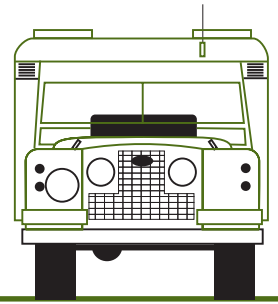


OTTAWA
VALLEY
LAND
ROVERS



November 2011

www.ovlr.org

Volume XXVIII, Number 11

Scouting Run



Roy at a Marlborough Forest trail head (Article and more photos on pages 8-10)

CREDIT: T. KING



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>

OVL R Executive and General Hangers-On

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b.p.ricker@rogers.com

Secretary-Treasurer

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All British Car Day Coordinator

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 (terrycking@rogers.com) 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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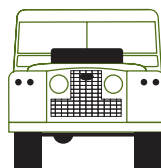
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Beneath the Bonnet

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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 – third Monday of every month at 7:00 pm

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

December 3rd – Christmas Party, Masonic Hall, Westboro

New Members Wanted!

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

See page 2 for subscription details.

A Report from the Bylaws

“working group, expert team or just a bunch of guys”.

Probably expert team fits the description best, given that there was Alexander Keith's and Johnny Walker Gold Label on hand. No 50 or Cutty Sark to be seen anywhere! Why, well, you may remember at the Annual General Meeting held earlier this year, the Executive decided to look at the bylaws and see if there were any recommendations for possible changes or clarification.

As a bit of background, the club's bylaws were originally written in 1982 when OVLR was initially founded as the first chapter of the Association of Land Rover Owners of Canada (ALROC) They served the club well until 1998 when the club incorporated and the bylaws were modified to reflect a much larger organisation that was no longer just a small local group of enthusiasts. Since then, the club attracted members from a wider area, and as well the profile of ownership has dramatically changed from the days when ALROC and OVLR existed to support members keeping Series vehicles alive in the face of no support from British Leyland and parts producers. Today, a huge parts and service infrastructure exists, let alone the Internet that has dramatically changed the face of clubs across the continent, So, that said, on a dark, windy and wet Friday evening, a number of points were discussed, one being the possibility of expanding upon the preamble to the bylaws, as bylaws are generally interpreted through the goals expressed therein.

Two items that have been repeatedly raised over the years. These two items could be seen as the achilles heel of the continued success of the club and there is a need for these to be discussed and addressed to harness the enthusiasm and genuine goodwill that exists.

The first major item of discussion was the eligibility for voting and the possibility of expanding the definition as well as making the boundaries for full voting into something easily understood and visualised. Rather than a

complicated border, we agreed that initially the new definition would be a, [yet-to-be-determined] mile radius from Parliament Hill. Fall within this circle (yes, if you are in the USA that gets captured within this circle) you are automatically a full voting member of the club. However, we also recognise that there are members who live outside these boundaries who contribute a lot to the life and success of the club and to exclude them diminishes the success of the club. Members who live outside of this boundary, yet participate in two sanctioned events shall be deemed to be full voting members and eligible to hold all but two of the executive positions. As an example of sanctioned events, this year there are six (6) that quickly spring to mind. The 28th Annual General Meeting, the 23rd Maple Syrup Rally, the 28th Birthday Party, the 10th Blacker than Night Rally, the 2nd Cedar Hill Rally, and the 28th Christmas Party. Other events have included OVLR @ the British Invasion, the Oiler, and numerous events in and around Calabogie, Flower Station or Marleborough and Larose forests.

The second was obviously executive positions. The positions of President and Secretary-Treasurer, for reasons relating to the incorporation and letters patent held by the club as a Federally incorporated body must be held by individuals living within the Ottawa region. All other executive positions could be held by members further afield. While there was not seen to be a need to change the current distribution of responsibilities, it was recognised that there should probably be more than one Executive Member-at-Large position, should there be interest. At least one of these positions would be encouraged to be held by a member who was not local and living within the boundaries defining a full member. While it may seem odd to have executive members further afield, we must recognise that OVLR of today is not ALROC is the 1970's. ALROC was challenged by the fact that communication was either by telephone, an expensive proposition, or by the Department of

... continued on page 5

Bylaws Report *(continued from page 4)*

the Post Office, later better known as Canada, or communist, Post. Today with the internet and cheap telephone rates, there is little reason why the membership and executive would not be well connected, which we already see.

