.com
613-839-0350

All orders to be picked up at OVL R Socials or in Carp.

Sierra Designs Men's Ice Ray ¼ Zip Light weight Fleece ... Black—\$35

Sierra Designs Women's Vesper ¼ Zip Light Weight Fleece ... Black—\$35

Sierra Designs Cyclone Shell – Men's and Women's ... Men's – Caper M, L and True Blue - XXL; Women's – Amethyst – XL and Khaki – S—\$60

Sierra Designs Unisex Hurricane Poncho ... True Blue—\$35

Sierra Designs Coffee Sling (no OVL R Logo)—\$5

New Wave Enviro Products Stainless Steel Water Bottles—\$10

Men's Gildan T-Shirts ... Olive – XL, XXL and Cedar (burnt red) XL—\$15

OVL R'S 25th Anniversary Scrapbook—Chapter Seven

Growing Up in Neverland

ARTICLE BY MIKE MCDERMOTT

Peter Pan and the Lost Boys had it right. Play all day without a care, laugh, sip a little nectar, parade around with your toys, eat well and avoid the crocodile.

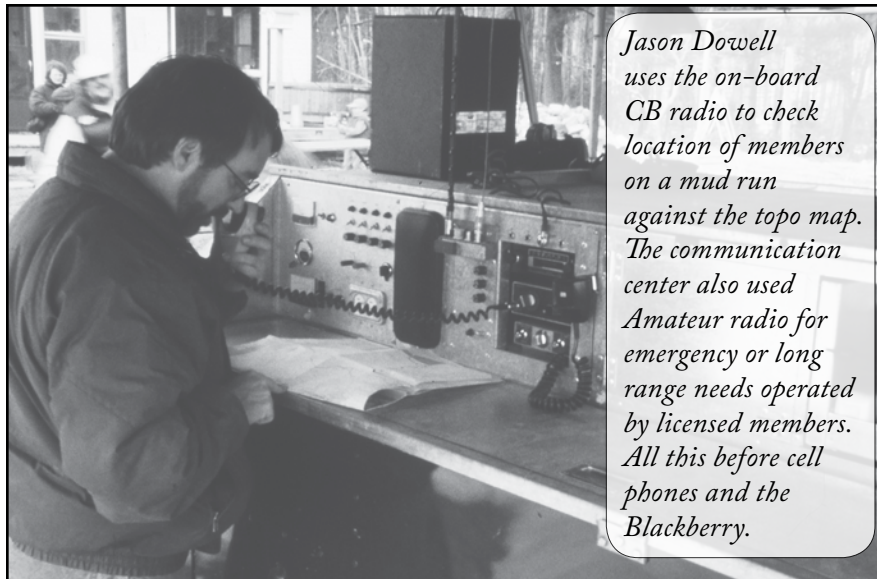
Sound familiar? It will if you were a member of OVL R the first decade or so. We fixed Land Rovers. We drove Land Rovers. We slept, dreamed and played Land Rovers. No worries, No rules. No responsibilities.

Then we grew up.

Suddenly we were a group of people with assets. Six thousand dollars worth, including a mobile kitchen, a newsletter reaching hundreds each month, a membership of 130 and more than \$5,000 in the bank.

And we had liability. No insurance in case of injury or loss of equipment. No protection for members from legal action or if the secretary-treasurer ran off

(continued on page 6)



Jason Dowell uses the on-board CB radio to check location of members on a mud run against the topo map. The communication center also used Amateur radio for emergency or long range needs operated by licensed members. All this before cell phones and the Blackberry.

The club kitchen trailer by early Spring 1994 could store all our camping and off-road equipment and provide hot food for members anywhere we went, whether grassy birthday parties or deep-wood adventures.



Rear shot of the tunnel running the length of the eight-foot trailer providing 40 cubic feet of storage space. More storage lockers, water cabinets and an electrical/mechanical box ran each side with more lockers and drawers in the top center section.



to Cuba with our bank account.

It all started with the kitchen trailer. Once built, it had to be licensed. To be licensed it had to be owned. But who? OVLRL didn't exist as a legal entity. No legal entity, no ownership, no license nor insurance and no use to any of us.

We needed to incorporate as a non-profit organization under the provincial or federal governments. To do that we needed an organized structure with officers responsible for specific tasks, an election protocol, a financial records system.

