

OTTAWA
VALLEY
LAND
ROVERS



December 2011

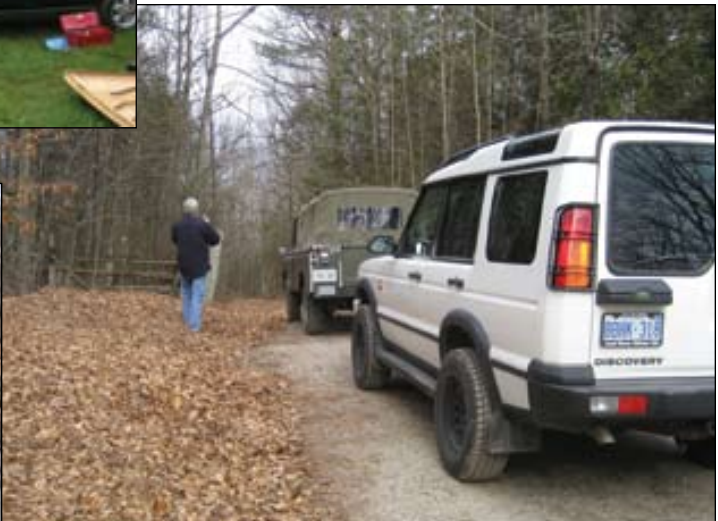
www.ovlr.org

Volume XXVIII, Number 12

The Year in Review



PHOTO CREDIT: VARIOUS
CLUB MEMBERS





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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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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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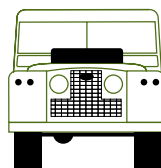
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Hey man, what's going on?

OVLRL 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:

February 18, 2012 – All British Car Clubs Annual Dart Tournament, Barrhaven Legion, 3500 Fallowfield Road, Nepean.. 1 to 4 p.m. Please RSVP to communications@ovtc.net (Pat Mills, Communications and Events Coordinator, Ottawa Valley Triumph Club)

April 4th, 2012 – Annual General Meeting – Royal Oak Pub, 329 March Rd Kanata, 7:00 pm

Bensfold Backlog

ARTICLE BY BEN SMITH

December has been an active month at Bensfold: visitors, a back-from-the-dead Disco I, a newly started Rover project and news of another incoming Series Land Rover. But first, “what is Bensfold” I hear you cry? Many moons ago a number of OVLV members came to my house for a weekend of Land Roving. Lori Sickley had used a stencil to spray paint “bensfold” on a board and gave it to me. Why bensfold?



Dixon's 80" rolling chassis

Well it is like Dunsfold, but Ben's instead. Rovers come and, in theory, eventually, they come back to life. The sign took up a place in the I-beams of the barn and has been there ever since. Since the barn mostly contains Land Rovers, bensfold it is. The barn was the location where Quintin's 80" was rebuilt in 2007 and then painted yellow. Subsequently it was also where Jeff Meyers WASHME rose Phoenix-like from its burnt carcass.

As we have been following in this esteemed NL, Dixon Kenner has been diligently working to get a Dormobile back running after an extended stay in his laneway. This is one that he and Alistair dragged home from Newfoundland in 2004 and drove for a year before taking it off the road. By all reports it is nearing the point where it can endanger the citizens of Ottawa again by driving the roads and leaving behind a trail of 90 weight.

What is lesser known is that Dixon has the remains of three 80" Series Is. Most of one came

south to bensfold immediately after Dixon's wedding two years ago. We honestly told the custom agent when we entered the US, it was taken away “as a favor to the bride”. We didn't tell him that she wants it to run. We'll call this “Dixon's 80”.

In August Dixon trailered much of a second 80" south. We'll call this “Deborah's 80”. In mid-December a project kick-off weekend was scheduled. Dixon came down with another trailer load of bits for the two 80". Quintin and Dave Bobeck came up to join in the fun. As did a few local LR owners. Bruce Fowler and Jeff Meyer intended to come, but had issues that needed attention and kept them near home.

Both Dixon's 80 and Deborah's 80 started off as 1952 model year Series Is. Both have 2616 prefix chassis numbers. Dixon's 80 was acquired in the late 1990's from near Lake Simcoe. It needed a bunch of frame welding. Initially Robin Craig was hired to start that project and looks to have done a great job on the parts that he fixed. That was just as Robin was changing careers so the project stalled and returned to Dixon's lane way.