A minor item discussed was the wording of the clause that prohibits members of the Executive from simultaneously holding office in any other Land Rover organisation. This is being rewritten to better reflect the aim, which is to prohibit having an executive member with an equity position in any firm or organisation that sells to the club. This is solely to avoid any perception of a conflict of interest arising. The current wording being mulled is "A proprietor of an entity who's business it is to market vehicles, parts or services to this club or the Land Rover community, may not simultaneously be a member of the club executive."

Rather than complicate matters right now, the specific changes to the wording of the bylaws will be presented later as they are reflected in numerous minor wording changes scattered throughout the document. A Report from the Bylaws "working group, expert team, or just a bunch of guys".

Probably expert team fits the description best, given that there was Alexander Keith's and Johnny Walker Gold Label on hand. No 50 or Cutty Sark to be seen anywhere! Why, well, you may remember at the Annual General Meeting held earlier this year, the Executive decided to look at the bylaws and see if there were any recommendations for possible changes or clarification.

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Bylaws Report *(continued from page 5)*

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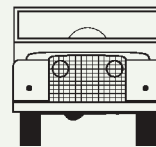
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Calling All OVLN Awards

Yes, the time has come for all of the OVLN 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 OVLN. 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



Special News Update from Land Rover North America

SUBMITTED BY D.KENNER

Interactive Land Rover News: Land Rover is proud to announce today that the all-new 2012 Range Rover Evoque is an AUTOMOBILE Magazine 2012 All-Star winner.

REGARDS,
LAND ROVER NORTH AMERICA COMMUNICATIONS

Next Generation Defender

SUBMITTED BY MURRAY JACKSON
AUTOWEEK MAGAZINE 19 SEPT 2011
BY: GREG MIGLIORE

The Defender is instantly recognizable the world over as an icon of military-inspired styling and off-road capability. Today, Land Rover is previewing what form the classic vehicle will take as it evolves for the future.

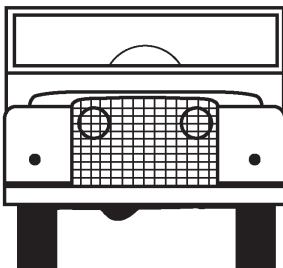
The next generation of the Defender will arrive in 2015, and Land Rover is suggesting a potential design with the DC100, which will be revealed in September at the Frankfurt motor show.

Land Rover confirmed the arrival timeline, but not whether the vehicle will come to North America. The car was discontinued in the United States in 1997.

Land Rover plans to talk to current and potential customers to gauge reaction. The DC100 is a futuristic take on the familiar styling that traces its roots to the brand's beginnings in 1948.

Still, Land Rover acknowledges that changing the appearance of the Defender could be controversial and called the time to production a "four-year journey." Much like the Jeep Wrangler, the Defender has remained largely unchanged and is a favorite of off-road enthusiasts.

Read more: <http://www.autoweek.com/article/20110830/FRANKFURT/110839992#ixzz1eoxCH5pK>



Scouting Run – November 2011

ARTICLE AND PHOTOS BY T. KING

A few weeks after the Cedar Hill Classic, Roy Parsons got the itch to scout some more trails, and enlisted me as a sidekick. I know you're supposed to say 'trusty sidekick', but that might be pushing it.

With the help of Google Earth, satellite photos and two trail guide maps we decided to look for a Ghost Town south of Smith's Falls. With a good idea of how to get to the trailhead at least, we left Smith's Falls towards Port Elmsley in search of Cooper Dr.

... continued on page 9



Rather colourless day on the trail.

