

OTTAWA
VALLEY
LAND
ROVERS



March 2012

www.ovlr.org

Volume XXVIX, Number 3

Visit across the Pond



Rovers by the Loch (article and more photos on pages 9-11)

ARTICLE AND PHOTOS BY BEN SMITH



PO Box 478

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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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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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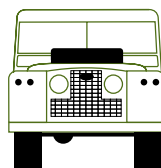
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Hey man, what’s going on?

Calendar of Events

Socials:

March 19th: Monthly OVL R Social and Meeting at the Prescott Hotel on Preston Street (Little Italy), Ottawa – at 7:00 pm

Executive Meeting:

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

Notices:

April 4th – OVL R Annual General Meeting – Royal Oak Pub, 329 March Road, Kanata, 7:00 pm
April 15th – 29th Annual OVL R Maple Syrup Rally, Shawville, Quebec. More information to come.
May – OVL R Tune-up & Trailer clean-out, date to be determined closer to event.
Late May – Oxford Mills Antique Car Show
June 22-24 – Annual OVL R Birthday Party
Mid July – All British Car Day, Britannia Park, Ottawa
August 4 & 5 – Blacker than Night
September 15-16 – British Invasion, Stowe Vermont & British Car Day, Burlington Ontario

March Executive Meeting

The March Executive meeting was held at the Royal Oak on March Road in Kanata. In attendance were our esteemed President Bruce, as well as lesser mortals Sue Rawson, the Peter's (Gabe & McGough), our errant scribe and treasurer Dave Pell, Terry King, Deborah Sevigny and Dixon Kenner.

The pre-meeting chatter was all about NADAs and Frank Ashcroft's sudden yearning for the power of a six in classic styling and coachwork. A recent Guinness advert and other Land Rover trivia.

Item 1:

Laneway markers: Andrew Jones bought laneway markers to replace those destroyed in the RTV. The cost of replacements was \$85. Dave to send a cheque to Andrew.

Item 2:

Birthday Party donations & the annual BP auction. Adriana Letorney of Rover's North has sent a kind letter to the club asking if they could assist in any matter to help support the annual rally. Bruce has responded on behalf of the club to Rovers North. Bruce and Adriana to chat further.

Item 3:

The Maple Syrup Rally: Event supremo Peter (Gaby) spoke to Vern the day before the Executive meeting. Vern is still wavering on the date. Some of the pipeline guys have started up. Weather is shifting. The lack of over night freezing at night is not good though he is gearing up to start soon. Like last year, the sap flow wasn't particularly good. Start and stop, start and stop...

There is a question on whether or not the date will be the weekend before, or after Easter. It was felt by the Executive that earlier is better. There is a clean up aspect too. Vern needs to have product ready. May tap 500 trees. Not many this year. Wood supplies may be a problem. Vern wants numbers, Peter to start collecting names for those interested in attending.

As in the past, camping available for those who want to camp out and possibly lend Vern a hand. Thus far, Andrew Watkins wants to camp.

Item 4:

The club received a note from a New Zealander liking near Port Hope. He is looking for volunteers: He is a long time enthusiast in Land Rovers, with Ducks.

Unlimited, and with a fancy place - a game preserve. They are interested in having a bunch of Land Rovers assist in a fund raiser to help shuttle people around. They don't offer much beyond fabulous food. It will be in the Cobourg-Port Hope area. Insurance aspect that needs to be dealt with. There is also a club in Toronto. It is a long drive from Ottawa, probably more than a few bucks in petrol. Four hour round trip. Someone did raise the Kia commercial where the tourists go on an off-road trip through the swamp with the passengers!

Item 5:

Finances: Bank balance is at \$1,520 and change; there is \$4k in GIC with about \$2,300 in merchandise. Dave said that things were fine all the way through the Birthday Party without hitting the GICs. More membership \$ is expected. 14 memberships marked final notice. The club currently has 115 primary members.

Item 6:

Merchandising: Metal dash plaques was raised as well as window decals. Costs? Dave will look into the cost of them. Merchandise is at cost value. Sell all would make about \$100 for the club. How to reduce some of the overhead costs. Discussion on other items. Rain shells? Dead stock is the water bottles.