Q asks if there is anything left here?

As Dixon can't weld the project stalled for many (about 10) years before heading south. Coming into the weekend Dixon's was a rolling chassis with a bulkhead. We started by removing the bulkhead and axles. Jarek, Eric, Dan and Dave worked on getting those bits off. One bulkhead bolt proved

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Bensfold Backlog *(continued from page 4)*

to be a bit intransigent and needed to get cut off. With those off, the frame was put on saw horses, inspected and banged on with a hammer. Piles of rust soon gathered on the floor under the frame. Soon the frame was upside down and the worst damage was readily apparent.

Dixon's 80 had a rough life and likely a bunch of miles. The rear crossmember is bent in three dimensions, twisted and rusted. The front frame horns have been bent up a bunch and then rewelded back... poorly. But that isn't the worst of the damage.



A far better chassis

The underside of the frame is rusted out in many places with the rot coming up the sidewalls of the frame. From looking at the frame, it rusted from the inside out. Which just goes to show that galvanizing is better than POR-15 on the outside.

With that dismal discovery, we turned to Deborah's 80. Dixon obtained Deborah's 80 as a donation 3 to 4 years ago. It is a failed project. A previous owner decided to do an engine conversion to a Pontiac V6 of some type. He had cut off crossmember #1 and rewelded it on about 6" forward. Since they intended a power steering conversion, the steering relay hole was plated over and welded in place. Crossmembers #2 and #3 had also been cut off with #2 being welded into the #3 position, but dropped down about 4". This was likely driven by the necessity of going to a spring-over-axle conversion to regain ground clearance.

Dave Bobeck cuts Ben's 1951 80" in the background



Dixon and Deborah had recently swapped back to spring-under-axle configuration before taking it all to bits (as reported in a prior NL) to be moved south.

Everyone was recruited to drag Deborah's 80 chassis into the barn and put it on another set of saw horses. When we carried in the frame, Dave Bobeck commented "This frame is heavier than the other frame—and that's a *good* thing." Other than the 3 crossmembers the frame is in excellent shape. We decided that this is the best frame to start a project with. Dave removed the plate blocking the steering relay hole. He also cut off crossmember #1 and welded it back in the correct location.

A search of the barn spares shelves came up with a SIIA gearbox (#3) crossmember. We found that the Series I 80" gearbox crossmember has the same dimensions as the SIIA one, excepting the transmission mount brackets are different. So we can weld my spare into place.

Getting to this point took up the weekend, so crossmembers #2 and #3 are scheduled for the next work weekend, but it is a good start. With luck this is the start of regular reports of progress.

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Tata is on the prowl for interlopers...

ARTICLE BY D. KENNER

Not that this is something very new, but Tata (current owner of the Land Rover marque) is following in the footsteps of BMW and Ford, and hunting for any companies that appear to somehow be associated with Land Rover, but in fact are not. The difference this time is that while in the past, companies were allowed to keep terms like “Land Rover” or “Rover” in their names, so long as there was a disclaimer, this time around, there is no such room for manoeuvrings. So, for those who have not purchased any parts lately, implying that you may not have been driving your mighty steed of late, here is a partial list of some changes to company names that you may be familiar with:

- Land Rover Salvage of Madoc, Ontario is now Global British Inc. (globalbritish.com).
- RoverPark Boys (formerly Wise Owl) of St. Albert, Alberta is now Battle Brothers Parts (battlebrothers.com)
- East Coast Rover Co is now simply ECR

- Roverconnection is now BPUtah
- RoverLab changed to British Truck Lab
- Roverdrive Gear Corporation has changed it's name to Global Roamer Corporation

Of course, one must speculate, does Tata own “Rover”? Rover was owned by Rover Group, which in turn was bought by the Chinese, well, at least the assets of the former British Leyland. Did Tata acquire the Rover name too, or is having fifty lawyers facing you too much for the weak proprietor to face on a thin profit margin?

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Bensfold Backlog *(continued from page 5)*

Just as I was writing this article another email came in. Dan Marcello is a NAS D90 guy who lives in NYC. In the last year or two he picked up a Range Rover Classic, Hunter Edition. Lately he's been on the hunt for a Series truck. He found one. A 1967 SIIA 88 that hasn't run in 10 years. His email was, “Can I bring the 88 over to bensfold for short term storage while we get it running?”

