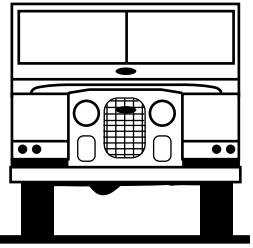


OTTAWA VALLEY LAND ROVERS



July 15, 2012

www.ovlr.org

Volume XXVIX, Number 7



Dave Pell's Series III 109" Ambulance

P.O Box 478
Carp, Ontario Canada K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>
Any ideas for the web site please contact
Dixon Kenner
Land Rover FAQ:
<http://www.lrfaq.org>

OVL R Forums

Please see:
<http://www.ovlr.ca/phpBB3/index.php>

OVL R Executive and General Hangers-On

President

Andrew Jones
andrew.jones@xplornet.ca

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Frank Ashworth
fashworth@gmail.com

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Past-president

Bruce Ricker
b.p.ricker@rogers.com

Club Equipment Officer

Andrew Finlayson
andrewf@xplornet.com

Archivist

Ben Smith
bens101fc@gmail.com

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Dixon Kenner
dkenner@gmail.com

Executive Member-at-Large

Roy Parsons
royparsons@sympatico.ca

Merchandising Coordinators

Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner
dkenner@gmail.com

Ben Smith,
bens101fc@gmail.com

All British Car Day Coordinator

Dave Pell / JL Morin

OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

Newsletter Content Editor:

Terry King
terrycking@rogers.com
This issue: Dixon Kenner

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net
This issue: Ben Smith

Production Assistance:

Bruce Ricker
b.p.ricker@rogers.com



“Adventure: a disaster that didn’t quite happen” --Quintin Aspin

Greetings,

Another month passes and another guest newsletter as Terry takes a short break from his long lived duties as newsletter editor (1). In fact, expect to see Ben and I here for August to complete Terry's Summer vacation as he takes the hours of newsletter slaving and puts that time directly, and in an uninterrupted fashion into his immobile Land Rover fleet! In fact, he promised us a story for the August newsletter on his progress (2). For those of you who might be surprised to see another issue so soon after the last, the usual target date for the newsletter has been the 15th of the month. The Birthday Party delayed last month's newsletter, so this is all part of shifting things back to normal. Given this short time-frame, there are not any events to report upon, at least none that I have received some reports on, though members are going off and getting together in small groups to explore the countryside. Calabogie is a favoured locale.

There are a couple of events coming up in the near future. All British Car Day at Britannia Beach, put on by the local Triumph club. Admission is free for people to walk around and look at the cars. OVLRL will be there with a few vehicles. August will see Ben's Blacker than Night event in central New Jersey. A small event for our membership down in the United States. This is followed by the 11th Evenement Pierre Gauthier at St. Felix d'Otis in the Saguenay. This annual, invitational, week long, family oriented event has been held in Quebec for many years, occasionally alternating to New Brunswick. A combined camping and light off-roading event that gets rave reviews from attendees. For more information on this event, there is a Facebook page full of information, or Ben Smith's article in last year's newsletter, or Francois Kirouac's in 2010. And, if you like to travel about, take a look at the article and website for the Birmabright Brotherhood, a rebirth of a successful Series based co-operative group from the nineteen nineties.

After the excitement of the Birthday Party things are settling down on many fronts. Sev-

1. Terry is approaching the title of longest editor, the current record being myself at 84 issues, Terry at 74, and Mike McDermott at 73.

2. Special attention is being paid to those mysterious 4x4 drive mechanisms that spectacularly failed at the Cedar Hill Rally, resulting in him getting towed off a flat section of lawn, something so embarrassing that it nearly rivals Dave Lowe cross-axling the mighty 101 in the middle of a city park!

eral Land Rover work projects are drawing to a close, or are done. For example, Eric Riston's 110 is now mobile and driving about. Others are drawing to a close, and some are just beginning as you will see later in these pages as a pair of, hopefully, informative series of articles discuss other rebuild efforts. Both Andrew Jones and Alastair Sinclair are working on resurrecting resting vehicles. I am hopefully coming to a conclusion with the Dormobile, while down south a pair of 80" Series Ones are in the possess of recuperative endeavours. Sadly, neither 80 inch is covered in the conclusion to Ben's article on the production of the first 3,000 Land-Rovers. For those of you who want to play with the timing, Dave Bobeck has an interesting article on finding out where things are in a simple fashion.