Item 7:

Annual General Meeting: Present bylaw changes, vote later.

Round table. Peter McG is thinking of selling some Land Rovers. NADA is forestry colours. Peter G looks likely to lose another parking spot. David Place threatening to drive his 88 to the BP. Ted Matthews from Toronto organising something for the "Canol Trail". Roverlanders tried it several times and it is intense. The trail was last a road in 1949...

Next Executive meeting tentatively the second of April.

MVPA 2012 Alaska Highway Convoy

SUBMITTED BY DAVID PLACE

Celebrating the 70th Anniversary of the Building of the Alcan Highway the Military Vehicle Preservation Association announces the MVPA 2012 Alaska Highway Convoy.

Honoring the U.S. troops, civilians and military vehicles that built a 1,523 mile road through the wilderness in just over 8 months. Considered one of the greatest construction feats of the 20th century.

INDEPENDENCE, MO (JANUARY, 2012)

The Military Vehicle Preservation Association (MVPA) is pleased to announce plans to conduct a 70th Anniversary Convoy on the famous Alaska Highway in August of 2012.

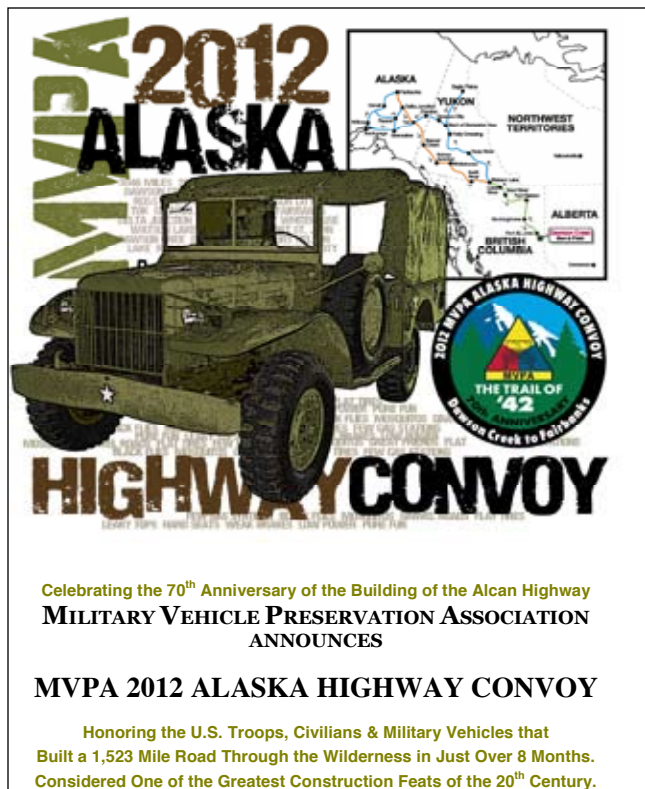
MVPA members will honor this great engineering accomplishment by traveling the Alaska Highway in historic military vehicles. Additionally, these MVPA members will honor our veterans and all members of our Armed Forces with this convoy.

In support of the organization's mission "History in Motion™," the MVPA 2012 Alaska Highway Convoy will launch from Dawson Creek, British Columbia on August 4, 2012. The convoy will travel approximately 4,100 miles (6,600 km) in 27 days.

While many groups travel the Alaska Highway, the MVPA's convoy to commemorate the 70th anniversary of the building of the Alaska Highway is especially significant, according to Stan Cohen, author of the book "The Trail of '42 – A Pictorial History of the Alaska Highway."

"Military vehicles were the backbone of the Alaska Highway construction project," said Cohen. "Building the road would not have been possible without more than 7,000 pieces of military equipment."

