

OTTAWA
VALLEY
LAND
ROVERS



June 2012

www.ovlr.org

Volume XXVIX, Number 6

2012 Birthday Party



Line-up with Executive and member's vehicles and owners



Dale Desprey showing a Toyota FJ Cruiser is capable enough to do a light off-road.



Bill Caloccia and his Movie Rover going through a much diminished water crossing on the Light Off-road.



Dinner, gathered by the O'Hara Land Rover (pictured Ben Smith, JL Morin, Bruce Fowler, Kris O'Hara, Bill Caloccia).

Articles and more photos on pages 10-13



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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.

OVLRL 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

OVLRL/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>

OVLRL Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

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OVLRL Newsletter

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Submissions: Articles and photographs may be submitted to the Editors, Terry King (terryking@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 OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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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Calendar of Events

Socials:

July 15th: Monthly OVL R Social and Meeting at the Prescott Hotel on Preston Street (Little Italy), Ottawa – at 7:00 pm – for those who wish to stop by and talk Land Rovers with some of the local members, recount the Birthday party and how well you did off-road, or what new modifications your vehicle needs.

August 20th @ the Prescott, or maybe the Cheshire Cat. Summer suggestions welcome. Email the President or Events Co-ordinator, Frank Ashworth at fashworth@gmail.com

Executive Meeting:

July 4th in Pakenham. Please contact Andrew Jones for details – email: andrew.jones@xplornet.ca
August meeting – around August 7th. Location to be determined.

Notices:

July 21 – All British Car Day, Britannia Park, Ottawa – see accompanying article for details.

August 4 & 5 – Blacker than Night – Eleventh annual rally in Whitehouse, New Jersey. Email Ben Smith (bens101fc@gmail.com) for details

September 15-16 – British Invasion, Stowe Vermont & British Car Day, Burlington Ontario

“... and in the blink of an eye, your Rover is assuming the British Position on the back of a tow truck.”
a definition of lack of maintenance on a Series or modern LR ownership:

Greetings,

Well, the event of the month was obviously the twenty-ninth annual Birthday Party held at Silver Lake Ontario. Approximately twenty-five Land Rovers, and other vehicles (1) were in attendance (2). Long distance award would be a bit closer this year, Ben Smith and Bruce Fowler almost tying at an average 666 kilometres from home. Unfortunately, for a variety of reasons, many of the usual suspects who had planned on appearing could not.

Over the years there has been a trend towards people using the main site more and more, rather than the Provincial campground across the road. A trend helped by some dramatic rises in the cost of showers and porcelain over the past fifteen plus years. This shift



Bill and Kris O'Hara crossing Bolton Creek.

saw the campfire over on the main field and not in site 40 of the provincial park, its usual location since the late 1990's. For those expecting the soft life at the Provincial Park, well, Saturday saw water at the Dawson campground broken, so no showers or toilets for Saturday morning. Shocking!

New faces, old faces and some that had been missing for a while. Dale Desprey showed up for the day in his FJ Cruiser. JL Morin was there with his Land Cruiser. Robin Craig showed up for the day in a 101FC. Peter Thompson after a many year absences showed up in his Aussie Series I 88" (and complained that all of the others Series Is were AWOL). Bill Caloccia was there

in his IIA 109 SW. Peter Gaby and Bruce Ricker were there, though Sedgewick (109 PU) stayed home and Clifford the Big Red Rover was out for Bruce, Peter having sold his stately Holland & Holland got to see it put through its paces off-road. President Andrew Jones was sans-Rover. Some of the missing included Peter McGough, Ted Rose, Fred Joyce, Murray Jackson, Sean McGuire. As was Fred Barret, Rod Steele & Christian Szpilfogel. And Team Daphne. The enthusiastic Montreal Chapter was present. Breakfast sandwiches were served to energise us for the day ahead.

Andrew Jones & Kevin Newell gave the morning speech and safety lecture. This year nobody seemed interested in the heavy off-road. All for the light or medium. Lots of emphasis on convoying, don't lose sight of the person behind you. Stop!

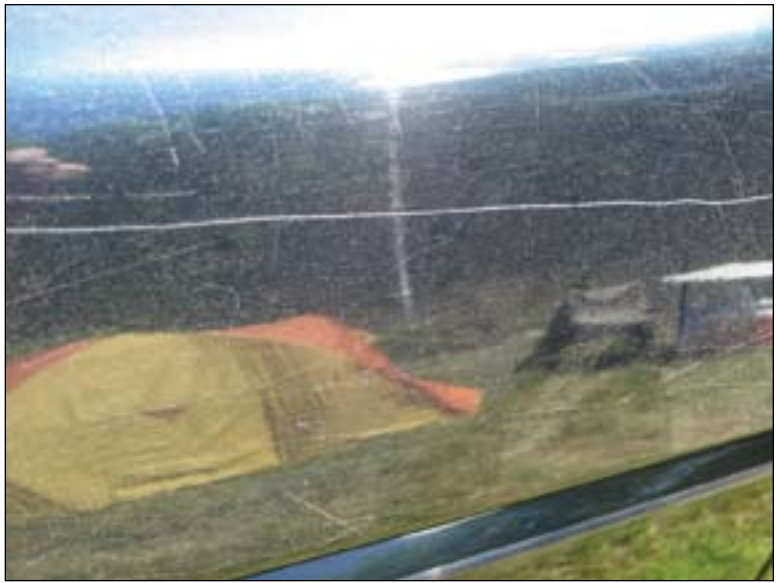
There were numerous off-roading venues on offer as in years past. The traditional off-road trail that parallels the old railroad tracks saw a fair amount of use. The loggers seem to have gone and the brush on the side trails is beginning to grow up again. No loggers means that the beavers can start to re-establish their ponds and rearrangement of the local water courses. The, once spectacular, water crossing is slowing refilling from a barren field. The stream approach to the beaver dam is still dry, but the beavers are rebuilding that dam, though thus far over to the south of the light off-road trail. The Bolton Creek medium off-road, sadly now a rather light off-road since the magnificent mud hole was filled in with lots of back fill was popular with many. The stream crossing was low to middling depth, and easily crossed by the most shy Land Rover. Nobody, to my knowledge at least, tried the heavy off-road course down the power cut, a trail that has only ever been successfully completed once by three vehicles. And finally, there was the selection of off-road trails over on Ernie's land which the club has made use of for a number of years, with its slowly expanding selection of trails available for members to try out.

Ben headed out for the light off-road with Bruce Fowler and Dixon in the Range Rover with a broken motor mount, Dale in the FJ Cruiser, Bill Caloccia in the Movie Rover and Peter Thompson in his Series One. The light off-road seemed lighter than usual.

