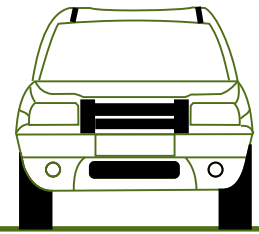


OTTAWA
VALLEY
LAND
ROVERS



May 2009

www.ovlr.org

Volume XXVI, Number 5

Spring 2009



Gord Bernius' Series II 109

See article and more photos on page 10— PHOTO BY DIXON KENNER



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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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could you help out?

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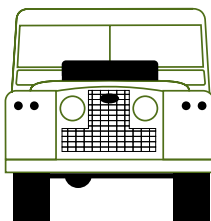
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Dave Pell / JL Morin.



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?

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

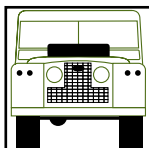
Notices:

- June 7 Byward Market Auto Classic, Ottawa, ON. Contact: Jody at 613-562-3325 or events@byward-market.com. Pre-registration required.
- June 18-21 OVLР Birthday Party, Silver Lake, Ontario
- July 11 All British Car Day (ABCD), Ottawa, ON. www.britishcarday.ca
- July 19 Brits in the Park: The Classic British Motor Event, Lindsay, ON. www.victoriabritishcarclub.ca

Classifieds

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ottawavalleylandrovers@sympatico.ca



New Members Wanted!

Invite your Land Rover obsessed friends to join OVLР!

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

It has been a quiet event month with the executive busy making preparations for the Birthday Party. For the first time, the event will be four days, beginning with registration on Thursday, June 18th and finishing on Sunday 21st. Registration forms have been sent out and excitement is high, even to the point of having received a registration form, signed, really, already, from Dixon! Volunteers would be most welcome to assist with set-up and to provide their expertise for the training sessions on Friday. If you haven't received your registration form, please contact Dave Pell.



President Peter McGough

The Social at the Prescott was well attended. Apart from the usual suspects, it was nice to see new and newish members, Frank, Marc, Jason and Annie.

They say confession is good for the soul, which as you all know, is pretty much in need of improvement for any President. It seems that the mice didn't chew through the critical wire of the stop solenoid on the 200TDI, as I alluded to in the last newsletter. They had in fact, unbeknown to me, installed a vehicle immobilizer switch under the dash which I had banged into the off position while reinstalling the trim panels. It's amazing how they make the little crimps with their teeth.

The brake job on the RR is taking longer than expected, surprise, but I am impressed with the workability of the Cunifer brake lines. I will have it ready for the Birthday Party, honest!

Look forward to seeing everyone next month.

*Peter
mcgou@msn.com*

A Big OVLR Thank You!

I am sure you all join me in thanking Mike McD for his entertaining and thoughtful monthly contribution to the newsletter this past year. His tireless work in digging through the archives and piles of pictures have not gone unnoticed.

He has taken us from the days when all Land Rovers were green with a stick shift up to today where there is a lot of glitter and a lot less Berma Brite around.

We may not all drive the same model and we may not agree on anything else, but we all love the brand, and that's what has kept us a club for the past 25 years. It is contributions like his that keep the club going ... thanks again, Mike !!!



Early morning mist, McD's Series I and canvas at Lebreton Flats.

OVLAR'S 25th Anniversary Scrapbook—Chapter Eleven

The End

ARTICLE BY MIKE MCDERMOTT

Cue orchestra:
“Overture, curtain, lights,
This is it, the night of nights,
And oh what heights we’ll hit.
On with the show, this is it.”

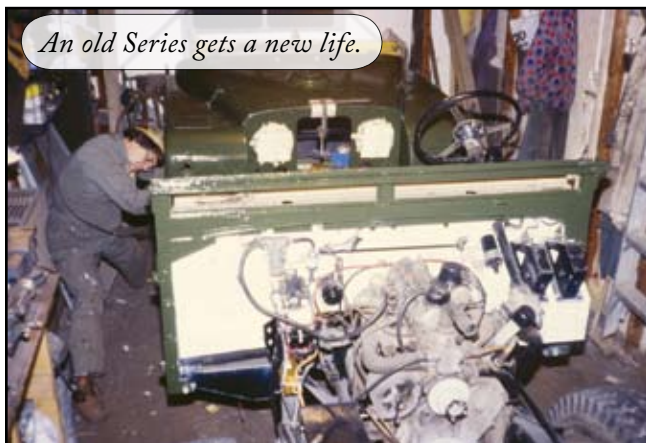
Okay. So it’s the Bugs Bunny theme music on TV every Saturday morning. While Warner Brothers intended it as “Opening music”, it also heralds my last tome in the windup to the official 25th birthday celebrations.