According to Convoy Projects Leader & Convoy Commander Terry Shelswell, 97 historic military vehicles are expected to travel the entire 4,100 mile route, with more vehicles joining in to drive a portion of the trip. Over 200 participants from across the



Celebrating the 70th Anniversary of the Building of the Alcan Highway
MILITARY VEHICLE PRESERVATION ASSOCIATION
ANNOUNCES

MVPA 2012 ALASKA HIGHWAY CONVOY

Honoring the U.S. Troops, Civilians & Military Vehicles that
Built a 1,523 Mile Road Through the Wilderness in Just Over 8 Months.
Considered One of the Greatest Construction Feats of the 20th Century.

U.S., Canada, Puerto Rico, Australia and Belgium will participate in the convoy.

"This will be a convoy of historic military vehicles of all eras, from WWI through current-issue," said Convoy Commander Shelswell. "The military vehicles are privately-owned and restored by individuals who have an interest in preserving these vehicles and the important roles they played throughout our military history."

In 2009 the MVPA retraced the Army's 1919 Transcontinental Motor Convoy along the famed Lincoln Highway from Washington, D.C. to San Francisco. Over 100 military vehicles participated in that historic 30-day convoy.

As the convoy passes through cities and towns along the way, MVPA members will draw attention to the 70th anniversary of this great engineering feat and the Army troops and civilians who made it

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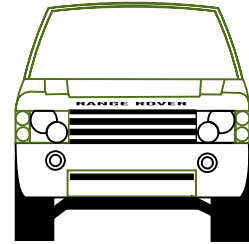
Rendez-vous British Québec Car Show

On June 2 the 2012 edition of “Rendez-Vous British Québec” will be held

For the occasion, the organizing committee wishes to invite OVL R to attend this gathering which will take place again this year on the Plains of Abraham in the heart of Old Québec.

Here is an overview of the daily schedule:

- The event begins at 9 am
- The entrance fee is \$ 10 per car
- Exhibition of “Valve Cover”
- From noon to 1 pm, practice session and adjustments of “Valve Cover”
- At 1 pm “Valve Cover” race
- Prize giving for the “Valve Cover” race winners
- Award of door prizes
- A bag pipe player will put a British accent on the activity
- The activity ends at 4 pm
- A dinner is organized at the restaurant “Les Ancêtres” at Ile d’Orleans (www.lesancetres.ca)



Reservations required:
info@rendezvousbritishquebec.org
Website: rendezvousbritishquebec.org
Georges Lapointe
Chief coordinator Rendez-Vous British Québec

Alaska Highway Convoy

(continued from page 5)

happen. MVPA members will also take every opportunity to thank our veterans, past and present.

Military Vehicle Preservation Association,
800-365-5798; 816- 833-6872

Email: hq@mvpa.org and find us on Facebook
“MVPA 2012 Alaska Highway Convoy”

For more information:
Wendy Rowsam
Convoy Public Relations,
warowsam@centurytel.net,
920-863-8656



New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

“Go west young man — wait... east, err west”

“**A**n adventure” had by Peter, your esteemed past-President. It seems that he had a problem with an Alpine window and needed another. Well, he managed to get as far as Perth from Madoc where he stopped at McDonalds for some Scottish cuisine. Driving out, and turning right to head home...

Oops... Seems that his headlamps were not very bright. In fact the headlamps then went out. Happily, while driving using a flashlight he noticed the Province’s finest. He stopped, told his troubles, that he needed to get back to Ottawa. The Police were more that happy to help! “Follow me” the constable cried and drove off with Peter following close behind! With police escort he raced across the darkened shield of eastern Ontario. But, alas,

as the police got to the limit of their jurisdiction they turned off. That is when Peter realized that he was now by Silver Lake! They had gone the wrong way! So, our intrepid Rover hoarder turned around again and drove just with his high beams until traffic appeared, then just the hazards. Finding a wayward car, headed in the same direction, he glued himself to their tail lights, got home. The next day a little wiggle on the steering column and the problem went away. Nothing really wrong with it. The happy ending? It was a warm Saturday the next morning to put rubber in for the new alpine light.

ANONYMOUS

Hello OVL R members

Does anyone have some shots of a D90 interior that are good enough for me to use to modify our Series III rebuild? If anyone has some sales brochures that show the interior that they want to sell cheap, I would be interested.