... continued on page 5

Greetings *(continued from page 4)*

The mud holes had a bit less water so less mud. But, that is a function of the weather immediately proceeding the Birthday Party as well as a dramatically lower snowfall in eastern Ontario this past Winter. The old water crossing had enough water which killed Bill's ignition after he got through. Bruce pull started him. The Beaver dam wasn't an issue--no excitement. On the way back down the rail line we stopped to look at the heavy off-road entrance. If the light was so dry, that mean that the heavy might be passable this year. But none in the group was of the heavy mindset or had a vehicle that was in shape, well, aside from Ben who was keen. So we passed on. Elsewhere, other groups were having other adventures.



Pinstriping on Andrew's pristine and exclusive Holland & Holland edition Range Rover.

At 3:30 there was a group photo of the Rovers. Twenty-two Land Rovers on the field. Plus Francois' Unimog, an ex-CF Iltis, Dale's FJ cruiser and a Land Cruiser. 3 or 4 more other LRs showed up later. Series LRs are but a handful with a good number of some of the usual attendees absent for various reasons.

After the photo was the RTV which JL set up. The RTV site tends to alternate from side to side of the main field. This year it was over to the east, closer to the Deacon's House. From the the laneway, over the bedrock hump, down through the trees, through the rock garden, through the S turns, into the woods, up a 45 degree pitch, across the bedrock and out. 1 point per cane or trees. Other than the rock garden infinite shunts. 7 competitors. At least half couldn't get up the 45 and needed a tug. A more complete account is found later in the newsletter by JL, along with the results.

The afternoon and off-roading wound down to a pause with the usual catered dinner. Salads, three choices of chicken, and ribs this year. This was followed by a bonfire, expertly maintained by JL, and a selection of people heading off for a night off-road.

Sunday saw the annual auction of items donated to help support the club and this event (3). JL and Ben did a stand up job auctioning off items. Andrew Jones thanks the various volunteers for their help, and JL gave a run down of the RTV results. Then, after some lots of hands make quick work, the tarps, tentage, and canopies were whisked away, the Club trailer packed,

and more members went off for a final round of off-roading on the trails.

And, thus, another Birthday Party came to an end. Next year, the 30th! The longest, continually running Land-Rover rally on this side of the pond.

1. Honourable mention go to: The Unimog, which thinks itself a Land-Rover, especially when it comes to RTV courses in the past; a Toyota FJ Cruiser, which venturing onto the wild known of the traditional "light off-road" demonstrated that it at least was as good as an Evoque; the return of the Iltis, the former Canadian Army Jeep Replacement from the 1970's through 90's, and a lone Land Cruiser.
2. Yes, the long suffering BGB was there. I figured I should bring it up, because if I didn't drive it there. my lovely wife would, no doubt escorted by mechanic, OPP, and whom else some of the BGB's fan club would engage for such an embarrassing event. I do note, it made it there and back in nine minutes less than Google Maps said it should take. (PS, I note that while the BGB did make it, our esteemed President was lacking a classic RoverRide<tm>!)
3. Including the editor's blackberry, found, neglected and abandoned by the campfire in the field.

As you might note, Terry is taking a bit of a much deserved Summer vacation for the June & July issues. He will be back though!"

President's Message

Welcome to this month's newsletter, prepared this month under the guidance and tutelage of Mr Dixon Goebbels, er sorry Kenner.

Our focus is on reporting the highlights and special moments of the 29th Birthday Party, and acknowledging the effort and dedication of those who made it a great success. I would like to extend my personal thanks to the following people who really did an outstanding job: Dave P, Kevin N, Frank A Roy P and Bruce R for designing and executing a practical event schedule that added some new features (Saturday breakfast, technical demonstration, and group photograph) to enhance the overall quality but did nothing to detract from the winning formula of tried and tested core activities (off-roading, RTV, catered supper, and the auction). In addition special mention should be made to acknowledge Chef Gaby and his posse for a splendid breakfast, JL Morin for doing the lion's share of the work to stage a nicely challenging RTV, Terry K for quarterbacking the off-roading events, and of the RTV, and Mr Kenner for recording it all for posterity - and future victimization where appropriate.

Away from the birthday party it's been another busy month of Rover related activity in Jonesworld. The Golden Wench organized a week in Maine for 4 female members of the family, all of whom, plus luggage (shoes mainly) were ferried in great comfort in the Land Yacht. Apparently its fuel consumption was tolerable, it managed to swallow all of the shopping (more shoes) and there were no reliability issues, other than it burned through yet another set of headlight bulbs.. and the tyre pressure warning light kept flickering.

Meanwhile I experienced a proud parent moment when Olivia (nearly nine) asked if she could drive the Series One - which by this time was running... So off we went around the back field in low second, with me operating brake and clutch and Miss Jones on



steering, throttle... and horn... She had the opportunity to compare it to something more modern after a friend brought his Polaris Ranger over for a blast down the logging trails: Olivia thought the Ranger was much easier to drive and was more fun, but both it and the Series One were very complicated compared to riding her pony...

Side Note - you have to wonder who the Series One was designed for when an eight year old girl can reach the pedals...

The 101 rebuild continues: I am working through the various systems from end to end to bring it back to life. I have cleaned / flushed the fuel lines and the fuel pump, and having just received a new fuel gauge sender unit - from Dunsfold, the fuel tank can get refitted this week, and the carbs can come off at the weekend. My target for completion is to have the truck running in time for the Cedar Hill Classic in October...

The anticipated spend on the 101 caused me to reconsider my LR collection and I decided to sell the Series One and SIIA 109 pick-up. The former has now embarked on a new life with a new owner who is based in Montreal and the latter is on ebay and also in the classifieds in this edition of the newsletter - for those who may be interested.

Finally, OVL R hits another significant milestone in 2013, when we will host our 30th Birthday Party. We want to make it a real banner event and have begun scheming and plotting what should / should not be included. So while this year's event is still fresh in your mind, please let us know what you liked, or disliked, and what you'd like to see more or less of. It is your club, and please help us, your elected Executive Committee to make next year's birthday party a huge success: We'd love to hear from you

See you at the ABCD later in the month



CHEERS, ANDREW

Winter evenings under the DormieDome – part five

ARTICLE AND PHOTOS BY DIXON KENNER

When we last left off we were at the end of January, a thaw had turned parts of the driveway under the dome into lakes, and we were about ready to try and start this thing up for the first time in years. Well, the lakes were addressed by layers of cardboard and sand to build up the deprecations in the driveway in front of Lenin. On the side, parts of the shelving from the old 1940's kitchen in Kirkwood Manor was recycled into use as a platform and dry area. Now that it is warmer out as I write, I do note that Winter does have one advantage. The beer stays cold!

February was more “one step back, two steps forward” efforts reading the vehicle. We discovered that generic choke cables sourced from Canadian Tire in Newfoundland do not fit into British supplied assemblies in the dash. This we discovered when we realized that the cable was junk and really didn't work. So, out came the Italian supplied cable that came with the Weber 34ich. Much to our surprise, it fit perfectly into the dash assembly that turns the light on and off. We also discovered (how often do you replace choke cables?) that they are exceedingly difficult to cut with cutters, and a grinner with a cutting blade is much faster and more efficient. That is after struggling with the former for a while.