“Sure, the more the merrier!” The 88 is due to be delivered next weekend.



The moved engine crossmember (#2 in the #3 slot)

Red Top Rovers no more

ARTICLE BY ROBIN CRAIG

For a good many years now the ex military Land Rover has been part of the club scene. One source of those has been the British Army Training Unit Suffield (BATUS) at Suffield Alberta.

Since the early 1970s the main exercise area for live fire armoured warfare has been centred on the plains of Alberta.

Part of the direction of such exercises is a gaggle of safety staff that follow and guide the flow of the exercises. To do that Land Rovers have been used, gaining their name from the high visibility red paint that was applied to both hard and soft tops.

There were also Land Rovers used as part of the vehicle fleets held for the units exercising and the OPFOR (enemy) vehicles.

Over the years there has been a flow of scrap vehicles that have been sold off through various agencies such as Crown Assets disposal and private auction companies.

The condition of the vehicles has been very varied to say the least. Early releases were the series trucks from some 2As on through the Series 3s and more recently the 90 and 110s. Most of the vehicle have been, well, ridden hard and put away wet. Absolutely shagged has been another description used.

Since Land Rover, the company left North America in the early 1970s the trucks from BATUS and its sister location Wainright have been the sole source on this side of the pond of the vehicle we all like.

Many such vehicles have been reborn in civvy street as the donors of frames and bodies and parts for many rebuilds. The late Bob Wood was among others, involved with buying and bringing back vehicles to Ontario.

Recently the sale of military vehicles to the public has become an area of concern for the Canadian Federal government. The issue has come to light as



the 2 1/2 ton MLVW trucks in service with the Canadian Forces come to the end of their life. While some were sold off at the beginning that has stopped and they are now being cut up in penitentiaries across the country.

There are many theories as to the exact reasoning but safety is being touted publicly as the main cause celebre. The spectre of big brother deciding what we drive is fuelling a big debate within the ex military vehicle community.

Recently I have been following the movement of military vehicles headed for BATUS by road. By chance I spotted this pair of 90s headed east. They were typical of what should have been sold of as scrap.

Doing some digging it seems that some Government wobble has decreed that even the British military vehicles will be removed from the country and not sold off here. Evidence of this has also come from other scrap dealers who have been told the British kit is no more.

These two 90s are headed east to be eventually sold off at Withams in England who are the official crown agents for disposal of vehicle and equipment assets.

So it seems an era has closed and those with vehicles in Canada have had their value increased artificially overnight.



Elections, Elections, Elections!

ARTICLE BY D. KENNER

Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. Unlike many other clubs, OVLR was established as a chapter of ALROC, which itself was primarily Ottawa based. When ALROC embarked on encouraging local clubs to be created, it laid down guidelines which clubs should follow. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive. The example of ALROC led to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout, and keep new ideas flowing. After twenty eight years, OVLR is the second oldest Land-Rover club in the Americas, as well as continuously running two events longer than any other Land-Rover club in the hemisphere.

The following elected executive positions are open for nomination:

President: Responsible for the overall operation of the club. He's the man, or as Truman wrote "The Buck Stops Here"

Events co-ordinator: Responsible for the major events hosted by the club on an annual basis, such as the Maple Syrup Rally, Birthday Party and other events. A daunting sounding position, but also one made quite easy by meticulous record keeping and established tradition making this a lot easier than you might otherwise think.

Off-road co-ordinator: Responsible for organising and delegating for the off-road portions of club events, such as green laning, the RTV, and other more rigorous undertakings.

Executive Member at large: A position for those who are interested in helping out and participating on an on-going basis to the success of the club.

If you're thinking you wanted to help the club and was thinking about getting onto the executive all is

not lost. This is your opportunity to help with the future direction of the club. 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 Returning officer and a former Secretary 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.)