Back in 1987 we had written a constitution that spelled out how members wanted the club run: Elect officers annually, full members living within specified borders who vote and hold office would ensure the club remained locally controlled. A transparent system of raising and holding funds. All dedicated to promote, support and protect the interests of Land Rover enthusiasts and owners.

It was a simple thing, less than three pages. Then the lawyers got it.

(Pause here for gratuitous lawyer slamming.)

Q-What do you call a boatload of lawyers that sinks?

A-A good start.

After a year and a half, papers incorporating OVLRL were signed by the federal minister of industry on May 10, 1995. With it, the trailer, all club assets and accounts were transferred to our new entity. Trailer license and insurance soon followed.

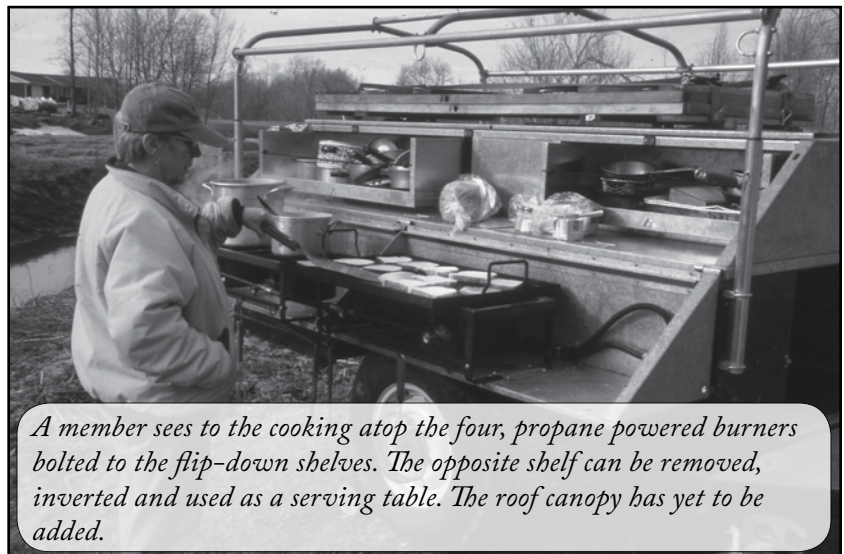
While a handful of dedicated members like Ted Rose, Dave Meadows and Michel Bertrand were slogging through the incorporation business, others, blissfully unaware that their butts had been covered for them, were attending a record number of events.

The Down East Rally in Maine, Atlantic British in New York, Rover's North in Vermont, the Mid-Atlantic Rally in central Virginia and the British

Invasion in Stowe all saw OVLRL members. Locally too, road trips to new venues dotted the summer calendars: Picton, Eastern Quebec, Rideau Lakes area and, of course, the good old haunts at Silver Lake and Larose Forest.