The dash was reassembled for the Nth time and we tried to start it. Nope...

Let's see. Battery is rather cold and the number of amps on an aged battery at -30c might not be the same as those advertised. We noticed that the manifolds were not tight enough either, so that was addressed. And we discovered that the heater motor didn't work so the dash came apart, the heater came off the bulkhead (it is a square Smith's affair that mounted in front of the gear lever. I don't



Adjusting the carb choke linkage to the proper length using approved tools



The rear Dormatic seats installed. Yes, they fold out to make a bed with the front seats.



Finally, Installing the floors

Oops, shouldn't there be a yellow knob and rod right about there? Assembly is the reassembly of disassembly.



The yellow knob now installed correctly and the floors reinstalled

recommend this heater for a variety of reasons. You can't get the gearbox cover off without a struggle. It doesn't really produce much heat, and it ends up a bit close to the gearshift lever in first and third.

Let's try the engine yet again. We checked the wires. All seem to be fine. We checked for petrol delivery. The Vitamin bottle had plenty, the bottom half of a windshield wiper fluid jug was ready as a spare. We reversed the wires incase we were 180 degrees out. Nothing. So, back to the basics. We retimed the engine using a guide from Dave Bobeck on statically timing the engine (see July 2012 newsletter). Essentially: find TDC. The rotor in the distributor will be pointing at #1. So, adjust so

... continued on page 8

DormieDome (continued from page 7)



Dixon and Allen installing the left wing and lights



Alastair Sinclair and Justin Lafontaine doing some delicate adjustments on the engine



Allen McKinnon discovers something amiss with the airflow to the carb



Further exploration by Alastair Sinclair leads to an even more spectacular discovery



Making bracketry for the Dormatic Seats from stock steel

that the points are open (the points are not worn of course <cough>) attach the #1 wire, then the rest of the wires counter clockwise/ Try and start it.

It ran!

And it filled the Dome with exhaust. A little at the pipe and manifold joint. More in the middle, which had been loosened up whets the head was changed & forgotten (new exhaust system, so this was possible), and out the tailpipe. Given the ambient temperature and desire for warmth, the Dome was closed up more or less. But success nevertheless. So, everything was bundled up. The cold start switch switched around so it worked right; the heater switch is off/on and not two speed as it needs replacing and our disassembling the switch did not fix it; the dash was back in place (again); the wires in the engine bay tidied up; and the left wing reattached and the lights checked.

Installed the air filter and tried again. Hmmm, it was not working. In fact, it sounded rather odd. Yet, it had started right up. So, we took apart the air filter... Oh dear... Where had this been stored? On the floor in the garage? The peanut sitting in the canister should have given it away. We found peanuts and a nest in the hose that ran from carb to filter. We found more

peanuts and seeds in the air filter assembly proper. There had been a very busy mouse or chipmunk in there in the past... Engine started much happier with the air filter cleaned up.

So, to try and finish off in the front of the vehicle, we checked the oil line. Dealt with the heater hose lines and how they ran. Some readjusting of things stored in the dome was undertaken as the back gallery on the house was to be pulled off and rebuilt. This meant moving a pair of engines that were stored next to the Dormobile

Later work moved into the vehicle. How about putting the seats back in? Well, that would mean adjusting and bolting down the seat box, which had been removed when the gearbox was changed. Then it is possible to try and install the Dormatic seats, which fold down to make a bed with the rear seats. Of course, putting in the gearbox cover, floors and other things would be helpful too. And, once those floors are in and bolted down, you notice that the four wheel drive lever (yellow) knob is not attached to the gearbox. Assembly is the reverse of disassemble and reassembly as they say.

Which brings us tot he close of April. Next month, May & June and Lenin's first voyage in several years.



The finished products, taped for the new retaining bolts.

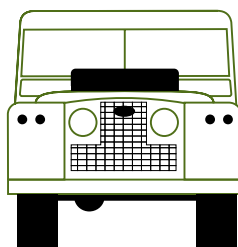
Thank you for Donated Items

The OVLRL Birthday Party functions on the generosity and good will of numerous people and suppliers.

This year the following companies donated items or gift certificates to the club to act as both prizes and items to be auctioned off to help the club defray the costs of the Birthday Party. They included Atlantic British (Mechanicsville, NY); the Cheshire Cat Pub

(Carp, Ontario); Land Rover Ottawa; National 4WD (Smiths Falls, Ontario); Overland Journal (Prescott, Arizona); The Prescott ; and Rovers North (Westford, Vermont).

Several individuals also donated items for the auction: Bill Caloccia, Andrew Jones, Deborah Sevigny-Kenner, Dave Pell, Sue Rawson & Bruce Ricker, Bruce (from the Bob Wood Collection).



New Members

OVLRL would like to welcome the following new members to the club:

Gary & Darcia of Toronto Ontario

Zack Griswold of Westford Vermont with a Series 2 Discovery

Christoph Utinger of Magog Quebec, with a 1960 Series II and a classic Range Rover

Will Richards of Point Claire Quebec with D-90 and a Discovery

Emeric Spiers of Montreal with a P38 Range Rover

Dave Devenney of Carleton Place, Ontario

Andreas Niedermeen of Montreal Quebec with a Defender 110.

Radu & Anca Neacsu of Montreal with a LR3

Ron Proulx & Christina Azedo of Beaconsfield Quebec with a Defender 90

Claude Fortin of Montreal Quebec with a Defender 110 and

Kevin Graham of Ottawa with a Defender 110.

Thank you to our Volunteers!

This event functions on the generosity and good will of numerous people. Special thanks to the volunteers without whom this event could not happen:

Saturday Breakfast:

Sue Rawson, Peter Gaby, Andrew Jones & Andrew Watkins

Winching & Recovery Demonstration:

Kevin Newell & Terry King, assisted with advice from Patrick Tremblay & Ted Mathews.

Tim Horton's runs:

Frank Ashworth.

Trail recce & clearing:

Kevin Newell & Terry King on several weekends leading up to the event, and with Ted Mathews & Mary Kaye the Thursday of the event.

Auction:

JL Morin, Ben Smith & Peter Gaby

Finally, if I missed your name, my apologies.

The Birthday Party RTV Report

ARTICLE BY JL MORIN AND ANDREW JONES

The Road Taxed Vehicle Trial (RTV) has been a staple of Birthday Party off-road competition for many years. Although this year's trial was fiercely competed, it was quite different than past RTVs in the complete absence of Series One Land-Rovers in the lineup. Series Ones, having such small overall dimensions, light weight and short overhangs, possess a clear advantage in RTV competition. When a long lineup of Classic Range Rovers were spotted at the starting gate, many of them long wheelbase models, the RTV marshals all commented that this would be a game of a few inches!