This is it: The grand finale, the climax, “un gros spectacle,” the result of searching years of newsletters, interviews, fuzzy photographs, scribbled notes, newspaper clippings, faulty memories, all in 44 pages typed with bad eyes and arthritic fingers (thanks to many winter nights changing u-joints under my faithful '86.)

This is the end of OVLAR history—for now.

On Monday, June 22, one day after we leave Mrs. Deacan’s meadow at Silver Lake, we’ll mark exactly 25 years of Ottawa Valley Land Rovers.

That’s 9,025 days (forgetting Leap Year ‘cause the math’s too hard) since a bunch of young LR lovers gathered at David and Olga Smither’s house June 22, 1984, to formalize the first local chapter of the Association of Land Rover Owners of Canada.



An old Series gets a new life.



An unidentified 88 cross-axles a ditch.

Put a more personal way, that’s 19 hub seals, seven wheel bearings, two rear halfshafts, eight brake cylinders, one transmission rebuild, one engine swap, new shocks and springs, several brake lines, a little frame welding, countless liters of EP-90 and a smattering of paint now and then.

But wait. Before we break out the “bubbly”, there’s a little more club history to wrap up.

Back in 1957, when Land Rover was still a brash young teenager, six students from Oxford and Cambridge Universities drove a pair of Series Is from London to Singapore, the first time such a land trip had been successful.

Fifty years later it would be hard to find a road anywhere in the world not traveled by Land Rover. Sales figures for 2007 showed 192,500 sold worldwide, an increase of 8,500 over the previous year. North America became the company’s largest single market with a sales increase of 3.5 percent over that time. Emerging world markets like Russia saw its sixth consecutive year of growth while sales throughout the Middle East grew by 54 percent and North Africa by 43 percent.

“Yippy” you say. “What’s that to me? My Land Rover was built when Britannia still ruled the waves, well, most of the Thames anyway and a smidgin near the top of Northern Ireland.” Be generous Series I owners. There’s lots more to Land Rovers than simplicity. For example, Land Rover Sport exceeded

continued on page 6

75,000 sales since its launch to become LR's best selling model. And Disco 3 has won more than 85 international awards to date.

Back at home in 2007 OVLR continued to do well financially and in the events category but still had problems getting people to answer the call to duty – or even choose their leaders. In spite of the annual call for nominations for the four executive positions to run the club as per guidelines set out by members in the constitution, none was received.

That led to a decision by the 14 voting members who attended that year's annual general meeting to ignore club election rules and nominate members present. Past President JL Morin volunteered to act as interim president and Kevin Newell filled in the Off-road Coordinator position. Terry King came on board as newsletter editor again. The two other executive positions—Events coordinator and Member at Large went unfilled.

In February Dave Pell became the proud owner of a 109 ambulance, direct from Britain. And in June, wife Gabe volunteered to take over as club merchandiser. By early fall, many of the positions had been filled by volunteers just to get the jobs done.

While general membership seemed deaf to calls for help, it remained a busy year for events. The executive pushed its agenda for trips, socials and off-road activities so there was always something to do every month.

Meanwhile Land Rover, now in the grotty hands of the Ford Motor Company, released plans for its "All new Range Rover. A milestone that marks the company's next phase of new model launches". Tagged "Premium sophistication" by the ad men, "the car would appear in 2012, using the same (so much for "all new") rivet-bonding technology proven on

continued on page 7



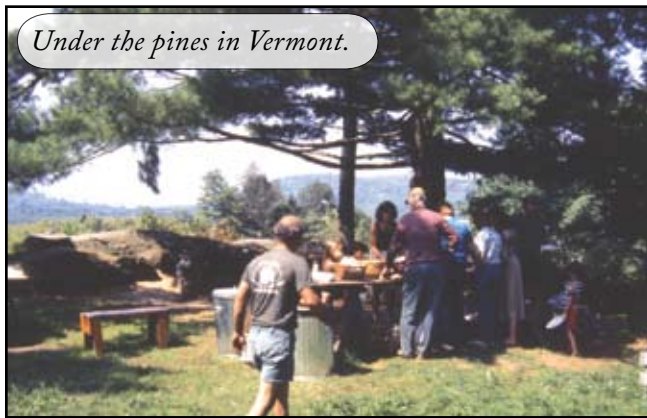
Six of the earliest members of OVLR pose in front of Fred Barrett's 107 pickup at last year's birthday party. Aside from Fred on the right and Gordon Bernuis on the other end, the other four look like a set of weird twins. That's Andrew Finlayson and Bruce Ricker on the left side in their sumo wrestler pose with Al "Bates" Pilgrim and Mike McDermott resplendent in their adorable matching outfits. The 107 is the reincarnated "Sally", long abused by Bates and recently rescued and rebuilt by Mr. Barrett. All six plan to attend this year's anniversary special but have to be back in the nursing home by 8 p.m.

the Jaguar XJ Sedans.” With a five-liter V8 pushing 460 horses, it’ll sell for around \$200K.