I have searched the Internet but if you know of any good sites I would appreciate that information as well. I am considering cutting out the panel behind the seats so we can put in high back ones with sliders. Every Land Rover Series vehicle I have owned is too short between the wheel and the seat. I think I can modify the box with stiffeners to give the truck much more leg room without sacrificing the integrity of the cab. Anybody ever done this modification?

Anyone with a cubby box for sale that could be recovered in black?

DAVID PLACE
davepla@mymts.net
SELKIRK, MANITOBA

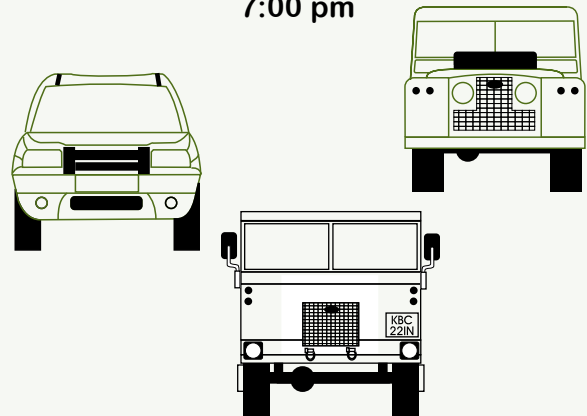
NOTICE

Ottawa Valley Land Rovers Annual General Meeting

April 4th, 2012

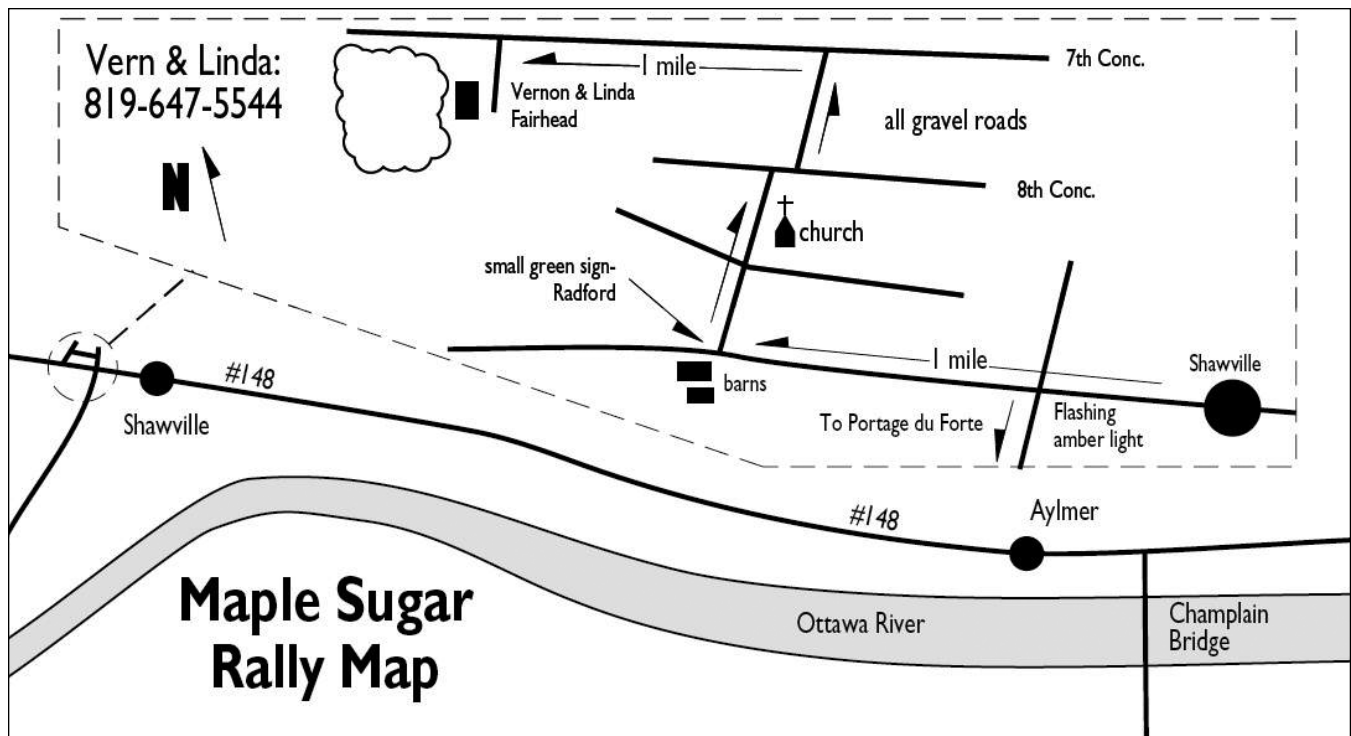
Royal Oak Pub
329 March Road, Kanata

7:00 pm



Annual OVL R Maple Syrup Rallye

The organizers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Peter Gaby by April first via email at petertgaby@rogers.com. The cost of the rally is \$5 dollars per person, a price unchanged since the rally started. Children under three are free. To drive on the off-road you need to be a member of OVL R and have a valid drivers licence.



Elections!

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 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

Rovering with the Scottish LROC

ARTICLE AND PHOTOS BY BEN SMITH

One of the small pleasures of business travel is that sometimes it all works out. This month work told me that I “had” to go to London. An innocent question about also going to Edinburgh was answered with an affirmative. Score! A quick check on the website for the Scottish Land Rover Owners Club determined that the proper weekend to visit was March 17th and 18th and an email to a long time LR friend Ian Stuart settled the details. Saturday was a “Tyro” and Sunday a “CCV” both out in on sheep farm run by the elder Robert Scott near Callender.

Since there aren't lots of challenging trails to run in the UK, the clubs there have set up competitions. Though OVLRC has an RTV at the Birthday Party, what we do are modifications to the Association of Land Rover Clubs (ALRC) rules. There are two basic types trials (non-timed) and competitions (timed) In ALRC nomenclature there are 3 levels of trials events. All use a gate system starting at 12 and descending to 1 with a clear run being a 0. Typically there are 10 sections giving a score from 0 to 120. The easiest is the Tyro or “Try YouR Own”.