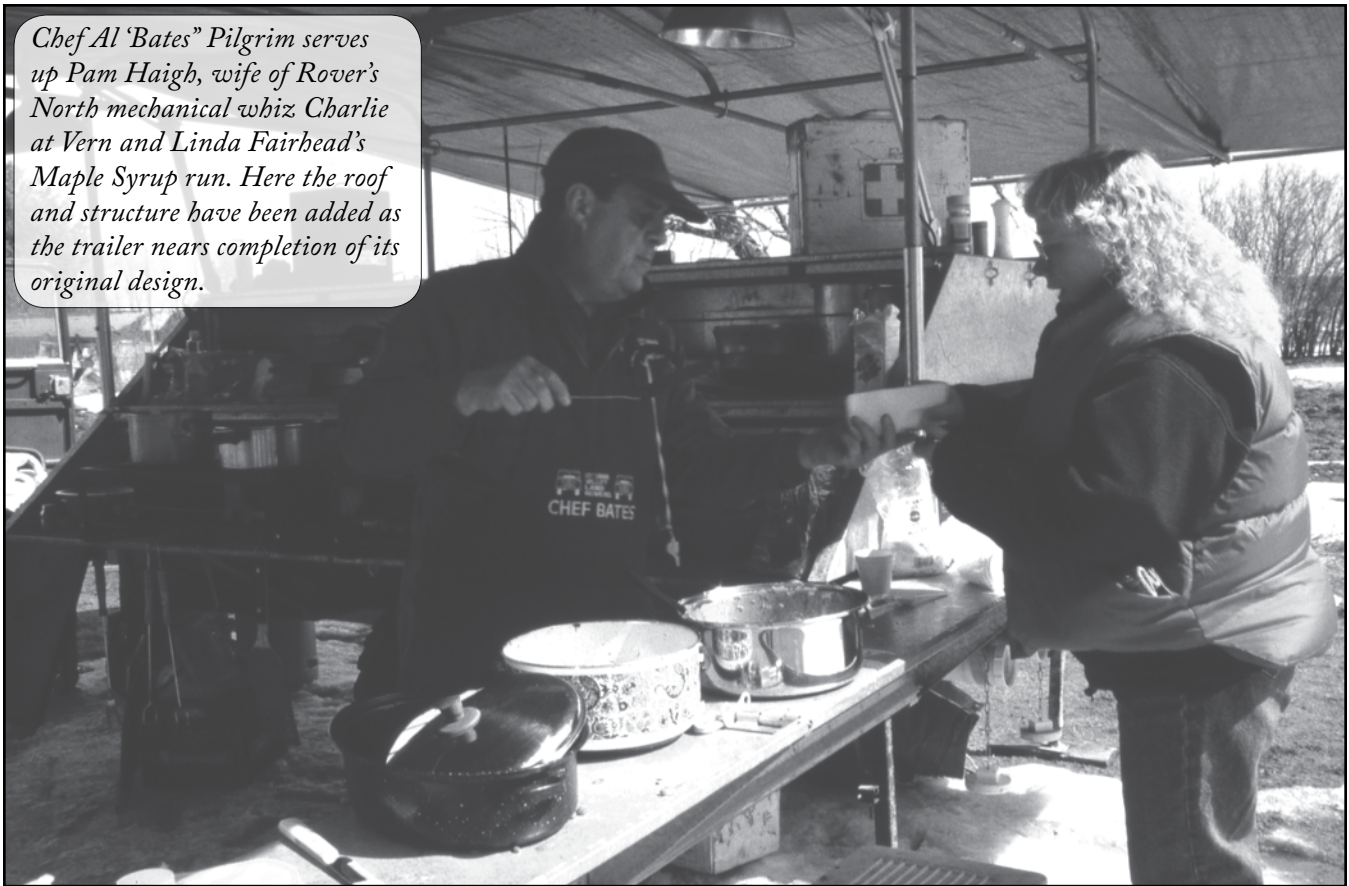
Meanwhile, other things were happening. Dave Meadows had taken over the newsletter editor's job when McD retired in '93 to work full-time on the trailer. Dixon Kenner assumed the task the following year and circulation and size continued to grow. Over the next few years, contributors, many from the US, brought fresh content to its pages with tales of travel, technical articles and lots of material from other printed sources as well as local updates.

(continued on page 7)



A member sees to the cooking atop the four, propane powered burners bolted to the flip-down shelves. The opposite shelf can be removed, inverted and used as a serving table. The roof canopy has yet to be added.

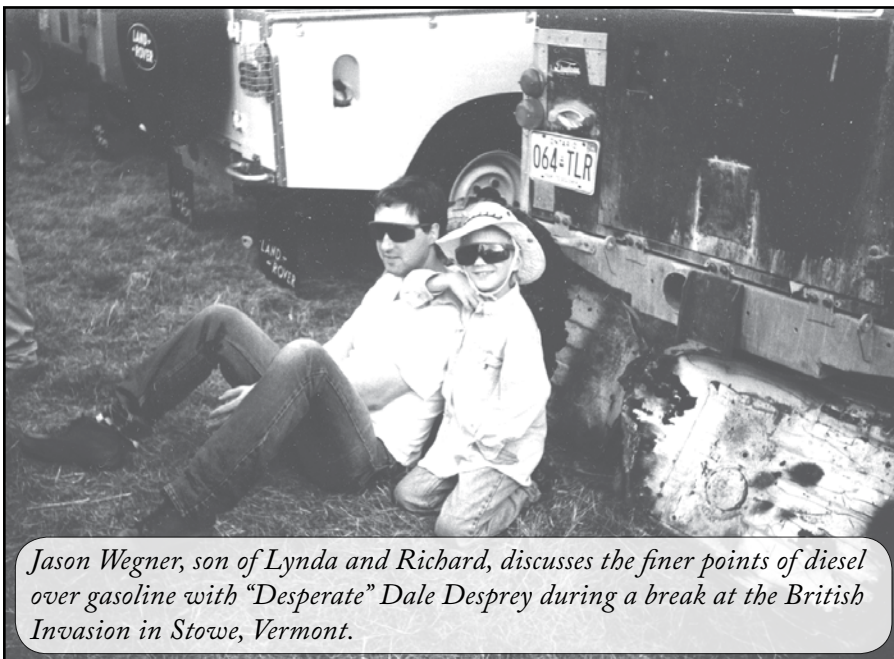
Chef Al 'Bates' Pilgrim serves up Pam Haigh, wife of Rover's North mechanical whiz Charlie at Vern and Linda Fairhead's Maple Syrup run. Here the roof and structure have been added as the trailer nears completion of its original design.