Andrew and I had created a very tight course that left little room for error. Located on the Deacon's wood lot area, and having secured their authorization to cut down some brush, we started the course off the main road. The course went up a rock climb, down a steep hill flanked with trees, through a rock crawl area, through some very tight switchback areas, into a heavily wooded area, with a steep 45 degree uphill rock climb, and finishing through some tight off-camber gates. After managing to squeeze the bloated Toyota through, we decided to allow for unlimited shunting (except for the rock crawl area) which would prove necessary for every competing vehicle.

One of the aspects of the RTV that I most enjoy is seeing how different vehicles fare on the course. This RTV highlighted the varying weight distribution and off-road dynamics of the Land-Rover product range. Although the Range Rovers were at a definite disadvantage in the tight wooded area and many front air dams succumbed to the rocks, the Range Rovers seemed to climb the tight uphill very well, while the rearward weight bias of the Discovery vehicles caused some front axles to fly skyward resulting in at least one full-blown wheelie. Perhaps the most memorable attempt at the hill was team Bruce Fowler/Dixon Kenner in a 1988 Range Rover. Bruce's Range Rover, sporting worn Michelin X-Ice winter tire (perhaps the new revolution in off-road traction?), managed to clamber up the incline in a full throttle assault. Team Smith's 88" SIII piloted by Ben Smith and expertly co-driven by his pint-sized daughter Anne, was also able to negotiate the hill



Bruce Fowler on the RTV



climb in a display of banging, bouncing and wheel hop that, while un-elegant, was definitely effective. Several vehicles were no so lucky and were extricated by way of an ever embarrassing tow strap tug by the Land-Cruiser.

Once the dust settled and the last of the poison ivy was trampled, the RTV marshals turned in their notebooks and Andrew and I tallied the results. The point spread was considerable and several vehicles had been unable to complete the course. The results were as follows:

First Place:

Team Smith Ben / Anne Albrecht-Smith: SIII 88": Ben and Anne managed the only clean run through the course. While we consider Anne's expert co-driving an unfair advantage, Ben's hamb-fisted assault at the course levelled the playing field.

Second Place: Tie

Team Joseph _____ / Patrick Findlay: Disco I: Joseph and Patrick managed to complete the course with only three points accorded. The marshals debated whether or not to accord style points for the impressive wheelie, but decided against.

Team Andreas Niedermeyer / Christoph Utinger : Defender 110: An impressive assault at the course in a long wheel base vehicle, even more memorable as these two gentlemen had never competed in an RTV before. A team to be watched for the future. The altimeter installed in the vehicle may have given them an advantage, but we were unable to fabricate lies as to why.

... continued on page 11

Third:

Team Bruce Fowler / Dixon Kenner: Range Rover Classic SWB: Despite Dixon's best efforts at sabotage, this team managed to pull off third place without incurring too much body damage. Bruce's Range Rover completed with only one engine mount, mall crawler tires, and spotty spotting. Team "close your eyes, floor it and scream".

Winning teams were given legendary bragging rights, first place winner received a gift certificate to Atlantic British. RTV judges were given limited edition safety-orange T-shirts.

Many thanks to the Deacons for allowing us to romp through their wood lot, all the teams who competed, Judges Terry King, Peter Gaby, Kevin Newell, Robin Craig, Dave Pell, Off bug spray and Jonsered chain saws.

Winching and Recovery Demonstration

Saturday morning after breakfast saw something a little different. A well attended winching and recovery demonstration.

Kevin Newell gave a tutorial on all usual equipment needed for most recovery situations as well as winching techniques focusing on safety and use of all gear. The demonstration included: winch use; with shackles; the use of tow straps, kinetic ropes and straps, and tree straps.

The proper use of the former with snatch blocks. As well as when to use shovels, axes, gloves. Proper vehicle recovery points, the correct positioning of vehicles for the most safe and effective recovery. When those fail and you have little other choice, Hi-lift or Jackall



Kevin Newell giving a lecture on proper use of winches



use.

Of course, safety, safety, safety gloves did we mention gloves and safety. This was all combined in the end to winch a vehicle up a hill over rocks at right angles using a snatch block.

Terry King and Ted Mathews also provided input



Francois Juneau and Patrick Findlay discussing the finer points of Unimogs versus Land-Rovers.



Kevin Newell, Terry King and Dave Pell discussing Series One Land-Rovers.



Eric Ratcliffe trying to explain size difference between his 110 and his wife's Iltis.



JL showing off the RTV course.



Fighting off those bugs, one bite at a time! (Andrew Watkins)



Bruce Fowler on the RTV.



Roy Parson's crossing Bolton Creek.



Dave Devenny parked on the main site.



Ben Smith on the traditional "Light Off-road".



Peter Thompson and his Series One in the water crossing on the Light Off-road.



The Birthday Party attracts all sorts! An Iltis. (Wendy Ratcliffe)



Around the evening campfire..

The First 3,000 Land-Rovers

Part 1 of 2: Production Data

BY BENJAMIN SMITH

Have you ever wondered about those first 3,000 Land-Rovers? The 1948s? At the time steel was rationed to automobile companies based on exports. The Rover Company had zero exports. The Land-Rover was the product built to save Rover and generate needed exports. Where did they go? Were more sold inside the UK than outside? Did any come to Canada? How did Land-Rover ramp up production? The Land-Rovers in question are the ones with the 86 prefix to their chassis number and are numbered from 860001 to 863,000 with a L or R before the 86 to denote the handedness of the vehicle. It is the original headlights-behind-the-grill Land-Rover.

Background

Most of these questions can be answered using the build records held at the Motor Heritage Trust in Gaydon, Warwickshire. Those books contain only a few scraps of information: chassis number, “In” date, “Out” date, colour, destination company and destination city/country. One issue when reading these records is that they were all written by hand... in cursive penmanship... from the 1940s... and you are either reading a photocopy of the original or from microfilm. Understanding them is a bit of an art of interpretation as each entry is written slightly differently and by different people. This is before the age of databases, so there was no thought to data consistency. For example we have “Murkett Ltd”, “Murkett Bros”, “Murkett Bros Ltd”, “Messrs Murkett Ltd”. If they are all from the same town or nearby villages, I assumed that they are all the same company. The “In” and “Out” references are when the vehicle was “dispatched” in to and out of the dispatch area. For the most part when a vehicle came off the line they were “Dispatched In”. When shipped to the customer they were “dispatched out”. Mostly. For whatever reason some vehicles may have been completed earlier, but then dispatched “in” at a later date—especially in the early days if Rover was using it for something else. I’m using the dispatch



“in” date as a proxy for the actual build date.

Another thing to keep in mind is that this is Rover. The chassis number order is not necessarily the order that the vehicles came off the line. It may have started out that way or Rover may have done them somewhat randomly—there is just not any data to prove one way or the other. In a few cases two Land-Rovers with sequential chassis numbers were built many days apart. For example R860773 was built/dispatched in on 11 Nov 1948, R860775 on 16 Nov, but R860774 on 27 Apr 1949—167 days after 773. For whatever reason 774 was held back for a long time. Was this because it was a special order? Or something happened in the factory? Or was it waiting on a particular part? We just don’t know.