Daniel Freyne gets 3 wheels off the ground whilst hitting the cane

This is intended for beginners with trucks fresh from the showroom floor. Damage is highly unlikely. The maximum slope in a Tyro is 26.5 degrees, the maximum side slope is 14 degrees, and the maximum fording depth is 13”. The medium is the RTV or Road Taxed Vehicle. It is intended for production vehicles with reasonable modification over more severe terrain and generally non-damaging. The top end is a CCV or Cross Country Vehicle. In CCV competition trucks do not need to be road legal, but require a competition spec roll cage. In a CCV any terrain can be used including crashing through the brush, deep water or dropping 5 meters down a 150% slope into a burn.



CCV winner Joff Leckie crossing a wall at an angle

Two interesting features of British off-roading. Locking diffs are banned in these competitions as locking diffs were never offered by Land Rover (ignoring the positrak rear ends on a few 109s). Under British law you must have a driving license to operate a motor vehicle in a public place. Private property is considered public during the event, but ALRC clubs have an approved exception for the course itself, so parents have to drive the Land Rover to the starting gate, then swap

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Rovering with the Scottish LROC *(continued from page 9)*



Sharon stuck on an angle

to the let the 16 or older drive the course.

Since I'm a member of the 101FCC&R, an ALRC club, I was able to compete in Saturday's Tyro. For ALRC members your club card and membership number is your competition license for trials. Ian offered up his Disco 1 for me to drive. Very similar to all of my Discos, but a RHD and 200 Tdi Diesel. We had about 30 competitors and were split into two groups. The competitors ranged from teens to pensioners. I counted 19 trucks: 11 D90s, 1 D110, 2 SIIA 88s, a Range Rover Classic, 2 Disco 1s and 2 Disco 2s. Later on a staff Camel Trophy Disco showed up to watch.