I end with a photo of non-OVLR Series III that I ran into in NJ. Jarek Maras of the NJLR group is a Disco 1 owner. Cristina Calado also of NJLR had an 88" project for her brother. It sat uncompleted in her garage for years. Finally her brother gave up interest exactly at the time that Jarek's wife Barbara decided that she wanted a Series 88". Money exchanged hands and Jarek trailered home a rolling chassis and a pile of parts. 4 months later it is a nice looking truck. So freshly rebuilt that it wasn't even registered yet and had to be trailered over to Ben Smith's house to be shown off.



President's Message

Musings From the Throne Room, Part 4

By Andrew Jones

Welcome to this July's newsletter, produced once again by our favourite propaganda minister - Mr Dixon Kenner, and as usual it's packed with interesting articles and information.

Some say nature hates a vacuum and the gap in the garage created by the sale of the Series One was looking pretty big, and of course it needed filling: And obviously with something a little more interesting than the Golden Wench's Land Yacht - we'll find room for that when the snow flies - maybe.

At recent OVL R gatherings and events Messrs Pell and Finlayson have been quietly but persistently working on me on the theme that it is my duty and obligation to come to the aid of a fellow OVL R member (ex Prez McGough) and buy his NADA 109 SW, using phrases like "need to keep it in the OVL R circle", "would hate to see it scrapped", " they are rare and valuable" etc. I remained rationally unconvinced for a about a week and a half, before I mentioned it to Dominique, who having learned that it is red (her favourite colour) insisted that I buy it...so Peter and I trucked it over our place a couple of Sunday's ago. Right now - it is unique in my collection, in that it actually runs and moves under its own power - and almost everything works - what a novelty!

Olivia's reaction was less enthusiastic - "Daddy, its very red and it smells....." but she did ask to drive it and has spent a lot of time climbing on it and helping me clean it up. I tried some colour cut and polish on one corner and, encouraged by the results, kept going, with Olivia on the electric buffer

Meanwhile at the other end of the garage work on the 101 is moving along: Since the last newsletter I have refitted the fuel tank, cleaned and refitted the fuel pump, and completed a strip, rebuild and refit of both carbs. So atten-

tion has now turned to the cooling system, and the radiator was extracted on Tuesday night in readiness to go and be re-cored. I'm putting pen to paper to provide a periodic updates on the 101 over the next few months - first installment is included in this issue. Target is to have it running at the Cedar Hill Classic - less than 90 days to go.

The current spell of hot dry weather in what is now a pretty arid Lanark County triggered an impulse to dig out "the widest beach in the world" - Tom Sheppard's 1975 expedition to cross the Sahara unassisted and at its widest point, West to East. This to test the first four Land Rover 101 Forward Control (1 tonne) production vehicles: Captured on DVD and available from various sources - I got mine through the 101 club.

This is essential viewing for anyone interested in 101's specifically and Land Rovers in general. It also provides an interesting insight into expedition life in the 1970's.

Hope to see you at the ABCD.



New Members

Two former members rejoined:

Bill Caloccia of Worchester, MA with a Series IIA 109 DW and a SIIA 88
Dale Desprey of North Gower, ON with a Toyota FJ Cruiser

Other News, Rebuilds/Projects, Lies, Rumours, Trivia

🚗 The 221st monthly Social was held at the Prescott Hotel on Preston Street, commencing around five forty five when the esteemed Mr. King announced he was ordering up one of the special meatball sandwiches via Blackberry. Later would see the addition of Andrew Finlayson; Roy Parsons; Bruce Ricker, Sue Rawson, Deborah Sevigny, and Dixon Kenner. A low turn-out this month as Summer vacations begin to take their toll. But, despite the modest turn out, discussions centred around the 80" work weekend down at Ben Smith's home in New Jersey; the All British Car Day (ABCD) at Britannia Beach on the Ottawa River the coming Saturday, the sordid details of Dixon & Deborah's trials and tribulations with contractors at Kirkwood Manor; some of the more interesting vehicles that are turning up at some of the Cruise Nights around the City. And of course sundry Land Rover subjects as well as the excitement of seeing Andrew's Hillman Imp this Saturday at ABCD.