August of that year saw five members, with an internet account, linked to Land Rover sites. Three years later the OVL Home Page received 7,418 requests for information. Dixon soon assumed the job of webmaster for the club and OVL's profile was enhanced through internet references in Land Rover World and Land Rover Owner magazines.

We joined the British Car Council which provided liability insurance at events and a voice against laws affecting owners of old vehicles.

Later, Jason and Jerry Dowell got married as did Andrew Findlayson and Simon Skuse gave him a rebuilt 80 inch as a wedding present.



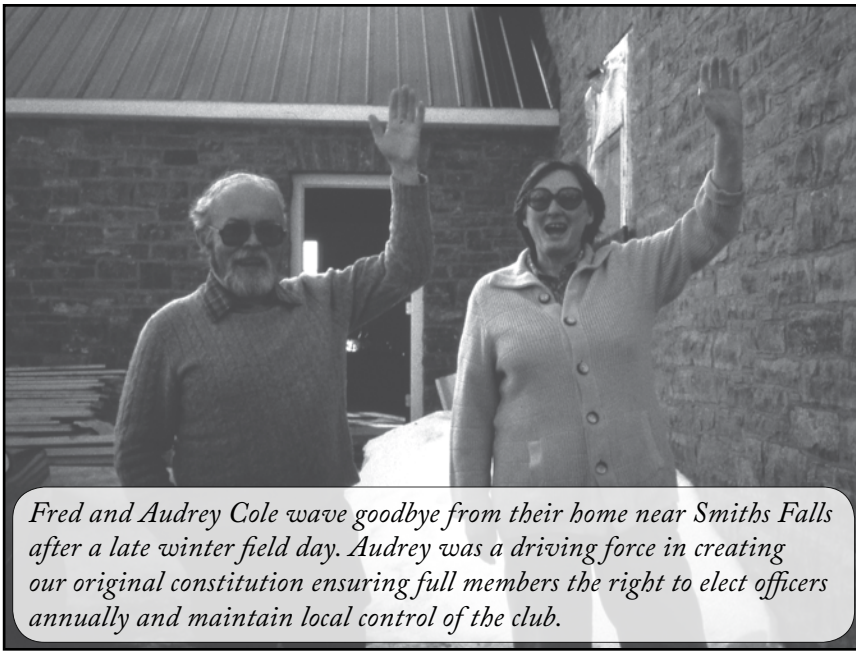
Jason Wegner, son of Lynda and Richard, discusses the finer points of diesel over gasoline with "Desperate" Dale Desprey during a break at the British Invasion in Stowe, Vermont.

The Defender 90 and Discovery both made "Best four wheel drive" choices in two North American auto mags.

As the club trailer neared completion, autobody men Jerry Dowell and Roy Bailie combined to get it painted and it made it's debut at the 10th anniversary party.

With Land Rover firmly re-established back in Canada with 90's, 110's and Range Rovers ,some members were looking to drop big bucks on some shiny new aluminum.

(continued on page 8)



Fred and Audrey Cole wave goodbye from their home near Smiths Falls after a late winter field day. Audrey was a driving force in creating our original constitution ensuring full members the right to elect officers annually and maintain local control of the club.

And they were attractive. The new Defender 90 news release said it was “based on the continually refined “Ninety” model that had served in other world markets since 1983. With a base price of less than \$35,000 and powered by an aluminum V8, it is one of the most capable off-road vehicles on the market today.”

It was offered with hard and convertible tops, including a “bimini” half top for “that sunny day when shade is needed but allowing for fresh air driving”. Other options included air conditioning, side runners, forward facing rear seats, full carpeting, choice to two distinctive bush bars, innovative roof rack system, off-road lighting, five spoke alloy wheels and a Warn 8000-lb winch. At 182 horsepower, the fuel-injected engine developed 232 foot-pounds of torque and a curb weight of 1,618 kg. Rover said it had a horsepower-to-weight ratio comparable to a sports car.