Wait. No it won’t. Ford sold out to Tata yadayada.

In November we learned that despite a good fight by OVLRL and several off-road organizations in the area, we had lost access to Larose Forest east of Ottawa. In a continuing trend, skiers, snowmobile clubs and All Terrain Vehicle groups were shutting our sport out of the few public lands available and Larose had become another victory for them.

Come 2008, we were hit by yet another election issue. This time members attending the AGM were told that because the required call for nominations 90 days before the election had not been done that year, there was no one running for office. Once again, voting members attending the meeting called for nominations from the 14 members present and the four exec positions were filled by acclamation.



Under the pines in Vermont.

New president Peter McGough said the action, in which about 75 percent of eligible members not at the AGM were prevented from exercising their vote, was unfortunate but necessary if the club was to get on with preparing for its busy summer schedule. “This situation will not happen again under my watch”, he said, however noting the lack of complaint over the move and the on-going challenge of getting members involved in running the club. “It’s something we really have to work on”.

That April OVLRL helped celebrate the 60th anniversary of Land Rover with afternoon tea at McGough’s Dunrobin home. The event was repeated around the globe as fans everywhere remembered that glorious day in 1948 Amsterdam when the first 80-inch trundled down the catwalk. It is estimated that 80 percent of all Land Rovers are still running, mainly in agricultural use.

As usual, the summer whizzed past with the Birthday Party, participation in Canada Day celebrations in Kemptville, providing cooking expertise with the expedition trailer at the All British Car Day and a romp with the True North Land – Cruiser Club to Weir, Quebec.



Lookin’ good at Tony Fowler’s retreat.

The Christmas party proved to be a true time for giving when a 64’/11A, donated to the club back in August, was auctioned for the price of a \$20 raffle ticket and a promise to restore it. We raised \$500 for maintenance and operation of the Defender OVLRL is supporting in Bosnia for use in clearing landmines.

Suddenly it was this year. In January, Mr. McGough returned as president and brought with him an almost-complete slate of officers and appointments. Of the 13 positions only the Events Coordinator and Archivist spots were left vacant.

High on this year’s agenda is looking into joining the Ontario Federation of 4WD Recreationists. It’s a province-wide organization dedicated to the off-road interests of clubs like ours. The management plan for the Mazinaw-Lanark Forest is under development and, after losing access to Larose Forest last year, concern about more closures is high.

Meanwhile on the business front, Land Rover North America reached the half-million mark in sales since returning to this market in 1987.

In February, Dom Perodeau volunteered to represent OVLRL in discussions over access to Mazinaw-Lanark forests and the Lingham Lake area where members have played during Dom’s Guy Fawkes events. The Winter Romp in Unity, Maine got good newsletter coverage as 73 Land Rovers, including 10 OVLRL members, made the trip to Bruce Fowler’s annual weekend outdoor adventure. And president McGough and JL began fiddling with a one-ton welding machine and invited members to come and get zapped.

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Honourary member John Hart walks amid the mess during annual oiler at his place.



In March it was up to the Calabogie Motorsport Park to look at helping develop an off-road component in the 1,200 acre compound. The exec is looking for a strong commitment from members before involving the club further in discussions with park management. Sounds like a great opportunity for OVL R to exhibit its skills and experience in responsible off-roading.

The Maple Syrup Rally, held at Vern and Linda Fairhead's Quebec homestead for the last 22 years, was the main event in April.

Which bring us to the newsletter you're holding.

Twenty-five years have gone by. In human terms, more than a generation. Grandparents have passed on, some parents too and good friends. Early members have grown up, married (some met at club events) and their children now roll along in the comfort of a new Range Rover Sport. New friendships have been made, folk from across Canada, throughout the US and overseas – people who would have never met were it not for OVL R and the ubiquitous Land Rover.

Unlike most off-road clubs, ours has always had a strong women's contingent. Audrey Cole, Lyn Leduc, Kelsey Anderson, Janet Dowell, Christine Rose, Shannon Lee Manion and Gabe Pell to name a few. Women have worked all executive positions and are mostly responsible for our great success in club merchandising, a major source of income.

Today, with \$8,000 in the bank, \$1,500 in equipment plus the expedition trailer and a solid membership of 148 (60 voting), we are the premier Land Rover club in Canada.

And it's all due to 25 years of dedicated people who vote, attend events, hold office, volunteer and generally just love the smell of hypoid in the morning.

We'll miss the great ones: David Smithers, Andy Graham, Bob Wood and of course Harold Huggins whose guidance, drive, loyalty and service to his beloved marque started us on this journey a quarter century ago.

It's a tough act to follow.

But somewhere out there, maybe there's a youngster teething on a piece of Birmabright who will pick things up from here and write the definitive roundup for June 22, 2034.

