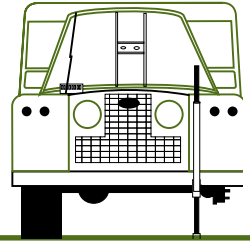


OTTAWA
VALLEY
LAND
ROVERS



August 2009

www.ovlr.org

Volume XXVI, Number 8

Dog Days Edition



See Ben, no dents! (Article and more photos on pages 6-7) PHOTO BY D. KENNER



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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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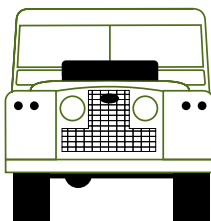
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OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Beneath the Bonnet

OVLRL Calendar of Events.....	3
President's Message BY PETER MCGOUGH.....	4-5
Classified	5
Blacker than Night ARTICLE BY D. KENNER	6-7
BtN Slave Labour ARTICLE BY D. KENNER.....	8-9
Trail Report ARTICLE BY MATT MACPHERSON, PHOTOS BY FRANK ASHWORTH	10
Anti-FAQ from Anon.....	10

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:

Oct. 31 The Guy Fawkes Bonfire Party this year is on Saturday, October 31 & Sunday, November 1. Two off-road groups with Saturday night BBQ, Bonfire and camping.

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLRL!*

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

The lengths that your President will go to, to track down the latest offering of the Land Rover Company should be the stuff of legends... well at least stories. The reason for my absence from the Social this month was that I was recovering from the jet lag and general fatigue of searching for the most exclusive offerings that the Marque has to offer. Let me tell you, it was an Experience, dame near spilt my bubbly.



President Peter McGough

The Quail Lodge in Monterey California, nestled in the parched hills of the central area of the Monterey Peninsula and away from the riff raff of Cannery Row, is an oasis of finely manicured and irrigated turf normally devoted to the fine Scottish game of Wap - F*** (well that's what I call it) but is also home to the Land Rover Experience. I found this out while I was partaking liquid sustenance and taking shelter from the damnable heat of the mid-day. There for all to see, in a fine glass case, was evidence (along with a stuffed toy) that the Experience was close to hand. And, it appears that you can also get your balls stamped with the Land Rover Logo. A fine Christmas present, particularly while Grandpa is asleep after Christmas Dinner.



So, out into the burning sun I went to find evidence of the Experience. Pushing my way past the new German Car with the Royce initials, an Aston Martin Zagato and tripping over a brace of Veyrons, I could see the twinkle of a distinctive LED tail light (they are not supposed to work all the time!), there majestically perched atop a massive rock out-crop was The Pride of the Land Rover Range ... Eh It did



make your heart feel good. Never mind, the Star of India was in its true habitat, with its stately gaze over the assembled herd of Johnny come latelys . Surrounded by its Sports and LR4

acolytes, and full of intelligent and more intuitive technology (maybe it can re-boot itself), balanced on approach angle defying rocks ... wait a minute, I don't think that intelligent or intuitive technology can help with basic geometry ... Oh the shame.

continued on page 5

President's Message *(continued from page 4)*

Around the back of the tent I could see the bobcat that had lifted the Rover onto the rocks ...

Oh well, illusions shattered, I was off to stand next to an Auto Union D type pre-war racecar while it was fired up. Now that took balls to drive one.

Normal Service will resume as soon as possible.

Back on earth. Dom is hosting the Bon Fire Night Party on October the 31st (my Birthday) and November 1st in Madoc. We need all the help we can get. There might be Cake.

Cheers,

*Peter
mcgou@msn.com*



Classifieds

Get a first edition while they last!"

FOR SALE

1970 Series II (88"WB)

I have a well-restored 1970 Series II (88"WB) Land Rover for sale.

I can be contacted at 514-943-8011 or by email at stewartbacon@bell.net.