If you are interested in running, or would like to nominate someone for a position on the executive, either pass me a note at the Social, or drop and email to dkenner@gmail.com

NOTICE

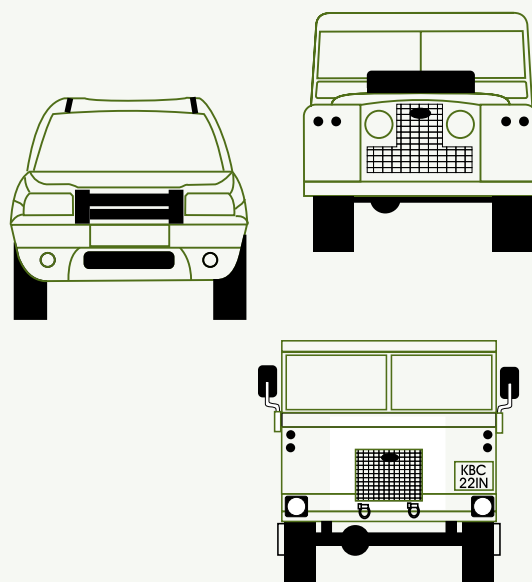
Ottawa Valley Land Rovers

Annual General Meeting

April 4th, 2012

Royal Oak Pub
329 March Road, Kanata

7:00 pm



An Evening under the DormieDome

Part One

ARTICLE AND PHOTOS BY D. KENNER

As some members may have noticed, for the past two years there has been a white “Gatineau” or portable garage up against the garage at Kirkwood Manor. It has now been around long enough to acquired its own name. The “DormieDome”. This shelter serves several purposes, the most important of which, to provide shelter from the elements for work that has been on-going on resurrecting a 1969 Dormobile to a state of healthy that existed before routine maintenance occurred during its stay from 1969 through to 2005 when it was rescued and brought to Ottawa. Over the past two years the gearbox has been replaced, hydraulics addressed, a new <shocking> electrical system installed all the way out to the lights. But, progress has not been as smooth as one might have expected. At the urging of others, a short series of articles has been put together that discusses some of the more interesting events in a rebuild process that might occur.

As further background, after much deliberation, and observation of the obvious, the Dormobile has a name. It is “Lenin”. Yes, after the Russian chap who



Allen testing starter motors the old fashioned way when your battery is well past its best before date.

seized power in Russia in 1917 and created the short lived Soviet Union. Lenin wrote a pamphlet entitled “One Step Back, Two Steps Forward” to describe certain problems that were occurring



Allen trying to lever up a stuck valve on an engine that had run, but sat in the garage for about six years.

at the time. This famous catch phrase also perfectly describes what it is like to work on a Land Rover. While progress is made somewhere, you seem to move backwards elsewhere. Part one starts well into the rebuild project.

When: Early November, In attendance: Alastair Sinclair, proud Series III owner and longtime OVLRL member; Allan MacKinnon (reader’s note: Allan is an engineer. Works for a company that does LNG conversions on semi’s and is their eastern North American technical chap. Prefers recent model VWs, but likes coming out on Wednesday’s to do something practical and laugh at how primitive Series Land Rovers are); and Graeme Simpson (another, albeit non-mechanical friend, there for entertainment). Beer (imported, not domestic)

Accomplishments

Alternator is all wired in and ready to go. We used the newer Delco that we found. Allen is leading the electrical aspects of this project. Wiring in the alternator took Allan a bit of time, but it was done properly from the advice that Mike Loiodice sent along the other day on how to go migrate from dynamo to alternator. [Further instruction can

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Alastair watching progress. Note wiring charts on the windscreen. On a Range Rover, that comes in a thick binder!

be found in the LR FAQ [linked to the OVL R website] However, the dash is still not wired with the bulbs as the late IIA harness bits I brought up from Ben's in New Jersey (the bulkhead was a gift from Nate Dunsmore in Maryland to the Bensfold parts stock) uses different bulbs than the Late IIA dash in the Dormobile. 5w push vs screw types. Sockets are different for the same instrument cluster. Gotta love either Land Rover or Martin Walker.

Previously, we had experienced problems with the starter. It has a dead spot and the more usual banging on it with the starter handle did not produce the desired results. So, into the dark garage/ parts pile. After much searching buckets, shelves, the floor, Graeme and Alastair found two (2!) Land Rover starters. Neither is the original starter for this vehicle. It is blue, like the engine, and was removed during an engine swap three years ago. Can we find it? Of course not. But we did find two! One is Series II, the other IIA. Both were not good shape, the II starter missing the stud to apply power. Like with the BGB dynamo, lots of spares, just not many any good.



Alastair and Allen advising Graeme on the "how-to" of starter disassembly. What, no vice? Some big clamps work wonders. Try that on an Evoque!