Not much to say about the tyro. The Scots use a modified scoring system with just 12, 10, 8, 6, 4, 2 and 1 gates. Much tamer than an OVLRTV. On the grass. No one needed a winch or tug. Some courses were drivable and some there was no traction and not. My score was a 24, a top 10 finish. Breaking with local club legend where the person borrowing the LR beats the owner, Ian beat me with a 23. Top scores were in the teens. The winner and second went to teen lasses driving their father's D90. Which just goes to show that those that don't know what you can't do end up scoring better than those with experience.

The CCV on Saturday was a whole other kettle of fish. Here were the bespoke cars. Veritable wolfs in sheep's clothing. 12 trucks, 20 competitors. V8s pulling 8000 rpm and bouncing off a rev limiter.

Diesels. At least two actual Tomcats and perhaps a third. Two more chopped Disco with Series I 88 panels. One actual 80" with a 2.25L which the owner bought 35 years ago and a 80" body on a chopped Disco which the owner told me his all-in costs are 1000 quid. A Lightweight body on a chopped Disco. A green series looking hardtop with the breakfast flush with the wings. And 3 Blue D90s rounded out the field. There were two under-18 competitors—one competing in his first CCV.

Ian and I volunteered to be marshalls. So that I could be in the middle of the action I was appointed to be the score keeper. Ian started them off and I did the last half of each course. Everyone had to come up to me to update their score card and I got to congratulate or heckle them.



Gary Taylor: down the hill, into the burn and climb out without stopping

... continued on page 11

Rovering with the Scottish LROC *(continued from page 10)*

What can I say? It was a solid day. Starting at 10 am, an hour for lunch and going on to 6 pm. Some of the courses I looked at and said that would be hard outside of competition. Some of the lines I thought were impossible and they dove right in and powered through.

Bouncing through burns. Bashing through brush. It was an OVLV heavy off-road. The gates were far enough apart that you had choices on your line to the next gate. In the CCV it is more getting there and

through then setting up your turn 2 gates back. With that said the carnage was a lot less than I expected. Every truck has front and rear recovery points (usually tow balls) and every truck has a bungee rope with spliced eyes. Everyone got stuck. A lot. Usually it was the nearest truck came over, hooked up the rope and yanked them out.

Only one truck had a winch and it was needed a few times. One roll over driving up a burn. Wee Robert Scott (son of the farmer) dropped his 90 on the side. Sorry, no photos the camera was left where I had been standing; I was first on the scene to see that he was alright and only about 15 seconds ahead of his sister Sharon. Five of us grabbed the roll bars and pushed the 90 back on the wheels. No big deal.

Later on he had to withdraw when in another section he broke a motor mount and the truck died. The only other damage was when the actual 80" clipped a tree with the roll bar on a steep downhill into a burn and pivoted to the right. The left wing was dented a bit. There was minor carnage like the Lightweight tore up the bonnet on a bush or bent bumpers. That was the obvious damage. There can have been more discovered when they got home.

Other than that it was a day of laughs, triumphs, disappointments with a great bunch of LR folks. Like the Ann McCandish storming across the line with a clear score after a particularly hard section, arms thrown wide with a grin and a yell. Or the final section with with a hill climb up a large gravel mound. My only wish is if I could have been driving too.

The winning score was Jeff Liecke. Jeff is handicapped and in a wheelchair. He had a hand throttle and suicide knob on the wheel. And outdrove everyone else!

1. Jeff Liecke, 30 points, chopped Disco w/ Series I 88" body V8
2. Dougie Thompson, 32 points, D90 V8
3. David Hunter, 33 points, chopped Disco with 80" body, V8?
4. Robert Whitelan, 34 points, chopped Disco with Series I 88" body, diesel
5. Ann McCandish, 36 points, driving Robert's truck

Other than that there was a cluster of eight with 41 to 46 points, then six in the 49 to 61 point range and dead last with 76.

All in all a great weekend. Now I have to plot to figure out how to return sometime and off-road with this club again!



As exciting as it gets on a tyro

LR 90 Overhaul

ARTICLE AND PHOTOS BY ROBIN CRAIG

This Land Rover 90 has been around for quite a while and is ex Royal Air Force. It was imported by my work from the UK and has been a good solid truck.