Scouting Run

(continued from page 8)

It was nice drive on good secondary roads and in a short while we were in Murphy's Point Provincial Park. We happened upon one of the Seven Wonders of Lanark County, the entrance to the Silver Queen Mica Mine. We got out for a stretch but didn't do the walk into the site, we decided to save that for another time.

A little further on we came to Cooper Dr. and turned in. Immediately we had to squeeze over for a tractor and a load of hay and then drove through the farmyard (complete with chickens) that was spanning the road. Somehow I had gotten to be the lead at this point and although Roy thought I'd taken a wrong turn it turned out but we were okay.

The job now was to look for a hundred or so year old trail in the woods roughly 2 miles



It seemed like a good idea at the time.

from the turnoff. We saw a few possibilities but eventually settled on one that appeared to be heading in the right direction at about the right distance.

We left my Disco II and proceeded on in Roy's 109 through some tight clearings. After 300-400 yards we got out and walked a bit to try to figure out which way to go. The trail sort of petered out into a water

... continued on page 10

Scouting Run *(continued from page 9)*

crossing, but looked like it continued on the other side. With no buildings in site, and no backup vehicle we hiked back to the 109 and then back to Cooper Dr. I guess you could say the town lived up to its name, because if it was there, it was invisible.

With it only being early afternoon, we headed back to Smith's Falls through Portland and Lombardy for lunch and to plan our next move. We thought it would be a good idea to check in on Marlborough Forest on the way back to see if it was open again to offroaders.

Just before we got to the forest we took a short detour on McKenna Road. While not too keen on heavy slogging in this vehicle, I did get a chance to try out the 4 wheel drive crossing a ditch and a bit of muck. We got back on route and a few minutes later entered the forest boundary. Sure enough, the trails were open, as you can see in the photo of Roy and the 109. With that accomplished, we decided to go our separate ways back home.



*Discretion over
valour*

Discussing the DC 100

ARTICLE BY MATT O'BRIEN

I was at the LA Auto show today for about half a day, during press days before it opened to the public on Saturday. I spent an hour one-on-one with Richard Woolley, Studio Director of Advanced Design at Land Rover, discussing the DC 100 while looking over the actual car.

I let him know that I wasn't talking to him as a professional, but as a Series Rover owner, and one who loves the Land Rover marque. He was very excited to talk to me, and I think the amount of time we spent together during the opening day of the show, one-on-one, bears that out.

I talked with him about the front end, and how to turn the rounded shape into something that resembles the iconic defender/series front end. I talked with him about making some changes to the area under the wind screen to mimic the scuttle vents, and complimented him on the re-worked roof including lines resembling the ribs in the original series roof. I suggested alpine windows, and several other areas to tie the design into the iconic series/defender design ideal. Richard was incredibly receptive and appreciative throughout, indicating that they had a couple of the same ideas on other DC 100's back in the studio and were working to incorporate them into further design studies for upcoming shows. He is really keen on making sure that the re-engineered DC 100 directly incorporates the heritage, design status, and utility of the series/defender models.

On that note, after nearly an hour, I told Richard I wanted to get down to



brass tacks. I asked him if this was intended for the North American market, and he told me that yes, they are going to focus on the US. He also said that the model will scale to a LWB version, diesel, and that he in particular is focused on delivering what the rover community in the US is asking for: Manual transmission, diesel,



CDL, and an interior that you can clean with a hose. He said not only would this be good for the enthusiast community in the US/Canada, but would also be a great update for developing countries as well. He owns a series rover himself, and understands. Granted, he isn't the president of the company,

... continued on page 7

Discussing the DC100 *(continued from page 6)*

but he firmly believes in Land Rover, what they have stood for, and what they can CONTINUE to be. We even talked about birmabright and continuing to use the same sized brass drain plugs in the 3rd members!

All in all, I left the conversation incredibly heartened. I think Richard actually has a clue, and is endeavoring to carry on the design and utility legacy of the series/defender land rover marque that we all care so deeply about. He asked me to stay in touch with him directly to continue our conversation, and I have to say I'm pretty excited about that!