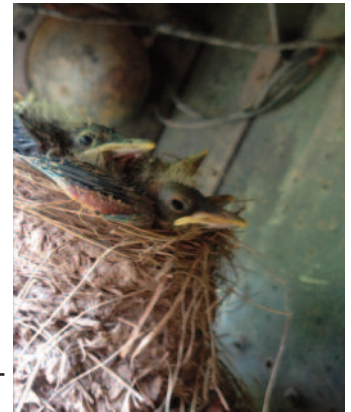
🚗 Errata: Last month during the emails flying back and forth, one went astray. Second place in the RTV went to Team Joseph Sfeir & Patrick Findlay in a Disco I. Marshals are still discussing style points for impressive feats on the RTV course. Our apologies for missing Joseph's last name.

🚗 Birthday Party videos: Two OVLRL members have made their filming available to the world. For those that are interested in a rapid, one minute summary, of the traditional "Light off-road" at the Birthday Party, Bill Calocchia has put one together using photos from his GoPro camera. It can be found on YouTube at <http://youtu.be/MBH3VOzX6al> One of the Montreal chaps has also put one up on part of the Bolton Creek trail. Three minutes long, it shows the creek crossing. It can be found at http://www.youtube.com/watch?v=ls_HCdGbK8Q Given the near drought conditions that Eastern Ontario is now experiencing, it is easy to see why the water levels in the videos were low this year. If anyone else took videos that they would like to share, drop a line, or URL to the newsletter editor.

🚗 Beware the Internet. A brace of Series I Land Rovers posted on Kijiji generated much discussion among club members. One was a 1951 80" and the other a dead Series I 86" or 88" for parts located near Quebec City. The 80" had a tired body but supposedly an

ok frame. No one was looking for an 80" project so there was much talk and little action. The seller reduced his price enough so that Bruce Fowler couldn't pass up a parts truck for his 86" Timbits along with bonus 80". Former OVLRL member Thomas Buijs lived nearby and was enlisted to purchase the Land-Rovers and drag them to his house. Bruce writes that he and a local LRO Chip Perkins recently made the trip to QC and successfully trailered them back to Maine. As a bonus the 80" started and drove onto the trailer. (Bruce is now a leading contender for the Tow Ball Award)

🚗 The Ident-a-Rover Chronicles: A stealth photo taken at the residence of a once and possibly future OVLRL member. Rather than the simple game of identifying who's Land-Rover this might be, we have a more difficult task. What kind of Land-Rover is it? (1 point) OK, Who's Land-Rover? (10 points)



🚗 In the fine OVLRL tradition of ratting out your friends before people find evidence for you evidence has been submitted to club judges for a Lug Nut candidate. It seems Quintin Aspin had some tire problems on his way up to the Winter Romp this year. As usual he was towing his 80" on a trailer behind his Gov't surplus Suburban. It all started whilst heading north when one of his trailer tires went AWOL at 55mph. Yes, there one minute and gone the next. The tire was held on by 2 bolts (missing) and 3 studs (all sheared off). A spare was used and he continued on. On his way south after the Romp he had a flat on the Suburban. Tire changed he had almost immediately had another flat. About this time fellow OVLRL members spotted spotted him on the side of the freeway and stopped to help. Out of spares that fit another tire and rim was procured. The next day he noticed a trailer going flat but before he could stop it "blew and wrapped around the axle" and created a flat spot into the rim. Q found himself at a store called "Plan B Tires" to get a tire. 4 tires, one weekend. Invest in some new ones!

🚗 Eric Riston (Atlantic British x231) writes: " I got a call yesterday that a local car show happening tonight would like me to bring my 110 for their "interesting vehicles category". Odd but true. Guess living in a small town has odd perks.