Sadly, during use it has gone down hill and some inexperienced drivers have not helped it with over revving of the engine and poor clutch control.

Finally about 3 years ago we took it off the road as the total number of issues were grave. The syncro wouldn't engage between 4 to 3 and 3 to 2. The injection pump was leaking and the truck was gutless.

Earlier this year the decision was made to get it back on the road with all issues sorted. Many options were looked at but in the end rebuilding what we had was chosen, thankfully.

After taking advice from Brett Storey we took the engine out first and then the gearbox and transfer case.



What is this?



2.5 NA diesel ready to come out



2.5 NA diesel out of vehicle - complete



Greasy lump of LT77 + t-case out

We have been building a working relationship with Kingston Transmission. The owner Tommy is not afraid of anything and is very skilled. He has so far rebuilt a Mercedes military transmission for us and is working with myself on a Wilson pre select gearbox.



Moving the lump with hydraulics

... continued on page 11

Bensfold Backlog

As likely reported elsewhere in this issue of the newsletter by Dixon, February was the month of the Winter Romp. The Winter Romp is an informal, but regularly scheduled event somewhat organized by Bruce Fowler. He first started inviting friends over to play in the snow and woods in 1987. The invitation was opened to all starting with a post on the LRO email list in 1996 and then a write up in Land Rover World.

So whether you call this the 17th or 26th, US President's day weekend is the weekend to be with a Land Rover near Waterville, ME.

For me prepping to go was just loading up the 1996 Disco 1. Since finishing dropping in the 4.0 V8 she has been running well. There are niggles but none to get in the way of core operations. It was an uneventful 740 km drive. Off roading was great as always. Monday morning, too soon as always it was time to set sail for home. When fired up the Disco made painful noises. A quick check showed a lack of power steering fluid. There had been a slow leak and I had topped off before a left. I filled the reservoir and headed home. The trip started off uneventful. While in Connecticut I was happily driving along when I saw an 80" on the side of the road... yellow... on a trailer... behind a green Suburban. Before my mind could register and say "Quintin" I was signaling, pulling over and backing up to see what the issue was. Q had suffered a tire failure and his remaining spare did not fit. He had tire issues on the way north and with tire issue #3 of the trip he was not in the happiest of moods. We helped him get a newer tire and get on his way. But while waiting on the side of the road I noticed that coolant was dripping out of the Disco.

Popping the bonnet showed that the overflow tank is cracked and fluid was draining out as it was on an angle. Not a great sign, but the tank could have burst when the first engine died and I had forgotten about it with the rebuild. he Disco was also out of power steering fluid. That was refilled. The Disco did drive the 3 or so hours home and was parked. Two issues to look into and resolve. More projects for the Backlog...

Thinking of Maine and the longevity of Land Rovers reminded me of a trip that OVLRL members and

former members Bruce Fowler, Jeff Meyer, John Cranfield, and George & Joanna Bull took first in 1998 and then reprised in 2003 to the Maine North Woods. Roughly the northwest quarter of Maine is lightly inhabited with logging roads. Their camping destination was called Dead Horse Gulch. They were all-Series Land Rover types. Happily these trips have been memorialized on YouTube by George.

Part 1:

http://www.youtube.com/watch?v=-2HvPu77jNE&context=C3f6ed1bADOEgsToPDskLqPc3rC_f0sJrXsJDdhzz7

Part 2:

http://www.youtube.com/watch?v=rwGXohUjUEI&context=C33c0ac3ADOEgsToPDskIAy2x1p79g xv-Q3hy_ndRB

The return, 5 years later:

http://www.youtube.com/watch?v=Rust3xClrU8&feature=context&context=C3f6ed1bADOEgsToPDskLqPc3rC_f0sJrXsJDdhzz7

Or search for "Dead Horse Gulch" as posted by rovermogin.