It came in five colors, had reclining bucket seats, AM/FM stereo cassette player, weather resistant speakers and a rear-mounted, swing-away spare wheel. Pretty nifty, huh.

While the base price was reasonable, all the options pushed the final figure pretty high. Sales didn’t go that well and buyers found the vehicle “a little pretty for a truck”.

On the other hand, if you wanted real luxury and had the bucks, a year later you could pick up a Classic Range Rover for a mere \$65,900. A long wheel base model was \$73,950 and a 4.0 SE a paltry \$79,900.

So, as we started into our 13th year, the “Old Order” had begun to pass. Like children growing up, the bigger we got, the more responsibility had threatened to poop on our parade. But, through hard work by some and a little whining by others that growing up was no fun and the

club was going to hell with all this constitution and incorporation nonsense, we were stronger, safer and, with apologies to Paul Simon, “still crazy after all those years”.

TEASER FOR NEXT MONTH—IS BIGGER REALLY BETTER?...



With a good bow wave and showing no fear “Doc” Watson, with wife Gabe hanging on, charges down a riverbed in his Series 1 RHD shortbox.

2008 Oiler

BY DAVE PELL

It's Sunday morning November 22nd, just a little over a month ago the club held it's annual oiler, on Saturday October 18th. After a one-year break (last year here wasn't enough interest to organize the oiler) the event is back and better than ever. JL offered to allow the club to use his new property, in the west end of Ottawa. The location was picked, a date was set, ramps borrowed and the notices where sent out. I was to arrange to get the oiler supplies out of storage, and meant to contact Fred a week before the oiler.

You know what they say about good intentions, so the day before the oiler, I contacted Fred and find he's out ... Luckily his wife is home and thinks she knows where the stuff is but can't get it out, and needs some help moving the stuff. I sneak out of work a little early, around 3:00 p.m., and start driving, and driving. Fred lives in the east end, the very far east end. By about 4:30 I've got the stuff and head back to the west end.

Saturday morning was sunny (a rare event for the oiler) and mild (also rare). When I arrive there are several cars in the queue in front of me. Peter has already picked up the coffee and donuts at Tim's and has his head stuck under the hood of the Rangie fixing something.

We had five members opt to oil their trucks – 1 Rangie, two diesel 110's and two series (Peter, Eric, John, Bruce and myself). We also had the usual group of suspects show up to socialize (Ted, Terry and his brother Scott, Andrew and Rob as well as a couple of others who I missed getting their names).

It's really to bad we didn't have more people show up. JL's property is very interesting – it's owned by the NCC and, if I understand correctly, JL is the sub-sub-sublet. JL is helping his friend who is running an organic farm and staying in the farmhouse. The farm has a couple of cows, sheep, chickens and ducks. About the time that Verne arrived with two pots of excellent chilli for lunch, the cows launched an unsuccessful escape attempt.

After lunch there was some talk about doing a short off road. Terry was going to swap an alternator and come back and we'd do the Carp Road trail. It

became clear that Terry ran into some difficulties and wasn't going to make it so three of us decided to do the Carp Road trail. I was volunteered to lead, as I knew where the trail was. We couldn't convince Peter to come with us, something about his brakes (which might be why his head was under the hood when I arrived).

So we headed off, me in the lead with Eric and John following. Interestingly, all three trucks are ex mod, mine a 109, S3 and the other two 110's. With a little trepidation, we get to the trailhead – John and Eric about the severity of the trail and me because the last time I was on this trail my alternator packed it in and it was at night.

It's a great day – sunny and crisp – the leaves are in great colour. We're making steady progress, stop briefly to talk to a couple of other people by a small pond (a couple on a ATV and a lady waking her dog) and continue on. We make it to were Fergie died the last time I was on the trail, stop and scope out a short technical section, pick a line friendly to long wheel base trucks down the rocks and proceed forward.

Now that we are onto a trail that I'm unfamiliar with we have to make several more stops to pick our lines. We go past the back of a very large home and come to a large mud hole about 50 feet long. On my first attempt I don't make it through and Eric gives me a little tug back. I take a run at it with a little more momentum and almost make it all the way through, but lose my forward momentum as Fergie is climbing out of the hole. At this point, I've also chewed it up

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The English Patient becomes Raffle Rover

This year at the Christmas Party, OVLR will be drawing for the Series IIA. For just \$20 per ticket you have the chance to win this Series IIA, with the understanding that the winner will make all best efforts to restore it. Tickets can be purchased through Dave Pell.