Well I won the "best truck" award. Even some of the competitors voted for the 110. One said that truck is "too cool". Another said I cheated by opening the roof top tent and letting kids and wives climb the ladder to have a look. Summers really are great sometimes.

🚗 Warn Hubs addendums: Ben Smith writes, for those of you who read David Place's article on the Warn hubs, which so many of our Series vehicles are fitted with, one small thing to bear in mind. The standard Land-Rover hub uses 3/8" BSF (Whitworth) bolts that are 1 & 19/32" long and a spring washer. The Warn therefor uses a Whitworth threaded bolt, but, the Warn assembly is too massive to allow for a 3/8" BSF head. So, the Warn bolts for the hub are 3/8" Whitworth threaded with 9/16" Imperial (SAE) heads and use lock tabs (though lock washers work too). Don't lose or break those bolts, as finding replacements could be a wee bit challenging!

🚗 David Place sent in two photos this month to supplement his article. The first is to replace the the horrid image from everyone's mind that graced last month's article of the neglected BGB's hubs. The second is of the original sticker that came with the hubs.



[David's 2nd photo of the sticker was blurry so we substituted one of Ben Smith's Dora. -ed]

🚗 Lap of luxury. In recent years it has been noted that Dave Bobeck has upgraded from a Series IIA 109 regular to a coil spring LR 90. The D90 soon had a Tdi engine swap. Just recently Dave was spotted with his newest upgrade...air conditioning. A/C? Pure decadence. The mind boggles.

🚗 Another short note from David Place out in Winnipeg, Manitoba. "This is the latest group shot of the Land Rovers looking for some mud to play in. This "bevy of beasts" is missing the one other one we have for parts.



🚗 Bill Fishel, OVL & Fort Pitt Land Rover Group member from Ohio recently picked up a new-to-him 1962 Series IIA 109. He wanted a doner 109 body to put on his Discovery 1 running gear. Ben Smith had a surplus-to-his-needs 109 and offered it up at the friendly OVL price of "show up and haul it away".



It should be noted that this 109 has an interesting history. One post Birthday Party, over a decade ago, Ben Smith, Spenny Norcross, Jeff Meyer, and others were standing in front of Dixon's home. Jeff Meyer was disparaging Dixon's claim that people drive up and give him Rover parts or vehicles. Just then, a car pulled up, a gentleman got out and asked who the owner of the green 109 Station Wagon was parked in the driveway. When Dixon was pointed out, he walked over and asked if he wanted a 109 hard top for free. "Just come and take it away". Jeff Meyer was amazed. The story was true.

In December 2003 Dixon gave the 109 to Ben. And now Ben has given it to Bill. We await regular reports on project progress.

News From the Praries

By Dave Place

Well, while most people put their Series Land Rovers up for winter, I have to put mine up for the couple of weeks from the end of July till the middle of August. The temperatures here have been in the 35C range and anyone who owns a Series beast will know that the vehicle at this time of year is not fit for man or "beast". I have resorted to disconnecting the heat valve Bowden Cable to make sure the valve is "really" off. An even small amount of hot antifreeze flowing in the heater core is not to be tolerated at this time of year. Makes one wonder how they live with these conditions in Africa and a station wagon version of the Series vehicles.

Anyway, it is a lot better than my other 7 Land Rovers which did not get the insulation fix. For those who might like to do the same thing with their vehicle, I recommend installing the ¾" fiber web backed foam that is used in commercial vehicles. It is exactly the depth of the ribs on the series vehicles so you end up with a flat and sound surface over which you can put the head liner and the door panels. I custom made door panels from the original hardboard ones Land Rover used but I upgraded the material to the more modern version of this material. It is more water resistant and it has one side sealed. It is sold under the Masonite brand and is available at any lumber yard.

One other thing I did that makes my Rover very nice is I fabricated a box the depth of the doors and stapled it to the back of the door panel before I recovered them. I cut a hole through the main Masonite panel and this made a map pocket in each door. Because I covered the entire panel before I cut the black leatherette material I used to upholster the panels, I ended up with flaps that were easily glued into the inside of the boxes with upholstery glue. I keep things like my garage door opener and maps in that pocket. (See the attached photos). I have noticed a great improvement in the noise level using this technique and I used the same sound absorbing material under the bonnet. My plan now is to put some on the tunnel the next time I have it up on the hoist. I have included a few additional photos of the interior for your enjoyment. I still have the heater I purchased from Princess Auto to install before winter.