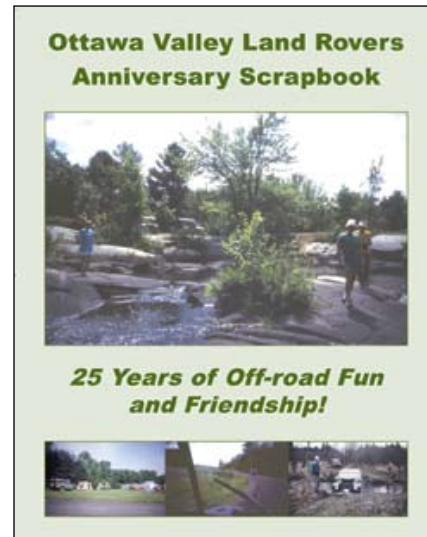
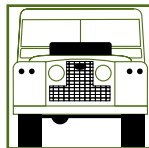
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Stewart Bacon

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OVL.R.Treasurer@yahoo.ca

Blacker than Night — Driver's Ed

ARTICLE AND PHOTOS BY D. KENNER

The eighth annual “Blacker than Night” rally at Ben Smith’s saw a number of personal firsts. Two people learned how to drive a manual transmission vehicle, and one had previously never driven at all. A third, special case completes this tale.

The first was Amanda Richer, a long time Range Rover Classic and now Discovery I driver. Despite a father who has owned a 109” (“Mr. Churchill”) since the mid Nineties; an 80” (“Biggles”) undergoing restoration; in the past both “Miss Jessica” a 88” SII, and an Austin Healey, she has only driven a manual transmission vehicle, the SIIA 109 once.



Navigating around the trees

So, this BtN, she booked a date in the woods with Ben and learned how to drive a proper Land Rover (well, it was Dora, a Series III 88”, so it kind of counts, despite the plastic dash).

We can report that she mastered the full synchromesh gearbox like a duck to water and later ventured off the field and onto the off-road RTV course in the north-west corner of the property where she successfully drove a tight twisty course with cross axle bumps, hill climbs and steep drops.

Not to be out done was Dominique Sevigny at exactly half Amanda’s age.

She too wanted to try out driving a Land Rover. To oblige aspiring drivers, Quintin Aspen had trailered up his 80” for people to play with. Seeing a neglected 80”, sensing opportunity,

(continued on page 7)



An express to the bottom ... Going Down!



Dominique at the wheel. – Now, did Quintin say Clutch, Brake, Gas or Gas, Brake, Clutch?

Blacker than Night – Driver’s Ed *(continued from page 6)*

Dominique went and asked for driving lessons from Quintin. A good idea as the 80” is both a right hand drive vehicle, as well as lacking synchromesh on first and second gears. That the brake and clutch pedals go down through the floor is also different from all other cars.

Despite some squeals and yelps, Dominique quickly mastered the intricacies of the Series One Land Rover. All of this with the added pressure of not only Mom and Dixon watching, but also taking photos. A little later the lessons around using the gear lever commenced.

She so enjoyed driving about, that she took passengers for a drive around Ben’s property during the rally, even pulling Quintin away from work on his lightweight Sunday afternoon. The down side is that there will now be even more pressure on Dixon to put his 80” back together.

We would note that three weeks prior, when the thought of Dominique taking a Land Rover for a spin was mentioned her reaction was - “Are you crazy? I’m twelve! I don’t know how to drive!”. We understand that her older sisters are now rather jealous.



*Can I charge for rides?
Taxicabs are all yellow in
New York!*



*Dominique to her Mother – Can I get
my licence now?*



This doesn't feel like the real thin.



*If twelve year olds
can drive, so can a
four year old!*

Dominique could express her concerns. This was not the case with our last aspiring driver. Luke, Eric Zipkin’s son, expressed an interest in driving an 80”. And why not, since Dad has one too, albeit as functional as his Stage One is currently. IE, they are both “resting”. Ben and Luke had been driving

BtN Slave Labour

ARTICLE AND PHOTOS BY D. KENNER

BtN's motto, as displayed on the dash plaque went something like this: "BTN Slave Labour: We came, we saw, we drank beer. We worked on Land Rovers. WASHME drove off into the sunset". And this is exactly what happened at this year's Blacker than Night Rally at Ben Smith's Land Rover Haven in central New Jersey.

There were several aspiring candidates for attention. A pair of Disco's, both Ben's, both in need of attention leaving Ben and Christina with only a running 88 for personal transport between the two of them, were on hand for those who preferred modern technology. There was "Grail/Grill", Ben's 80" that needed a hydraulic system. There was a bright yellow lightweight that needed some serious electrical sorting. And there was WASHME, a former 109 SW, now 109 pick-up that burned in 2005, and is nearing completion as a restoration.