Notes on the DC100 from the web:

The Land Rover DC 100 was at the LA Auto Show.

Some good news from Land Rover:

“Land Rover Chief Designer Gerry McGovern, who unveiled the new DC100 Concept to the Los Angeles Auto Show crowd, stressed that while the company is serious about building a new Defender, this particular concept may not be representative of the future production version. “The reality is that we’re serious about putting this vehicle into production – not necessarily this design, but a Defender into production,” he tells us. “It’s one of several design studies under consideration at the moment.”

<http://www.autoblog.com/2011/11/16/land-rover-dc100-concept-defender-la-2011/>

Some funny comments on the Autoblog site:

“Who knew Kia was doing design for Land Rover?”

“This looks like the grotesque offspring of a Mini and an FJ Cruiser. What in the world are they thinking?”



Classifieds

1980 Ex MILITARY (FFR) SERIES 3 109 LAND ROVER

So your dream has come true and you now have spousal approval to buy that Series Land Rover you have dreamed about. Now the search is on, which one to buy? Well look no further. I am offering for sale a really sweet mostly restored 1980 Ex Military (FFR) Series 3 109 Land Rover. Those who know Land Rovers covet the military vehicles because of the fact that resale will appeal to military as well as Land Rover enthusiasts. In addition, military Land Rovers have a strengthened chassis, heavy duty axles, 5 bearing 2.25 L gas engines with oil coolers, military lighting system... pretty skookum vehicles. The Series 3 is iconic and has the safety features of the vinyl padded dash.

This vehicle has the following standard features:

- Left Hand Drive
- 5 bearing engine – (flame thrower coil, spin on oil filter adaptor, flame thrower solid state distributor)
- Salsbury differentials - front and rear – Milemarker 24 spline free wheel hubs
- 7.50x16 Michelin XZL trims and tires (Spare is original Goodyear work horse bias ply)

In addition, this vehicle has the following options to improve drivability, comfort and utility:

- New wheel bearings and seals
- New rear drive shaft
- 4 wheel disc brakes (Torrel Industries front) (Tim Cooper rear)
- New springs and shocks
- 12 volt GM alternator conversion (all electrics converted to 12 volt and work!)
- High ratio transfer box



- New Defender style roll bar
- Exmoor Trim black canvas Trackers heated seats (drivers has lumbar support!)
- Exmoor Trim military FFR canvas roof
- Rocky Mountain door tops
- New paint
- Refurbished radio table and brackets etc.
- Pioneer tool set
- Military repair and parts manuals

This vehicle was a 24 volt radio truck. I have converted it to 12 volt and can supply the original 24 volt components, should you wish to convert it back. Rifle clips and radio table are all there. You have to see this truck to appreciate its beauty.... it has not been bodged.... The best part that your spouse will like is that it is offered at the reasonable price of \$9700.00 CAD. Remember, you tell her that you are getting much more vehicle here than others offered at a much higher price. By the way, the CC-130 H Hercules aircraft is not for sale. Not by me anyway!!

Serious respondents can contact me for more photos at hammondfive0@gmail.com

Nov2011

2002 DISCOVERY 2—4.0 AUTOMATIC

Very nice condition, from western Canada; 136,000 km; very clean inside and out; has been oil treated from new. Light Gold/tan interior. One of the nicest ones I have seen so I can't keep it. Safetied and e-tested. Asking \$8900.00

If you have any questions: andrewf@xplornet.com or 613-832-8074 evgs before 9 p.m., please.

Oct2011

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. OFFERS ACCEPTED.

Contact: Robin 1-613-484-6602 or rcraig@sakto.com

Apr2011

SET OF 4 TIRES ON RIMS

Original Land Rover alloy rims from 2001 Discovery II. Tires are General Grabber AT2, size 255/55/R18, about 50% tread. \$200.

Contact: Matt@DLisak.com or 613-852-2120 daytime.

Sep2011

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy. OFFERS ACCEPTED.