For those who feel that the small ceiling lamp Rover provided in these vehicles, you might want to purchase the unit I installed over the driver's door. It lights up the cab wonderfully and makes map reading a breeze on dark nights. The round work lamp on the back is a real gem. It gives a very large work area and it came with its own switch on the body. I don't have to go back to the vehicle to turn it off or on. It is great for hitching up my boat late at night at remote lakes.

I have started a search for a good Ser III transmission. I have one lead from a rebuild that going on in your area and I want to see if others have a good box for sale. I have three Ser Ila boxes that are good if anyone needs one. In fact I have loads of spares for Ser II and Ila vehicles including station wagon tops if anyone is seeking them. We are beginning to clean out the garage for winter and want to get our stock down to things we feel we will actually use, like axles, and hardware. I have a couple of sets of new 88 springs here, some new. The rebuild of the second Series III will likely have to wait till late fall when the shop calms down but we have a tug and a ferry to manufacture so it isn't going to be calm for long. Till next month.



Dave and his brother Ron at the Kelvin High School 100th anniversary celebration car show

20th Annual Oxford Mills Antique Car & Motorcycle Show

The twentieth, and possibly last, Oxford Mills Antique Car & Motorcycle Show took place on May 27th, the fourth Sunday in May, as it has traditionally been held. Started as a fund raising event for the local Anglican Parish, the event has always drawn an interesting and eclectic assortment of cars and motorcycles over the years. Much of the charm of this event is its relaxed atmosphere, the location in the park by the old town hall & community centre. Under the trees, it is quite pleasant and shaded by the sometimes rather warm weather. There is no real pressure to do anything, other than just show up and chat.

This year the weather was sunny and warm, though not too hot. There was a good assortment of vintage motorcycles in attendance. From a rather unique AJS 250cc to Royal Enfields to Velocettes, even a pair of Urals with the shaft driven side car, one being done up to look like the German Army BMW that the Ural is based upon (1).

This year, the only Land Rover in attendance was Roy Parson's Series III military 109. Though he was not the only OVLRL, or former OVLRL member in attendance, others having arrived in less worthy vehicles, such as Velocettes, MGBs, Triumphs and such. There was the usual assortment of Sixties and early Seventies muscle cars. An eclectic scattering of British vehicles from the Sixties and Seventies, from a Morris Minor to a pair of late Triumph TR-8s. German automotive engineering in the form of some Porsche's and Volkswagen beetles and vans happened by, as well as the usual collection of American iron from the nineteen

thirties.

There was not a great turnout this year compared to some years when the park was packed. There were a fair number of cars, but organiser Chris Bryant attributed some of the drop in attendance to the new Dandelion Festival nearby, which now draws a lot of people away. In fact, it is that festival that has drawn away the rummage and crafts sale that was associated with this event. This will be the last year Chris and the Parish will be running the event. Who will run it next year is an open question. The Festival wants the show, but again, much of the charm is the relaxed location and one wonders, would it easily transplant elsewhere? Two other groups are also interested in having a hand in its continuation.

For those members who like vintage motorcycles of the Series era, or before, the Canadian Vintage Motorcycle Group will be holding a Summer gathering in the same Park across the street from the Anglican Church on Saturday July 7th.

1. *Trivia: At the end of the War, the Soviets took the BMW motorcycle factory back to Russia as part of their war reparations. Hence the close resemblance. Whether Soviet, or Russia technology has advanced much from WWII is a different discussion.*



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

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

Amendments to the OVL R Bylaws

At the 2011 AGM, a motion was introduced to strike a committee to examine possible revisions to the OVL R bylaws that would rationalise a voting regime that was established nearly thirty years ago when the Association of Land-Rover Owners of Canada (ALROC) Ottawa chapter transitioned to Operation Frank which a year later transformed into OVL R, as well as put into writing some long held practices that have been observed by successive executives within the club. The committee met several times, the findings discussed at various Executive meetings and Socials at the Prescott. Under the bylaws, to take affect, the proposed changes must be sent to the membership at least ninety days before a vote is held. To give the Executive the most flexibility, we are presenting them now.