Hell. It's only 25 years from now. Look how quickly the first 25 went by.



A younger Chef Bates and a Rover rum cake.

Credits:

With thanks to Bruce Ricker, Andrew Finlayson, Dixon Kenner, "Doc" Watson, Jerry Dowell, Al "Bates" Pilgrim, Kelsey Anderson, Terry King, an expired computer, plus the always patient and helpful Lynda Wegner.

And the files and scribbings of magical, mystical Bob Wood, wherever you are.

Jon Ress Humphrey

1942 — 2009

BY BENJAMIN ALLAN SMITH.

Jon passed unexpectedly on Tuesday, May 5th 2009 after a year of health issues, he was 67.

Born on April 9, 1942, Jon was a long-time Land Rover owner and long-time member of OVLRL. He was a US Navy veteran who was part of the fleet off Cuba during the missile crisis.

He later graduated from Carnegie Mellon University. His career included working in architecture, being a fraternity adviser at CMU (is that like putting the fox in the hen house?) and owning a bar (ditto).

Jon exploded into the Land Rover scene in North America in 1994 by joining the Land Rover Owner email list run by Bill Caloccia. At that time his stable of Land Rovers included "Prince Charles" his white, 1967 SIIA 109" Pickup and a Range Rover. Jon wrote about everything on the list.

One memorable thread from May 1994 was when Jan Hilborn wanted to give away a Tootsietoy 88 and a Norwegian Corgi knockoff 109. Many OVLRL members made lots of humorous offers, but Jon prevailed for one toy by waxing poetic and promising to hold his breath until he turned blue. Many OVLRL members posted on that thread including Dixon, Dale, Robin, Jan Hilborn, Spenny (also a toy winner), Bill Maloney and myself.

Based on all of the people he met on the list, Jon decided to make his way north from Pittsburg to Silver Lake the first time for the Birthday Party in 1995. That was the first year that Americans started to attend in any noticeable numbers. Who is that group that knows each other so well? Oh, those are the "Internet people". Jon was one of those Internet people.



Jon was also a mentor to fellow Rover owners helping OVLRL members like Russell Wilson and Scott "Scooter" Wickham get their Land Rovers running, rebuilt, or both. In 1996 Jon, Russ and Scooter were enjoying some cold beers in a bar after rescuing a Series III 88" for Scooter. Knowing of the success of OVLRL and the dearth of a club in the Pittsburg region, they decided to start the Fort Pitt Land Rover Group. It is a small club with a dozen or so members, but it is still active today.

One year at the BP, he drove up in his Range Rover classic. When he got to the campground he realized that he had forgotten his tent at home. Undeterred that night, he just dropped the tailgate and lifted the glass and slept mostly inside the Rangie. Of course it rained and he wasn't too pleased when he woke up soaked in the morning.

Jon is most remembered for his constant companion Buddzo, a Shetland Sheepdog, and his fine banjo picking around the camp fires at events. After an unfortunate incident with Bob Wood's tent being mistaken for a fire hydrant, Buddzo was the reason for the "no dogs" rule at the BP for a number of years.

His favorite song, "The Pixie Dance", was written late one night at a birthday party. Ask Dale about the "tongsinger to the left." Jon was frequently spotted with a cigarette in one hand and a can of Miller High Life in the other.

Jon attended most birthday parties after that first one in 1995. As he aged, his ability to make long trips waned. His last Birthday Party was in 2002. He kept hoping to hop a ride up to the BP the next year. Though limited to the Pittsburg region, he remained a frequent emailer until his last years.

He was survived by his sister Joan, son Jon Randall, and grandchildren Dylan, Rhianna and Tristan.

Special Interest Auto & Motorcycle Show

Oxford Mills, Ontario

ARTICLE AND PHOTOS BY DIXON KENNER

A pleasant day for the 17th (I believe) antique car and motorcycle show. The weather was lovely, the turnout overall very good, though from a Land Rover perspective, only Gordon's Series II 109" made it down. Several OVL R members did make an appearance, including Peter Gaby, Roy Baillie and Dixon Kenner.



Gord himself!



A nicely restored Morris Minor.



MG TD starts this line-up.

Fun at the OVL R Birthday Party in Days of Old!



**V8 Autobox to TDI/
R380 Conversion
... no mean feat!**

*Land Rover elf burning
the midnight oil—full
story to come ...*

PHOTO: G. GEARLOOSE

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Abhhh. The perfect end to a hard day on the trail. They didn't all finish this way of course, but a swim, a fine meal and time to enjoy the sunset on Lake Champlain always made the heavy slogging worthwhile. Tomorrow might bring more black flies and mud but for now the cool breeze and campfire smoke carried away all our cares.

(see pages 5 to 8 for the article and more photos)

**Reserve the date—OVL R Birthday Party
 June 18th to 21st
 Silver Lake, Ontario**