Contact: Robin 1 613 484 6602 or rcraig@sakto.com

Apr2011

2004 DISCOVERY 2 SE7

For sale – Epsom Green, Fully Equipped with leather, 7 seats, 140,000 km, dealer maintained with documentation. 4 winter tires mounted on rims, tow package. \$8,900.

Contact: Chris Glauninger 613-632-2879 or cjglauninger@sympatico.ca

Aug2011



2001 DISCOVERY II

Moving to Botswana at the end of September and selling our 2001 Discovery II – purchased from Vern in 2008. Very well maintained (all the receipts for work done) and in great shape. 179,000 km, beige, asking \$6000.00. Can send photos to anyone who is interested.

Contact: Geoff 613-521-5355

Aug2011

EX-MOD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Contact: Len – lnp00@live.ca

Dec2010

Must sell 2-3 cars – landlord rented out parking spaces.

Peter T. Gaby – petertgaby@rogers.com

1989 RANGE ROVER CLASSIC

Two owner car, lived most of it's life in Baltimore, no salt. Good chassis, engine, transmissions & running gear, 160,000 miles. Drivers floor rusted out and a little on the passenger's side, simple repair. Offers.

1989 RANGE ROVER CLASSIC TRANSFERCASE

Two complete units, one with a smashed case. Come and take them away to any club member, others \$50.

RANGE ROVER CLASSIC FACTORY WORKSHOP MANUALS

Large, in two volumes. Nice and clean. \$75.

1984 BJ60 TOYOTA LAND CRUISER STATION WAGON

The unbreakable work horse, 390.000 kilometers. Try and stop it. 2B. 4 cyl. diesel (3.4 lt.) rare 5-speed transmission and air cond. (not working) All mechanics fine, engine should have much life left in it. Has made money every week for 15 + years, you can't kill it. Offers

POSSIBLE SALE – 2001 HOLLAND & LAND RANGE ROVER P-38

Savanna, Georgia car, maybe the only one in Canada, very rare special edition car. Look up Range Rover Holland & Holland for full specifications. 100% dealer service from new, never winter driven. Inquire.

1957 JAGUAR MARK 1. SALOON. 3.4 LT. MANUAL, OVERDRIVE

In storage for 10+ years, very original car, needs some work, much has been done, many spares. Goes like a Jag should. Inquire.

Jul2011

2004 DISCOVERY 2—4.6 AUTOMATIC

Needs an engine but otherwise in good shape. Dark grey/black interior; comes with 4 snows mounted on steel rims and proper wheel nuts. A project? Yes, but maybe a perfect candidate for a diesel? As is. Asking \$3900.00

If you have any questions: andrewf@xplornet.com or 613-832-8074 evgs before 9 p.m., please.

Oct2011

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used. LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used. LRN51175
Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN51115B - bracket; LRN51115F - fittings
Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260
Contact: Kevin Le Messurier-Girling
Daytime: 905-436-7813 Evening: 905-728-0822

May2011

1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains. This is a solid Land Rover. \$15,500
Contact: Matt 613-222-5121

Mar2010



1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500
Contact: Matt 613-222-5121
englishman99@hotmail.com

Mar2010



2000 Disco

Reason for selling: too small. \$2400. obo

ENGINE AND R380 TRANSMISSION

From my 1995 Range Rover Classic; 15,000km on it since rebuild... \$1,500

Contact: Olia Tryfonova - oliaian@yahoo.ca

Nov2011

BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

May2011

1983 MERCEDES G WAGON 280

SWB model, right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. Excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000

Contact: Matt Macpherson 613-692-3684 or mrgrey9@gmail.com

May2011

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar

Asking \$3,000

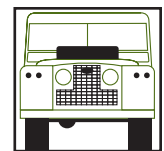
Contact: Jean François Bonin 613-941-4172 or jean-francois.bonin@justice.gc.ca

Nov2010

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Not as advertised - totally driveable CREDIT: T.KING

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 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!