First, voting. It is recognised that voting provisions were drawn up in an era of communications dominated by the Post Office and face to face meetings. Thirty years later, communications have been revolutionised by the Internet and we recognise that some provision should be made for that. The committee met several times and came to the following conclusions and recommendations.

Bylaw section on Membership currently reads that "Membership shall consist of three categories".

Section A defines a complex boundary that fit

with a number of parameters dependent upon ALROC as a parent body. Given that ALROC dissolved in the early 1990's, remnants of the records transferred to OVL R, these boundaries no longer make sense and that a new boundary should be developed that identifies members who both may vote, and hold an Executive position on the Board of Directors. In light of this, it is recommended that these boundaries be changed to simply read that anyone living within a one hundred (100) mile radius of Parliament Hill will be considered a full member. Furthermore, a section be added at the end of the Bylaws requiring that this distance be reviewed every lustrum (five years) to ensure that the purpose remains one of balancing inclusiveness with the efficient operation of the club. Section B defined that members residing outside of these boundaries shall be identified as associated members without voting privileges and may not hold off on the Board of Directors. Upon review, and again, in light of modern communications methods is recognised that members outside of this radius may be as well informed as those within. This leaves two types of associate members. Those who wish to participate, versus those who wish to be informed, if not entertained. In recognition of this, any associate member who attends two (2) OVL R sanctioned event will be considered a voting member, and may hold certain executive positions on the Board of Directors.

Section C, which recognises sustaining members

as designated by the Board of Directors remains unchanged.

It was further discussed and recommended, that given these changes, and looking at the provisions of the Federal articles of Incorporation, that a further section, Section D be added requiring both the President and Secretary-Treasurer to reside within forty (40) miles of Parliament Hill. This is to meet signing and other requirements.

Second, it has been a long held practice within both ALROC and OVLRL that the organisation exists to further the interests and hobby of the members and that the club remain non-partisan and take no stance in regards to anything outside of the hobby. In light of that, (membership) the club executive will be limited to those

individuals who have no controlling interest in any Land Rover oriented commercial venture that exists to make a profit, whether as a produce or service.

Notes: OVLRL Sanctioned events include at a minimum the following events: The Maple Syrup Rally; The Birthday Party, Blacker than Night; The Christmas Party. Optionally as determined by the executive, the Cedar Hill Rally and any other event so deemed by the Executive at a regular meeting. The Executive will determine in January of each year any proposed changes to this list. Trivia: Though not held every year, but nearly, the Spring Tune-Up is at least five years older than OVLRL, having started as an event run by its predecessor, the ALROC Ottawa Chapter.



All British Car Day

July 21st
Britannia Beach

Double header British Car Shows in September

21st British Invasion

September 15th
Stowe, VT

Blacker than Night

August 3, 4 & 5
Bensfold, NJ
Ben Smith (bens101fc@gmail.com)

Now held much closer to downtown Stowe in the park, which is probably more fitting to the saloon & sports car attendees. The fields of the Nineties were too common! People come by the hundreds to compete in two major car shows, the People's Choice and the Concours d'Elegance (The BGB won the former one year). Registration is now \$60 per car and camping on the show field is no longer permitted. For more information go to www.britishinvasion.com

Exec Meeting

August 7th
(or thereabouts)
Location TBD
Andrew.jones@xplornet.ca

Main item for the agenda will be Fall events, including the annual Oiler and Cedar Hill Rally.

29th British Car Day

September 15
Bronte Creek, Oakville, ON

222nd Monthly Social

August 21st
Prescott Hotel
Beach & Preston Streets in Ottawa
If a different Summer location is chosen, an email will be sent out.