Pre-Production

Production of the 3,000 started immediately after the build of most of the 48 pre-production models. The well-known first pre-production Land-Rover, R.01, HUE 166 had a dispatch “in” date of 11 March 1948, but likely it was completed before that date. R.02 is listed as on 15 Mar 1948. Then six more were completed on 27 and 28 April to

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First 3,000 Land-Rovers *(continued from page 14)*

bring the total built to 8. In May ten more pre-productions were built bringing total production to 18 (but with R.17 skipped and which wouldn't be built until 4 Aug). June brought 13 more pre-productions (all through R.30 plus L.34 and L.35) into existence and the total to 31. In July we see one completed on the 4th and seven on the 19th bring the total to 39. At this point the build is all through R.43 minus R.17, and minus L.36 to R.39. On the 19th the first two production Land-Rovers, R860001 and R860002, were built. "What," you ask? Only 39 of 48 pre-productions built, but they already into production? Yes, this is Rover. In fact the remaining nine pre-productions are built on 9 Aug (4), 10 Aug (3), 11 Aug (1) and 12 (Aug). By the time that the last pre-production, L.46, is dispatched in, 21 production Land-Rovers will have already been built!

The 32 week production run for the 1948s started off slowly, but soon showed a steady increase. Week 1 was just 10 Land-Rovers, followed by just one the next week (when pre-productions were being built). Starting with week 3 the ramp up began with 7, 12 and 11 Land-Rovers built in weeks 3, 4 and 5. Week 9 was a one week production surge over 50. The 50 line was permanently crossed week 11, the 100 line in week 16 and the 150 line in week 21. For whatever reason there was a downtick in week 19 (Nov 22 to 26). Numbers recovered in week 20. From then on it is 150 to 200 until the end with a few exceptions. The first significant down tick was the expected one around Christmas and the end of the year. Week 22 had 204 dispatched "in", while week 23 (Dec 20 to 24) was down to 154. Week 24 between Christmas and New Years (Dec 27 to 31) had the factory closed two days and build numbers

Pre-Production Build/Dispatch In Dates			
Build Date	Chassis Numbers	Build Date	Chassis Numbers
11 Mar 1948	R.01	07 Jun 1948	L.20
15 Mar 1948	R.02	09 Jun 1948	R.22
27 Apr 1948	L.03, R.04, L.07	14 Jun 1948	R.23, L.24, L.25, L.26
28 Apr 1948	L.05, R.06, R.08	17 Jun 1948	R.27, R.28, L.34, L.35
04 May 1948	L.09, R.10	23 Jun 1948	L.29, R.30
12 May 1948	L.18	04 Jul 1948	R.33
13 May 1948	L.11, R.13, R.14	19 Jul 1948	L.31, R.32, R.40, R.41, R.42, R.43, R.44
20 May 1948	L.12	09 Aug 1948	R.17, L.36, R.37, R.38,
21 May 1948	R.16	10 Aug 1948	R.39, L.47, L.48
24 May 1948	R.15, L.19	11 Aug 1948	L.45
04 Jun 1948	L.21	12 Aug 1948	L.47

Building the 3,000

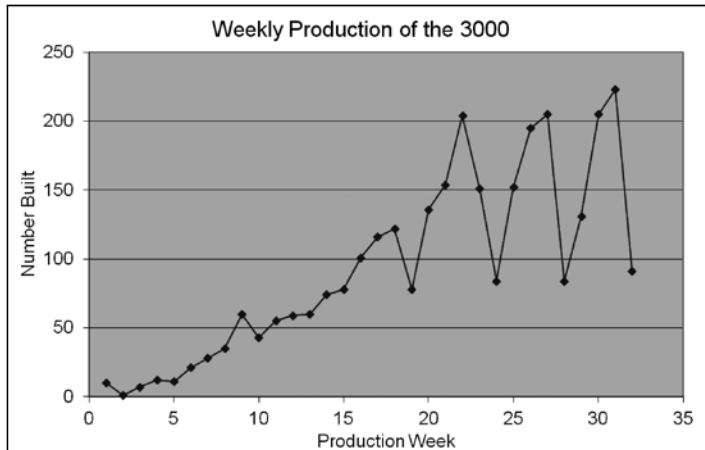
The build run of the 3,000 was six months from 19 August 1948 through 24 February 1949 with just 9 built on the last date. A few stragglers were dispatched "in" after the 24th, but likely were built earlier and were just logged as in the book on a much later date. This straggler groups contains 14 Land-Rovers with build dates from March to May 1949, with the last of which being May 31 for R861158, R861521 and R861575. Production of the 1949 model year (the next 5000) commenced on 22 February 1949. Hence the last three days of the production of the first 3,000 Land-Rovers has significant overlap with the beginning of the next 5000.

of just 84. The first week of the year was back up at 152 built. The second downtick started in week 28 (Jan 24 to 28) with a drop to 84 again and only 131 the following week. I don't know why production was down. Perhaps a parts supply issue? Or perhaps an industrial action? The data doesn't tell. The highest production week was the penultimate week, week 31 (Feb 21-25) with 223. Then the last week production of the 3,000 only recorded builds on Monday to Thursday with a total of just 91. However Rover just switched production over to the next 5000 and called them 1949s. The 1949s are those with the chassis number prefix of 866 and started with 8663001. Production of the 1949s started on Feb 22 with 106 built that week. This

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First 3,000 Land-Rovers *(continued from page 15)*

gives a combined total build of 197 Land-Rovers for the week which is a normal build rate. The following two weeks of 1949 production showed increases to 265 and 276 built. But that is another story.