Alan Richer tackled the black Disco, Christina's nominal vehicle. It had been sitting for 3 or 4 weeks. It had been failing inspection since March bad emissions and a leaking exhaust. Then it decided to just stop one day, not turning over at all. However, the black Disco decided to start under Al's care and drove out to the barn. There Alan installed a new rear exhaust system and did a little more fiddling with the vehicle. One vehicle down and back out of the garage.



This year's theme!

issue was this meant either a possible head gasket failure or, the dread of the Land Rover world, a dropped liner.

The Silver Disco was brought to the far end of the barn. Disassembly of the engine was undertaken by Ben, Eric Choi, Jarrick Maras and Al Richer.



The rest of the wiring harness was not much better!

Ben tackled the silver Disco. The day before at the head of the laneway it decided to blow some steam, expel the coolant, and send the temp gauge up towards the red. Quick diagnosis showed that cooling system that was getting pressurized and the expansion tank had cracked. The larger

With the heads off the worst case was discovered, the STD of the LR world, #7 had dropped the liner about 2mm. There was evidence of another cylinder operating at sub-par. Thus rang the death knell of this Land Rover for the time being.

Quintin had purchased a new lightweight last fall, finally picked it up in the spring, and immediately been dropped off at Ben's. It ran, but not well. The project for this BtN weekend was to sort out the starting and running issues and get it into the centre of the barn where the rats nest of the wiring could be tackled. Happily, today we have the Internet and various wiring diagrams for 24v and FFR land Rovers could be found, most via the club's website at www.ovlr.org.



Land Rover head bolts are tight!

(continued on page 9)

BtN Slave Labour *(continued from page 8)*

There, electrical wizard Mike Loiodice, began to sort out a dash that had been muddled with for the past twenty years by various dreaded previous owners (DPO) and partially installed a new harness for a different Land Rover.

(photos) The net result was a Lightweight that ran a lot better and was loaded onto a trailer for a trip back to Maryland for Mike Loiodice to continue his magic. The lightweight also got some new seats.

Grill was another special case. A project years ago at BTN was to get the long slumbering 80" running (last registered in 1959) and install a rear diff. That was accomplished. Since the radiator had a fist sized chunk missing,

though still holding pressure via an ancient solder weld, Ben had taken the opportunity to get the core replaced. The 80" had no semblance of a functional hydraulic system and it was noted that the rear

brake lines had been removed before Ben bought the truck. It also had the joy of the three bolt CB master cylinder that hides under the driver's floor.

Dixon disassembled much of the brakes at the wheels. The rear drums came off especially easily when it was discovered that there were no brake shoes on seized wheel cylinders to hinder the drum removal. Very helpful, considering one drum was worn about an eighth if an inch in by rubbing shoes. As a DPO worried about fluid loss when stepping on the brakes, the right hand rear cylinder was thoughtfully wrapped with wire to keep the pistons from escaping. Later removal of those pipes solved the problem for the left hand side. The front brakes had shoes, not there was barely a drop of fluid in the system.



Deborah assembling front brakes

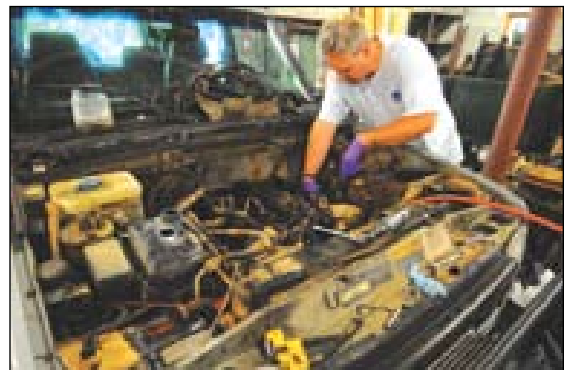
Ben & Dixon got the remaining lines off, as well as the master cylinder. Dave Bobeck had donated an 88" CB rebuild kit (same cylinder bore), but the bore was scored, so the master is off to be resleeved in brass. Deborah and Dixon reassembled portions of the hydraulic system, putting in new 88" wheel cylinders and shoes. Ben ran about half of the brake lines.