About twenty miles west of downtown Toronto. Hosted by the Toronto Triumph Club since 1984 this event now draws more than one thousand British cars and some 8,000 spectators. It is the largest one day, all British car event in North America. 2012 will celebrate the 50th anniversary of the Triumph Spitfire, MGB, and Lotus Elan. For more information go to www.torontotriumph.com/BCD/

Exec Meeting

September 4th
(or thereabouts)
Location TBD
andrew.jones@xplornet.ca

223rd Monthly Social

September 17th
Prescott Hotel
Beach & Preston Streets in Ottawa

Some Non-OVLR News & Rumours


Land Rover Adventure North America Program Set For August

Showing clientele appreciation of their own, Land Rover of North America will begin offering both four and eight day driving programs that allow participants to experience Land Rover's extraordinary capabilities. Providing the dates August 24 - 27 and August 27 - September 2, the "Land Rover Adventure" puts you behind the wheel in a 2012 Land Rover Range Rover, Range Rover Sport, and LR4 to experience a journey across Utah's Moab Desert.

Given the accommodations that Land Rover must prepare for the multi-day excursion, the "Land Rover Adventure" packages won't come cheap. The four-day starts at \$3,250 for each individual and \$4,500 per couple. The eight-day is \$9,000 for each individual and \$13,000 per couple. Enthusiasts will experience the Moab Desert and continue through to Telluride, Colorado on aspen-lined trails. Lodging will include the Lumiere in the Telluride Mountain Village. Guests will also be pampered with relaxing dinners, accommodations at the Sorrel River Ranch, plus VIP tickets to enjoy the Telluride Film Festival.

For those that can't afford four days in August or the steep \$3,250 fee, shorter packages are available for adventure seekers to experience "Hell's Revenge" at the Moab as well as the incredible views of the Colorado River and Arches National Park.

Land Rover North America Brand Vice President Kim McCullough said, "Land Rovers are some of the most capable, luxury off-road vehicles in the world and Land Rover Adventures brings them to life in a unique manner that only our brand can deliver. The programs enable adventure and travel enthusiasts to experience our vehicles in the environment for which they were designed, while providing the fine touches of luxury that are reflective of the Land Rover brand."


 Return of the Birmabright Brotherhood. For those of you who have been on the Internet for a very long time, *e.g.*, back in the 1990s, there was a list available through the Land-Rover-Mailing-list for people who acted as volunteers to help wayward Series Owners when they travelled long distances in their sometimes, less than reliable, steeds. As time passed,

cellphones became common, the list faded away. However, the need did not. For those of you not familiar with the Brotherhood, it is a list of Land Rover owners that are willing and able to help fellow Land Rover owners in the event of a breakdown or other emergency while traveling far from home.

As they write "We are not prejudice with our Brothers; we accept all makes and models of Land Rovers. What it is not, however, is a bulletin board, message board, classified ad space or chat room...There are lots of other places for that sort of thing. What it is, simply and profoundly, is a list of members that are willing to help fellow members in their time of need. We have tried to make this your one stop go to shop for all your Land Rover traveling needs."

The website can be found at <http://www.birmabrightbrotherhood.com/>

 For the past twenty odd years, it has been possible to write to Eric Pagan at Land Rover Traceability at the factory and get a letter outlining when your Rover was built, what colour it was and where it was dispatched to. Sadly, Land Rover no longer offers this service. Should you wish a "birth certificate" for your loyal vehicle, write to Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ, call at telephone 01926 641188 fax 01926 641555, or visit their web site at <http://www.heritage-motor-centre.co.uk/store/>

 One of an irregular series of Land-Rover parts trivia. Front crankshaft oil seal. Introduced before 1948 with Rover cars, it has been around for over 64 years. Current part number - ERR-6490. It superseded part numbers ERR-1632, ERC-7987, ETC-5065, and 213744. Fits the following Rover vehicles: Rover P3, Series I (all engines), II (petrol & diesel), IIA, III (1948-84), 101 Forward Control, Discovery 1 & 2, Range Rover to 1994, Range Rover P38 1995 -. Whether or not it predates the PS, and goes back to the Rover 10 of 1929 is an open question.