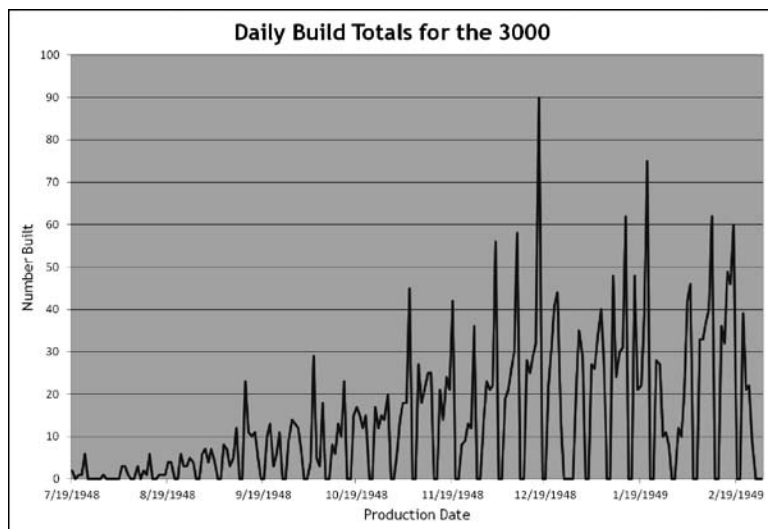
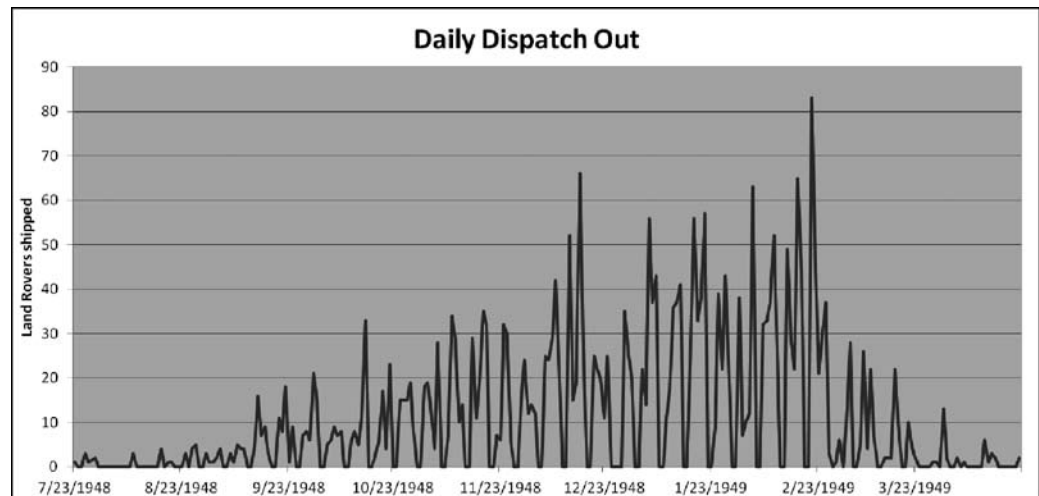


production to clearly separate each build week from the other. For that most part what we see is fewer vehicles built early in the week and then spikes of many, sometimes double, on Fridays. Perhaps the Land-Rovers came off the line with issues that needed remediation by the end of the week? Or did Rover have a quota and people worked late on Friday until they finished? Those are questions to be researched in contemporary historical documents outside of build records.

Holding and Shipping the 3,000

The other date that is listed in the build book is the dispatch "Out" date. This is the day that the Land-Rover was shipped from the factory to the recipient. This action could have been on the transporter that carried 12 Land-Rovers or it could have been by some other means. From

Another interesting date series to look at are the daily build numbers. One would think that daily numbers would ramp up week-on-week, but remain fairly consistent day to day in the same week, right? Actually not. In the graph I've included weekend days are shown with zero

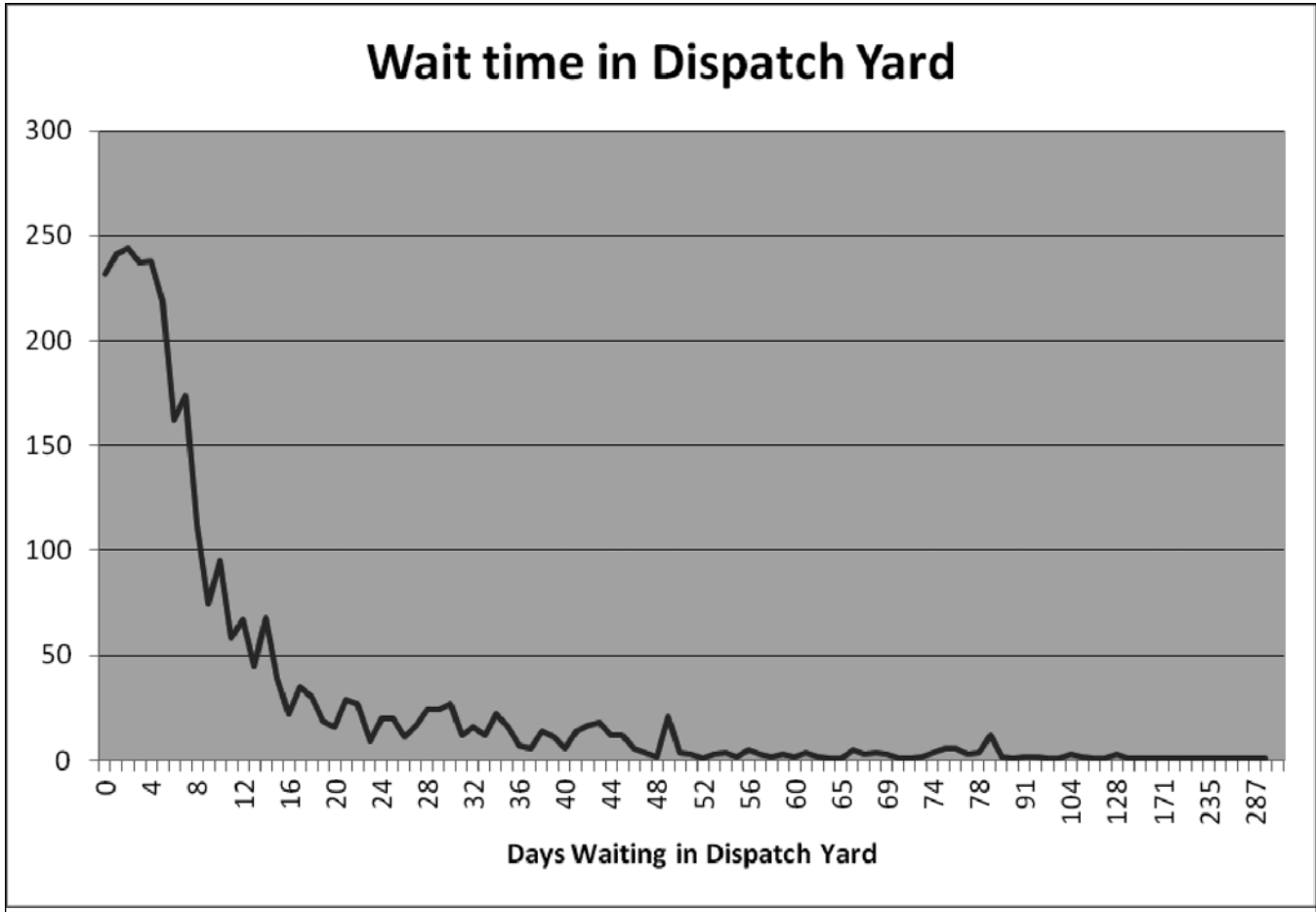


looking at the data, once Land-Rover got into full swing, between 30 and 50 Land-Rovers were shipped per business day. The peak was 83 on Feb 21st at the end of production of the 1948s. The tail off at the very end is because the 1948s were mixed in with the 1949s in the dispatch lot.

If we look at each Land-Rover we can measure the time that each spent in the dispatch lot and then aggregate those number to see if there are any trends. Two data points need to be thrown out as they have negative values. R862365 which went

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First 3,000 Land-Rovers (continued from page 16)



How to Install the Best Locking Hubs Warn ever Built

ARTICLE BY DAVID PLACE

For those of you lucky enough to own both a Ser III Land Rover and a set of the original Warn Locking Hubs, the ones with the solid brass turn plate, I have news for you. Despite what Warn says in its articles and numerous articles on the Internet, these hubs will fit the Ser III with about 10 minutes of easy modification.