Deborah returned and back came the original (off of the "new" BGB engine from New Jersey). We found some brake clean (only one can, though have lots of carb cleaner it seems); partially disassembled

Either fix or toss may be the solution. They are serviceable.

Dormobile Lessons from the Evening

First, the engine turns over a lot better when there are grounds properly attached. For example, actually having the one from the starter bolt to the frame connected at the starter end. Then, having the battery ground to the frame is much better than a loose nut and bolt attached to the radiator. Of course, BGB grounds to the block, which is probably better for starting, but we'll get there.

This was discovered after a search for a starter did not turn up the original Dormobile starter; we had taken off the starter and put in the back of my Subaru to get rebuilt because it wouldn't spin at all. Previously, it spun, but very poorly. Then Deborah departed in said Subaru. When the alternate starters appeared, and were even more rotten looking, and didn't turn over when cables from ancient battery to starter gave no vroom. A dodgy battery in the Dormobile meant testing starters with jumper cables from his Subaru in the rain. Salvation was when

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Under the DormieDome *(continued from page 10)*

the starter and checked out the contacts. There was an excessively long wire from the post that could, or was, brushing the casing. We cut it off and reassembled the starter. That done and the starter spun rather nicely, well as nicely as a Lucas starter ever spins.

Tested, and spinning very nicely, Alastair and I reinstalled the starter back into the Dormobile. On the positive side, we are getting a lot faster at taking the starter in and out. There is a note on that in the FAQ somewhere too. For the uninitiated who have never taken a 2.25l starter out before, turning the wheels to the right to get the steering drop arm forward and out of the way is a necessity. Or drop the exhaust pipe if you are feeling lucky about the nuts and studs. I wasn't...

Second, as Deborah noted when she walked in to view progress, or lack thereof. when turning over the motor, whether by hand or with the starter, as well as using the hand lever on the fuel pump to fill the fuel bowl, fuel fills the bowl a lot better when the fuel line is attached to the fuel pump. When reconnected, if there is adequate fuel in the tank also helps. So, we disconnected the fuel line at the tank in the back. We used a pint Gatorade bottle filled with petrol from the spare BGB supply, ran the hose into the Gatorade bottle and the fuel bowl filled almost immediately when hand primed. Funny that.

Now, nicely turning over as well as a forty year old Land Rover ever would, we got some very nice back fires out of the carb. Flames even in the carb. So, the question of timing came to mind. So, out came the iPod and we looked up Dave Bobeck's article on "Suck, squish, and bang", or how to look at timing the distributor. Could it be a hundred and eighty degrees out. Follow the instructions, well as far as the first by looking at the number one intake valve



Graeme and Alastair (note, Alastair can be partially seen under Lenin) replacing the starter motor. Note tire turned to the right.

to get it on the top of the intake. Hmm, proving to be difficult as it did not look like it was moving. OK, take the valve cover off and turn the motor over again. Oh, this is probably the time when one points out to the plushie owners that they can't do this. Series only.

Turns out the intake on one and two are stuck open. <Sigh>. Using a hammer and extension bar we free up number one. Squeaks a bit when opening and closing, needed a tap or two for a little while to free it up when it sticks, but it is all ready to do a day's work after a bit of turning the engine over by hand. Number two intake was not so co-operative. We called it a night at one thirty and will deal with the other intake valve the next time, possibly this weekend by taking the head off...

One should note that writing up such notes is very dependent upon whether or not it was an interesting evening. Some can be quite boring, or centre on things of a more mundane nature. Other reference material would be: Bill Maloney's article on installing an alternator; Alan Richer's article on alternatives to the Lucas alternator, as well as troubleshooting the starter. All of these can be found in the Land-Rover FAQ on fourfold at <http://www.lrfaq.org/Series/index.html> or by following the link to the FAQ off the OVLRL site at www.ovlr.org.

Oh, finally, there is the amusing anecdote of Allan going to the BGB to check wiring. BGB is +ve earth, dynamo, Dormobile is now -ve earth alternator. There might be differences! Or better yet, calling to Alastair and I to tell him where the bonnet release lever was as he stood by an open drivers door looking around (he knew how to open it from previous visits, but forgot!)