Proceeds from the raffle will go to support the maintenance and operation of the Defender that the Club has previously supported which is used for land mine removal in Bosnia.



2008 Oiler *(continued from page 9)*

pretty good. Eric spots a bypass and proceeds to get in front of me. He gives me a little tug and Fergie climbs easily out of the mud hole. John's tires give him a little trouble where the bypass joins the main trail and I in turn have to give him a little tug. About 250 feet past the mud hole and over a little rise we come out in the old Crazy Horse parking lot. It's been a great day, we've all got big smiles on our faces, the truck performed well and no damage was done.

Pictures are of Fergie back at home (must remember to bring the camera with me every time we go anywhere)



Classifieds

FOR SALE

Land Rover 1973 Series III, 88
Frame completely rebuilt, has new outriggers, new front horns and new rear bumper. New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. Comes with full top and pickup top, also tail gate and rear door. It needs finishing and I need my garage.

Asking \$3600 or will trade for antique or high end firearms.

Also for sale, 3 - 80 inch Land Rovers. All in various states of disrepair. I believe there are enough bits and pieces to build 2 complete 80 inch Land Rovers.

Asking \$1800 or will trade for antique or high end firearms.

Call Sean McGuire 613-612-7622

FOR SALE

1973 series III model 88 – mostly original parts (its old, rusted, and leaks oil everywhere). It is currently on the road and I am doing some work on the brakes. I guess it would be a good rebuild project, or maybe it would be just good for parts.

Paul Plousos

(613) 692-4938 or email paul.plousos@rogers.com

FOR SALE

Koenig PTO winch

Missing output shaft and shift lever \$450 obo

Call: Cameron Duff

613-269-4125 or e-mail cameronduff@aol.com

FOR SALE

I bought a Rover 3.5L V8 engine from the UK awhile back. It was a reconditioned by the Ministry of Defence UK and intended as a complete drop in engine during conflict. But there were parts I did not need such as alternator, fan, exhaust manifolds and some brackets. They have been laying around for years but I am reluctant to dump them. Is there anyone around the Barrie area that would be interested in them? A modest contribution to my 1955 Aston rebuild would be appreciated but not mandatory.

Barrie Robinson

(705) 721-9060

<http://www.britishv8.org/MG/BarrieRobinson.htm>

<http://www.britcot.com>

ROR—Returning Officers Report

In the August issue of the newsletter I gave notice of the AGM and a call for nominations for next year's executive. We requested that the Nominations be received by October 1st. This early nomination cut off date was requested so that ballots could be distributed and collected in time for the AGM. By October 2nd the club had received a grand total of three nominations, for three of the four elected positions. One of the nominees respectfully declined his nomination at this time due to his work commitments.

This left Peter McGough as having been nominated and accepting the nomination for President, and Kevin Newell as having been nominated and accepting the nomination for Off-Road Coordinator. As these positions have only received one nomination each and are therefore unopposed nominations, an election is not required.

If you're thinking you wanted to help the club and was thinking about getting onto the executive but missed the cut off date for nominations, all is not lost. If you're interested in either the Event's Coordinator or the Member at Large Position – it is possible to be appointed to these positions after the election, subject to Sub-Section 5 of the Board of Directors section of the bylaws.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. *(As Secretary/Treasurer I have to say that you'll get great return on the time you put in. I've been able to meet many good people and make some long time friendships in exchange for a couple of hours of work.)*

Extracted from Sub-Section 5 of the Board of Directors section of the bylaws:

"5. Should any director fail to complete the full term of the office, or should any position remain unfilled following an election, the remaining directors may appoint a member in good standing to complete that term. However, if three members in good standing request in writing within 90 days of that appointment that a by-election be held to fill that vacated position, the Board of Directors will call an election in accordance with section three (3). If the remaining term of office is less than 90 days, the appointment will stand."

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100% Canadian owned & operated business c/w British Mechanic
 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

OVL R Christmas Party 2008

The Christmas Party will be on December 6th at the Westboro Masonic Building, 430 Churchill Avenue, North, Ottawa. It will starting at 6:00 with dinner at 6:30. Ticket are \$20 per person and can be purchased through Dave Pell—advise him ASAP.



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 andrewf@xplornet.com