I tried to install them without the modification and just as the articles say, the hubs won't work. The hubs mount but the handle will not turn due to binding between the axle and the turn handle. I researched the problem and discovered that the Ser III Land Rover axles are about 1/8th inch longer than the Ser II and IIa and perhaps the Ser I.

The reason for this I believe is that pre Ser III Land Rovers were manufactured using standard lathes and milling machines. The convention at the time to mount a shaft was to cut the shaft flat at the end, drill a pilot hole and place the cone of the headstock in the hole to achieve a steady round turning shaft, so that the shaft could be milled with splines, for the drive plates. I think that after about 1970 Land Rover reverted to CNC or early type automatic milling machines and these require a nub of steel for a fixture to hold them while they are being machined. This resulted in an extra length for the axle. It didn't interfere with the hub cap because it had lots of depth and there was room for the castle nut, washer and felt seal under the hub cap.

I decided to grind the nub off with the axle still mounted on the vehicle. I only removed the hub cap and ground the small protruding part of the axle off before I started installing the Warn Hubs. Axles are not hardened. If they were they would break like glass. They are very soft and a simple angle grinder will take the nub off in a couple of minutes. I ground mine flat with the castle nut. I then removed the drive flange, castle nut and cotter pin and finally the felt gasket. I fitted the warn hubs using blue gasket silicone in place of the paper gaskets that were original to these vehicles.



One more small point has to be followed to complete the job. When you replace the felt gasket, washer, castle nut and cotter pin, it is imperative that you make sure the cotter pin does not protrude very far past the edge of the castle nut or the outer half of the Warn Hub will not go on. Also, be sure you seat the warn mechanism in the "FREE" position and as low as the mechanism will go before you start to reassemble. If you can't get it low enough, take out the small metal dowels and turn the mechanism till it bottoms out and then reinstall the down pins. If you fail to do this the mechanism won't retract enough to give you freewheeling or engage enough to keep from breaking the hub mechanism.

Tighten everything up and for good measure use some Blue Lactate on the bolts. This is superior to the old locking tabs that are a pain if you ever want to take the hubs off to repack them with grease. I used lithium based white grease on mine because it stays pliable at -40F, something Manitoba might someday experience again. I found these hubs over my 8 Land Rovers to be superior to anything I ever tried, especially the Selector type, which in my opinion are junk. The new Warn hubs are half plastic so if you have these old style ones hang on to them or better yet, use them on your Land Rover.

Newsletter Archives On-Line

Last year, during a random exchange of emails between Dixon Kenner and David Place a disturbing fact came to light. David, like Dixon, is a former newsletter editor, but in David's case, it was for Prairie Rovers, the former Manitoba Land-Rover club. Dixon had found a few copies from the Nineties and was wondering if David had others. David had none. This led to a second email exchange with Trevor Easton, a former editor from the Nineties of the Toronto Area Rover Club. Dixon has some copies, but was missing many. Trevor did not have any copies of the TARC newsletter either. This led Ben and Dixon to survey the Land Rover club scene in North America. What they found was very interesting, and may be the subject of a future newsletter article. But in brief, a lot of clubs that were once "household names" so to speak in the Land Rover community were no longer active.

This led Ben and Dixon to start collecting past newsletters of the North American clubs. Club newsletters were filled with lots of anecdotal information, interchangeable parts between different makes and marques of vehicles, tips on how to fix one thing or another, or substitute a third item. Generally, a lot of great information. Remember, many of these would date from the years before there was an Internet, which really is less than fifteen years old for most people, so only ever existed in a paper format. Electronic newsletters are even more ephemeral in nature.

For members who are interested in seeing what activities have gone on in the past, what clubs once got up too, or just like to explore what mines of material might be out there on how to fix things, or do things. Dixon Kenner and Ben Smith have been slowly assembling club newsletters from various clubs across North America and scanning them into PDF format. While there is still more to get posted, a three initial, albeit incomplete, sets have been posted to www.roverweb.org/NL/NL.html The three sets are:

- Aluminum Workhorse: Land Rover Owners Association of America, 1984-1998
- Transfer Box: Association of Land Rover Owners of Canada, 1975-1991

- OVLR Newsletter: Ottawa Valley Land Rovers, 1984-present

If you have any old issues of newsletters gathering dust that you no longer feel a need for, or if you have a scanner and would like to run them through, Ben and Dixon would appreciate your efforts at helping them preserve some of the past. For Canadian clubs, send tor copies of newsletters to Dixon Kenner (dkenner@gmail.com) or mail them to the club address. For American clubs, send your copies of newsletters to Ben Smith (bens101fc@gmail.com) or mail them to the club address. Any Canadian newsletters received in hard copy format will be scanned for the web, and the originals donated to the National Archives of Canada in the name of the sender. To date, newsletters from OVLR, Roverlanders of British Columbia, and the Association of Land-Rover Owners of Canada have been donated to Library and Archives Canada for their collection.

The Aluminum Workhorse Archive Project Team consisted of Bob Bernard (LROA), Nick Danger, Ted Harwood, Richard Joltes (OVLR), Jim Hall, Spencer Norcross (OVLR), Alan J. Richer (OVLR), and Larry Simpson and was organised via the Land-Rover mailing-list on the Internet (Its archives can also be found within the RoverWeb.org)

The Transfer Box (ALROC) issues came from both Gordon Bernius (OVLR) and Bob Wood (OVLR) via Dixon Kenner and Andrew Finlayson respectively.

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLR!

See page 2 for subscription details.

Bensfold Backlog

April saw the second installment of the Dixon 80" project. Dixon brought more parts south. Quintin and Dave came north. And Bill O'Hara was in the neighborhood and dropped in. As you likely recall from the last installment we had selected a chassis, cut off the #1 crossmember and welded it back in the correct location. Under Dave's careful welding and grinding the weekend saw the #3 crossmember cut off and welded back into the correct location. A SIIA/SIII #2 crossmember was welded into place (all you need to do is use later tranny mounts). The battery box was welded back in place with 1" extenders of the legs to put it at the correct height. And a section of the frame rail bottom that was weak was cut out and replaced. With those tasks completed, the frame is ready to be stripped of paint and galvanized.

While Dave was off making sparks, Dixon and I took a look at his set of 4 axles (two front and two rear). We took them all apart. While the swivels had no oil and the accompanying damage, the diffs were in great shape. They even had oil in them. We now have 4 piles of parts that need to be decreased, cleaned and painted. Also checking the diffs for backlash and other specs.