2011 OVL R Christmas Party

ARTICLE AND PHOTOS BY D. KENNER

Another successful Christmas Party has come and gone. Again at the centrally located Masonic Lodge in Westboro, a couple dozen hardy folks came to socialize, dine on the traditional Christmas fare, and speculate who was in the running for an award this year. Geoff Burd and Matthew Brearey were describing the progress on the “English Patient”, a Series II 88” that they won at the 2008 OVL R Christmas Party. Now disassembled, parts cleaned and identified, reassembly is fast approaching. Christian Spzilfogel waxed long about his 88 languishing in the backyard and how it really needs to get out more often. It was nice to see Dave and Joyce Meadows out. Dave, like a growing number of club members, is moving over to a Macintosh from the PC world (note: for the time being ovlr.org still rests on a Linux platform in the Kirkwood Manor dining room as it has since 1998).



A Christmas decoration by Deborah.

Fun & Games

Our esteemed Marshal, Murray Jackson took some time out from his burgeoning crossword business to produce another elegant Ladies Crossword. Murray submitted another masterpiece, developed with the premise that the ladies may quickly turn to their spouses for assistance, thus it must ask tricky things that a spouse would not know. This year saw another tie, amazing how that happens, but with the interesting twist that these were not perfect scores, but one where both had one answer wrong each. Sue and Lyne shared first place this year splitting the prize between themselves.



Easy Feelie Mealie.



The Ladies Crossword. Note the level of co-operation and discussion, especially the confused and concerned looks on the left side of the table!

The Feelie Mealie consisted of two boxes this year. An “easy” and a “hard”. Using parts gathered up from the Kenner Collection, a miniature version of the BobZone parts horde where new parts age for the correct patina and used pieces are de rigour. An eclectic grouping of parts was used, from simple things like a distributor cap, to the misleading such as a brake fluid reservoir from a Series One 80 inch.

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2011 OVLRL Christmas Party *(continued from page 12)*



Easy Feelie Mealie.

The Easy was won by Roy Parsons with a near perfect score. The Hard was a tie. Well, it was not initially a tie, but the voltage regulator came apart when it was disassembled by some one. Dave Pell then went on and listed the various component parts. So, Dave Pell & Kevin Newell tied this year. As a sign of the times, nobody had a clue about the diesel glow plug which was carelessly dropped into the box.



Christian Spzilfogel doing the Feelie Mealie.

Annual Awards

Bruce took great pleasure to announce Grey Poupon Award: This year's recipient is a truly quality winner, forever raising the standard of all future recipients. This individual led the club in car sales when his "landlord" announced the demise of much of his

fleet parking. This led to an offer to sell the entire farm! Needless to say, Andrew Watkins came forward and acquired the luxury Holland & Holland edition Range Rover land yacht after a high pressure sales pitch that included "I wouldn't sell this to my own brother for a penny cheaper", "Get the little woman over here and admire the lovely colour", and the ever famous "would I ever lead someone astray?" A round of applause to Peter Gaby was heard as he accepted the award!

The next award was the Golden Wench: After much collaboration, discussion, and debate, this year the Golden Wench award to the lovely, greatest suffering and supporting spouse went to Dominique Jones for her unquestioning support to her husband as he built a massive shelter for his fast growing fleet and for being a gracious hostess to the annual Cedar Hill Classic. To truly show how much she has been assimilated and taken by all things Land Rover, she now has gone and bought her own LR3!

The Silver Swivel Ball went to Roy Parsons for work done over the years. With the completion of his restoration, Roy has spent lots of time and effort taking a nice 109 to scout off-roading possibilities all over the region. From Shawville to Smiths Falls, to recce's for the Birthday Party, Roy has put on a lot of miles and found a lot of water too!

The Gasket under Glass: As seems to be traditional, Bruce gave an explanation of the history of this particular award. Maintenance & dependability is the watch word. The BGB is the reference point. This year this coveted award goes to Kevin Newell with his minor incendiary event where the engine bay caught fire after the Birthday party. Kevin has done an exemplary job at trying to cover up this slight faux pas in maintenance. No cameras were about!

Few details beyond that he had to stand on the roof for cell phone coverage are known, but if we find out, an obligation to report will provide learned details to the membership, if only to ensure that this does not happen to them. His 88 was rescued and towed home, which brings us to the last award of the evening.