In OVLRL we have a number of Series Land Rovers. These are the survivors. But what happens to the other ones. These videos are a great example. Of all of the Series LRs shown, only a few are still left on the road. John Cranfield's Muddy, a SIII 109 regular still runs and is used. Jeff Meyer was driving his SIIA 88 "Tokey" on the first trip that he had driven down from Alaska. That truck has been sitting dead for the last 10 years needing a frame and engine rebuild. The second truck that Jeff drove was a SIIA 109 Station Wagon "WASHME" which he rebuilt from an Ambulance chassis circa 2000, burned circa 2005 and was rebuilt by Jeff and OVLRL members over the next 3 years. On the first trip Bruce was driving a SIII 88 "Pigsty" which was taken off the road within a few years when Bruce switched to his late SIIA 109 regular "Timshel" which has been well known at the Birthday Party.

Timshel too has been off the road for 5ish years needing an engine rebuild. Bruce has both and

... continued on page 14

Bensfold Backlog *(continued from page 13)*

intends to revive them. George and Joanna's 109 is becoming one with a New Hampshire hillside as it sits dead. One of the other 88s was parted and another sold off to someone in Hawaii. So there we go, of the eight Series Land Rovers shown 2 are running (one after a frame up rebuild), one may be, 4 are known to be dead and 1 was parted. Makes you cherish the ones that are still running, eh?

Thinking of dead Land Rovers, no progress to report on either of Dixon's dead 80". There is talk of scheduling another work weekend in April. Whether it is done in time by the copy deadline for the next newsletter is still to be determined.

This weekend I had the pleasure of being a guest of the Scottish Land Rover Owners Club at an event

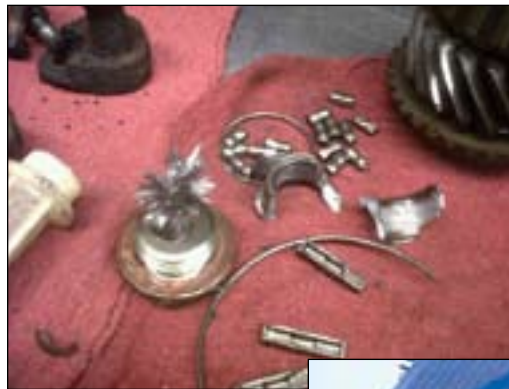
near Callendar, Scotland. The events there will be covered in their own article. But what I saw there was a bunch of ALRC competition spec Land Rovers. Some were bespoke Tomcats, but others were Disco 1 chassis shortened to 88" with a Series silhouette body slapped on top or even Series tubs and panels, competition spec roll cages, racing seats and 4 point harnesses. One had a lightweight body. Imagine V8 power, coil springs but weighing more like an 80". The sounds of a V8 roar as it hits 8000 rpm and either you hear the rev limiter or valve float kick in. But that got me thinking. I do have a few dead Discos laying about. As well as some series tubs and wings. It does make one wonder what is possible with a grinder, welder and pipe bender. Not that I need another project. +1 for the backlog.

LR 90 Overhaul *(continued from page 12)*

This is where we sent the gearbox and transfer case. Upon tear down it has been revealed that a tapered roller bearing on one of the shafts failed and that was the root cause of all those problems.

The complete engine has gone to Pratt Diesel in Carp and Richard the owner will be doing that work. As yet it has not been worked on so I don't know what he will find.

So far we have also found that the fuel tank has a bad leak and the radiator is toast. The exhaust needs major work also.



LT77 Failure found

*Answer to the question... What is this?
It's the LT77 and t-case apart*



D90 back into storage - devoid of power train

Classifieds

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

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 – Epson Green, Fully Equipped with leather, 7 seats, 148,000 km, dealer maintained with documentation. 4 new tires, tow package. \$6,500.

Contact: Chris Glauning 613-632-2879 or cjglauning@sympatico.ca

Aug2011



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

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

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

Mar2010



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

... continued on page 28

Classifieds (continued from page 27)

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



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

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Santana vacationing in Cuba - diesel by the smell and 2 wheel drive by the look

PHOTO BY SUE RAWSON; SUBMITTED BY BRUCE RICKER