Quintin, meanwhile, busied himself with checking out the 1.6L engine. I had picked up an odd engine stand. There was much head scratching to make it work. But eventually the engine was on the stand and we could start looking inside. Valves look ok. The bottom end was mostly ok, though there was some damage from a little water getting in. There was evidence that the engine had been rebuilt. Well other than water freezing in it and blowing out the side of the head—which Dixon had rewelded in the dark past. Mostly it will be seals and bearings, then buttoning it up. The two transmissions were inspected and the better of the two selected.

Next up is to fix a bulkhead and prep things for galvanizing.

The team is pressuring me to take my 80" apart so that we galvanize two frames and bulkheads at the same time. Then build both in parallel. We shall see.

May saw progress on other Land Rover fronts. I had finished the engine install on the '96 Disco and gotten it back on the road last fall. It's first major road trip was up to Bruce Fowler's Maine Winter Romp in February. It did well, but the overflow tank was leaking and the power steering fluid would all leak out in 800 to 1000 miles. Not good, so it was parked until I had time. The last weekend in May I found the time. Swapping the original black overflow tank for a new tan one is easy. A few bolts/nuts, a few hose clamps, oh and removing the coolant to a low enough level, and then it all goes back together. The power steering box worried me. I had grand plans of pulling the box from this Disco, pulling another from a dead Disco out back and then swapping. As I was cleaning up the area to see where the leak was coming from, I noticed that the high pressure line from the pump was loose on the box. That was tightened up and presto, no leak. I filled it full and it is running well. For once it was an easy fix.

Now to catch up on scheduled maintenance on Dora (SIII 88)...



Quintin Aspin and Dave Bobeck working on the 1952 80" frame



Dave, Quintin and Bill contemplating the condition of a differential.



Bill O'Hara assisting Dave Bobeck moving the centre cross member back into place. It was moved back six inches and down three to make room for a V6 conversion.



Ben Smith disassembling an 80" front axle

The Nth Annual Spring Tune-Up

Why Nth you might ask? Well, a philosophical question about an event that has bother skipped the occasional year, and predates OVL R by nearly a decade, having its origins with the Association of Land-Rover Owners of Canada (ALROC). All that to say that there has been somewhere approaching thirty or more of these events. We are just not sure how many! So, the Nth was held on Saturday, May 26th out at Andrew Finlayson's spread near Carp to the west of Ottawa. A modest example of vehicles appeared, three Series, four plushies (denoted as Range Rover, Discovery, LR3s collectively) and some other things (1).

The club's resident Equipment Supremo had some equipment on hand to undertake some tuning work. The SDD/T4 tester, while performing out standing work on the Plushies, fell flat when faced with a Series vehicle. Granted, all of the Series trucks there seemed to be in fine shape. Roy Parson's military 109 was getting a little exercise in preparation of the morrow's journey down to Oxford Mills for the 20th Antique Car & Motorcycle Show (2). Jeff Burb, of English Patient Fame, was there in his fine looking 88, in full "Valley Trim", not looking like something all shiny. The final 88 was purportedly Ted Rose's, but the TRSS (3) will need to report on the veracity of Ted bestowing his wisdom. The plushies were rounded out by Frank Ashcroft with his Range Rover, Terry King, not in his project vehicle, Andrew Jones, not in his 101, and Kevin Newell, not in his Series III. We are assured that all of the vehicles not in attendance will be at the Birthday Party!



Some assembled members discuss the complexity of modern ownership



Crowding around the garage, trucks awaiting attention.



A pair of Series vehicles at the Tune-Up



The Club trailed, nice and clean, & ready for another year

We will note that Andrew Jones did wish to drive in style and arrive in his Series One, but had to pull the club trailer cross country. Using Christine Rose's famous quote "Comfort Over Nostalgia!", a later model Land Rover vehicle was deployed. Thus, as last year, this year's activities included some preparatory work on the Club Trailer. It was opened up and cleaned out in preparation for this years various outings.

The club provided a select lunch of the top barbequed offerings for all palates, cooked by Andrew, himself a former OVL R cordon bleu chef with the Club Trailer medal of honour.

From nine to one, a short interlude during the day, but a very productive one for those who got up and remembered.

1. I will admit the BGB did not arrive. For the assembled wisdom to have successfully have tuned the BGB would have restored faith in the Almighty, given the total compression found in the 2.251 is less than one healthy cylinder is supposed to generate. Lenin, the Dormobile, is trapped by renovations going on at Kirkwood Manor so was also a non-show (but it did start!)
2. Local wildlife, notably a black bear, upon seeing Roy and the 109 ambling down the road decided to wander off where ever along the road, knowing that it was faster and more nimble than the classic Land-Rover.
3. Ted Rose Sighting Society. Described in past newsletters.

They meet irregularly at the Prescott on the third Monday of the Month. Very shy and tend to blend in with Land-Rover owners.

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. \$6,000.

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

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

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

UNRESTORED 1964 SERIES 2A 109 PICK-UP

2.25 petrol engine. Non-runner. Needs a new frame. Imported into Canada as a new vehicle. Truck has been dry-stored for last 20 years, and was last licensed for road use in 1982. It is complete and unmolested, and would be an excellent base for a restoration project.

Features include: Left Hand Drive, free wheel hubs, Kodiak heater, original dealer fitted electric drum winch. Can be viewed evenings and weekends. \$2,500 ono.



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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

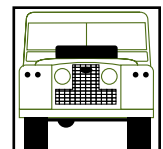
Contact: Olia Tryfonova – oliaian@yahoo.ca

Nov2011

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All British Car Day

Saturday, July 21st
Britannia Bay, Ottawa

The eighth annual All British Car Day, the only British Only car show in the Ottawa area. A show that is dedicated to showcasing and celebrating the complete spectrum of British vehicles. It has been held every year since 2005 at a beautiful riverside location at Britannia Beach Park - Lakeside Gardens.

This year the featured car is the MGB, celebrating the 50th anniversary of those wonderful cars. British Car Clubs in the Ottawa Region have combined forces to create an annual event to showcase their cars, trucks and motorcycles. Our intention is to promote both a social occasion for British marque owners, as well as a community event for the enjoyment of the general public. OVLR has brought the club trailer for many years to help out with this event. The show is open to all British cars and motorcycles. There is an entrance fee for anyone showing their vehicles to cover the costs for the

facility and the food but it is free for the general public to come and view the cars. We encourage spectators to come out and see these beautiful machines. Further information can be found at www.britishcarday.ca

There will be three drawings of door prizes for attendees. There will also be prizes for the best three vehicles at the show.

There is always a great selection of British vehicles on display on the field, from Bristol's to Lotus, to MG,s to Jaguars to Triumphs. And yes, even Land-Rovers and modern Land Rovers.

Admission is free to the general public. There is a charge of \$20 (\$10 for motorcycles) for participants in the event. This gets you your lunch, an entry into the draw for various door prizes from their sponsors, and for the first 200 vehicles, a gift bag.

Registration information is available at http://www.britishcarday.ca/registration/registration_index.html

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OVLR would like to thank the following corporate sponsors of the 29th annual Birthday Party at Silver Lake, Ontario