... continued on page 14

2011 OVL R Christmas Party *(continued from page 13)*

Kevin Newell, the latest, honoured, recipient of the Gasket Under Glass award. PHOTO CREDIT: D. PELL



As all know, the Towball award goes to the person who spends the most time towing Land Rover around. Preferably for all of the wrong reasons. Given the incendiary reasons for the previous award, Kevin was ineligible this year, so it had to go to someone else who spent lots of time dragging LR's around. Or maybe dragging bits and pieces of Land Rovers around. Since I'm writing this... the award was a fix! Bruce knew that I was going to need a trailer to move part of the esteemed Kenner fleet south to warmer climes (an event tied to that fatal wedding present from Ben, Q, Bruce Fowler, and Dave Bobeck to not only transferred a lovely 80 inch from the Manor drive, but to rebuild it! Make it faster, stronger, and nothing like Steve Austin.) Deborah's 80 inch was a mere fraction of an inch too wide to roll onto his trailer, necessitating the afore mentioned and implied disassembly. The plot thickens as Bruce was there to assist in this process! I was framed by Deborah's frame! In the best and traditional manner, it wasn't my fault! I never do anything silly! Unlike Alastair who leaned too close to the propane heater recently, while under the DormieDome, and had an immediate receding hairline (try and not notice the pathetic attempt at a diversionary tactic).

The Lugnut is currently on walkabout and will be awarded at the Birthday Party.



Dixon as the proud owner of the tow ball. PHOTO CREDIT: D. PELL

The thank you's for those who especially helped out with the event this year. First, again to Mr. Pell for doing the heavy lifting, organising the party and making sure the necessary arrangements have been done. Dave also provided the slide show of the year's events using photos drawn from club members. The hall was looking nice because of Deborah & Dominique efforts. Deborah hit the sale's at Michael's and elsewhere to make the table arrangements as well as a few other things. Deborah was complimented by

Sue, who also added more festive touches to the evening through wreaths and garlands. Gaby handled the merchandise and Xmas gift ideas. Murray Jackson supplied an especially tricky Ladies Crossword puzzle!

Bruce concluded with thanking all those who could make it, but noted that this year there were a lot of conflicts, notably the Land Rover dealership Christmas Party that was going on at the same time as ours.

All in all, it was another very enjoyable party with plenty of food for all (Valorie Sevigny managed two plates of the main course and four deserts! Her sister was

not far behind. Growing teenagers!). Unfortunately, the Ted Rose Sighting Society did not meet, being distracted by the images projected upon the wall of major events of the year and seeing who may have been captured doing something heroic!

And finally it is time to say Merry Christmas to all, and to all a good night.

My Emergency Radio Vehicle

ARTICLE BY DAVE PLACE, SELKIRK, MB

This is my 1974 Series III 88" Land Rover Emergency Radio Vehicle. I am a 50 year ham who has been around the world doing emergency work with the International and Canadian Red Cross. I have always wanted my own communications vehicle, so my 8th Land Rover is "it". This one is partially finished and has VHF for 2 meters and HF for international communications, mostly on 20 meters and 80 meters. The vehicle had a hard start to life with me when the moving company burned out the engine while trying to drive it from Fargo N.D. without knowing anything about the 4 gear levers in it. I have since rebuilt the engine which included putting in a new head, bearings, rings and seals. It now runs like new. I still have to install an operating table in the back for the station and some sockets on the bumpers for 30 foot pop up masts for the "antenna farm" that will surround it on field operations. With a little luck I might make it to the birthday party this year.



(When pressed for details, Dave added this information on the radio gear)

Two meters is what we use like a local "newspaper" among local hams and is the most used frequency range for our emergency operations.

We can talk direct from the vehicle to another one on simplex, or one way frequencies, or use repeaters that not only allow us to talk very long distances within Canada, but also, using VOIP, connected to repeaters, talk virtually anywhere in the world. This mode uses FM transmissions.

The HF bands are what you would think of as short wave bands. They are for direct communications world wide.

For example I have talked to stations in Antarctica and the Arctic simultaneously from my mobile and done long range communications during disasters from Russia to Hawaii all using SSB or Single Side Band. The Land Rover will be capable of all this and more.