A project, much hidden from view, was Dave Bobeck, upstairs, sorting a wiring harness for a TDi, assisting others where possible with the other myriad projects that were underway.

Last, but not least, WASHME was the final major project. Could WASHME leave its nest of the last four years? With some further attentions from Jeff Meyer, assisted by Quintin, Bill Maloney and Bill O'Hara, WASHME not only managed to get to the local petrol station and back, but would make it all the way back to Long Island on Monday. One more Series Land Rover released into the wild.



A final tune-up before leaving the nest



Please don't be a slipped liner. PHOTO BY BEN SMITH

Trail Report

ARTICLE BY MATT MACPHERSON, PHOTOS BY FRANK ASHWORTH

Matt Macpherson put out a call last week on the webforum for a trail run near Calabogie.

He wrote:

“I have not been on this trail yet this year but did it in my P38 last year with no problems. Good packed down trail with no deep mud holes etc. I would call it medium. It’s very scenic and very fun.



Matt and Defender

out an appropriate route of trails or at the very least backroads towards home.

I’ll be in the green defender and there should also be a green Range Classic.”

Matt wrote later :

“The trail run was great and went as planned. No breakdowns! Frank Ashworth came in his Range Rover Classic and it performed really well.”



Frank’s Range Rover

We will meet at the Gas Station/Convenience Store in Hopetown (near Perth, Middleville, Lanark) at 9:00AM on Sunday. A 10 minute drive north on HWY 511 towards Calabogie will bring us to the Hydro Line. We will head east on the Hydro Line towards the K & P trail. Depending on conditions we will either head straight through to the K & P or head up the flower station rd at Joes Lake to the K & P which will take us north into Calabogie in time for lunch at one of the many (or maybe there’s just one) pub/restaurants for a bite to eat and a refreshing glass of water ;) Depending on where we all need to get back to from there we can figure



The Hydro Line Trail

Anti-FAQ from Anon

Q: Is there a RAVE CD for Series Rovers?
The only ones I'm finding are for Discovery II; Freelander 2001 onwards; Range Rover P38A; Range Rover L322; Defender; Discovery I; Range Rover Classic; and Freelander up to 2001.

A1: Hahahahahahaha!

A2: Oh, a serious question. Well, yes, kind of.

Rover's North has them. They only work with the Lucas OBD-0 reader attachment for a laptop and only on positive earth vehicles. You plug the USB connector (with special adapter) into the dual socket on the lower left hand side of the body-coloured dash panel while the ignition is on. There is a paper tape that gets read through the Lucas OBD-0 reader to preload special settings (Series I, II, or IIA, diesel or petrol). All of the vehicle issues & problems rapidly appear in a "flash" on the laptop.

I saw some in Les's Loft the other year, give him a ring.

The paper tape reader sounds like a big improvement over the old system that required the use of either a Sinclair or Lucas POD computer. Is the reader 5 level or 8 level?

For those who do not recall the details of the Lucas POD and to save overloading the FAQ, here is the report from the early days of personal computing some dozen or more years ago:

Rumor has it that Lucas once made personal computers. These were rumored to have been supplied under private label arrangements to other companies. Was this due to concern that the Lucas name recognition might adversely effect sales? Some of these computers are thought to have reached the market using the Prince of Darkness tradename. If users were lucky, they got one of the deluxe models (built on a Tuesday or a Wednesday) as these seemed to work better than the others.

Lucas PCs can be recognized by several characteristics:

1. Oil spots underneath the computer.
2. Random and intermittent malfunctions.
3. Cloth wrapped insulation on the internal wiring.
4. Positive grounding system.
5. Abundant chassis vents to let out the smoke.
6. Removable bit bucket which must be manually emptied by operator.
7. Frequent maintenance and tinkering required.
8. Strange noises while operating and/or just after shut-off; snapping, sizzling and crackling sounds which may, or may not, precede smoke.

POD personal computers were rumored to have been widely used by British (expletive deleted) Leyland, thus accounting for their huge market success. Sometimes these computers can be found at low cost in surplus stores still packed in cosmoline. Perhaps someone in the UK may be able to shed some light on this matter.

Please note that we am not affiliated in any way with any of these firms.

*Until next time,
Anon*

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*Late into the evening and the work continues!
(at Blacker than Night)"* PHOTO BY D. KENNER