Rebuilding Gwen

1972 Series IIA 88

ARTICLE BY FRED BARRETT

Let's begin with a little history. I was living in the small town of Williams Lake B.C. in 1979 and working at a huge open pit copper mine 60 km north of town. This meant that I took a mine bus to and fro every day. I decided that I needed a car. I checked the classifieds in the local Williams Lake newspaper and one ad caught my attention: Land Rover for Sale, \$2500 or best offer. It was a wee bit stuck in with the many muscle car and Volkswagen classifieds. I fell for the sense of adventure that seemed to exude from those few words. I phoned and a fellow, newly married with a baby fresh from the oven, answered. He needed money for a new car and the Land Rover definitely wasn't his wife's idea of a family car. I took it for a drive and I was hooked, gob smacked and ready to deal. I figured \$2500 was a deal. It was hard to start but a poor ground turned out to be easy to fix. A garage owner who did Land Rover work in town helped me get her in shape. A few years and many solo off road adventures later, it came time to leave Williams Lake. Tough economic times and layoffs at the mine demanded I leave WL and head back East back to Ottawa. It was hard to leave my LR Gwen behind, so I decided I wouldn't!

I set out for my family's home in Montreal 7 days before Christmas – an LR adventure across Canada. I was well bundled up, flight boots and parka. My first night I parked beside an avalanche shelter and of course, there was an avalanche! I shoveled and 4 wheeled my way out of the snow with my baldinies. Lucky! I had a woman's cosmetic mirror taped to the side of the door because the avalanche took the old one. I could only drive in right lanes because Gwen was so full of stuff that the mirror was the only view



I had behind. I drove through Calgary entirely in right lanes and God help anyone who got in my way! Many more adventures were enjoyed and I arrived in Montreal at 11 am Christmas morning after a 30 hour run from Thunder Bay.



Needless to say Gwen had and still has a lot of heart. I drove her many years after with many minor overhauls as my only vehicle. Finally in 2006, it was time for a complete rebuild.

Well, everything is on schedule. Three years plus to acquire all the needed parts and 2 years of procrastination! I decide not to get a new or rebuilt frame and my first work in January will be frame welding. I don't plan to sell her. She's a keeper and I plan to be buried in her upright and gunning full forward in low range and second gear all the way to Land Rover heaven.

Watch for progress updates in future issues of the newsletter where I will give more detail on all the parts I have acquired and the stages required for the job. I have rebuilt a 1955 107" and that experience will be invaluable for this work.

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)
- Salisbury 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!!

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

... continued on page 18

Classifieds (continued from page 17)

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. No dreamers, be prepared to view and buy. Offers.

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

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

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;

LRN5115B - bracket; LRN5115F - 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

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

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



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

... continued on page 19

Restored '58 Land Rover Series I

Dixon sent this in for everyone to have a gander... it may be sold by now, but it is nice to see vehicles restored so nicely.

<http://bringatrailer.com/2011/12/03/original-expeditioner-1958-land-rover-si-107/>

This 1958 Land Rover Series I Station Wagon is the very first of the factory 5-door models, and was only made for three years before the 107" wheelbase was stretched to 109 in the Series II. This one is said to be an original LHD export vehicle, which went to Argentina and was brought to the USA by the owner who sold it to the current seller. The current seller has done extensive work to return it to stock specification with exception of the Wolf steel wheel upgrade, and says that there has only been one other S1SW on offer in the USA in the last three years. Find it here on Expedition Portal in Woodbridge, Virginia for \$22k. Special thanks to BaT reader Sinuhe X for this submission!

We love the early styling details on the S1 trucks, with all the flat panels outlined in contrasting bare aluminum. The truck was listed here on eBay last week and found no bidders at \$21,999, but the seller did include more photos there including several underbody shots. The seller emphasizes that the frame is SOLID (his caps), and does point out what he says are a couple of non-structural rust issues.



He does say that his intention was for a frame-off restoration eventually.

The interior looks as utilitarian as would be expected. Seatbelts and a Smiths round heater has been added by the seller. A new transmission was also installed, and the engine and brake systems have been previously rebuilt.

The seller says the truck can be enjoyed as-is and sounds like he knows his stuff. Bottom line, with the rarity of this model and the LHD specification, it should be seriously considered if you dig the S1's. You can't lose with this aesthetic. The seller offers a discount to keep his wheels, but we'd definitely want them as part of the deal.

Classifieds *(continued from page 18)*

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

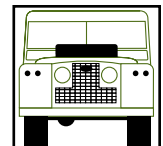
LAND ROVER DISCOVERY II, 2002

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

YOUR AD HERE

FREE ad space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca





MY BB SAYS I AM LOST... YOU ???? PHOTO CREDIT: D. PELL

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