 Brett Storey posts on the forum: In 1989, Gunther Holtorf and his wife Christine set out on an 18-month tour of Africa in their Mercedes Benz G-Wagen. 800,000km later they are still going. For more see: <http://www.bbc.co.uk/news/magazine-18910560>



Party Photos



General Servicing: Repairs, Humour, Tales & Trivia

The First 3000 Land-Rovers, Part 2

by Benjamin Smith

Now that the dates of production have been detailed, we can move into what was built. The first two easy questions to answer are colour and handedness. Despite the prototype being built as a center steer to avoid the handedness question, pre-production and production Land-Rovers were built as either Left Hand Drive (LHD) or Right Hand Drive (RHD) as per local regulations. In summary, for the first 3,000 Land-Rovers, five RHD ones were built for every LHD.

Type	Number
RHD	2419
LHD	481

As for colour, you can have any colour that you want as long as it is green, right? This turns out to be not quite true. It is very true that 94% were just labeled as "Green" in the build book. However other colours existed. Starting with R862608 about half are marked as "J. Green". The six that were painted in some kind of Bronze Green went to the Ministry of Defense as would be expected. The reds are interesting. They all went to Andrews Garage Ltd. in Derby, England. All four were built on 4 Feb 1949 and were chassis numbers R862575, R862589, R862590 and R862591. An-

Colour	Number
Green	2790
J. Green	199
Deep Bronze Green(Gloss)	5
Dark Gloss Green	1
Red	4

Destinations

The big remaining question is where did the 3,000 go in the world? Some stayed in the United Kingdom and the rest were shipped overseas. The point was to make a product that was shipped overseas to bump up exports to protect the Rover Company's steel quota. To answer the question the destination companies and locations need to be analysed and interpreted. Rover did not always list a destination city or country. In other cases a UK city is listed as the destination, but based on the recipient listed, it is very likely the vehicle was immediately exported. One clue would be a LHD Land-Rover sent to a RHD

country. 319 Land-Rovers, or almost 11%, were listed with a destination of London. Of those 319 they were sent to 17 unique purchasers. The "London" Land-Rovers that I think were likely immediately sent overseas are listed in the "Likely Sent Overseas" table. When tracking these down, one needs to know a bit about history. The Overseas Food Cor-

London 80" Likely Sent Overseas		
Company	Number	Likely Destination
British Controlled Oil Fields	2	Canada? Middle East?
Campania de Mocambique	11	Mozambique
Colonial Development Corp	6	Possible Ceylon
India Army	2	India
Mitchell Cotts & Co. Ltd	7	Middle East
Overseas Food Corporation	161	Tanganika
Shell Petroleum Co. Ltd.	5	Not UK
Total	194	

poration received 184 of the 3,000. In the build books, 161 were listed as London, 16 for East Africa and 7 the destination left blank.

The Overseas Food Corporation was formed in 1946 to cultivate 150,000 acres for cultivating groundnuts in Tanganyika along with parts of Kenya and Rhodesia. (For more see:

Location	Number
England	784
Scotland	81
Wales	50
Ministry of Defense	24
Northern Ireland	10
Total	915

http://en.wikipedia.org/wiki/Tanganyika_groundnut_sc_heme) The project failed and the project was cancelled in 1951. Likely all of these Land-Rovers ended up in those African nations. (Here are two photo of one of the Land-Rovers for Overseas Food Corp. in 1951:

<http://www.flickr.com/photos/92943860@N00/353725429/>
<http://www.flickr.com/photos/92943860@N00/353725430/>)

Removing these assumed exported Land-Rovers drops the "London" numbers to 125 which is more believable. With this correction domestic UK consumption of the 3,000 tallies to 915. This reflects 30.5% of produced vehicles in the first production year. 111 of those remaining

General Destination Areas	
Location	Number
UK	915
Asia	556
Oceania	522
Africa	481
South America	316
Europe-not UK	119
Caribbean	52
Middle East	32
North America	3
Unknown	4
Total	3,000

125 for London went to one company, Henly's Ltd., and they too could have been exported which would further modify the numbers. The remaining Land-Rovers were shipped overseas to 63 different countries. What were the top destinations? Many Commonwealth nations. Looking at the data by geographic region we find that roughly 500 went to each of mainland Asia, Africa and the island nations of the Pacific. 319 went to South American nations. Only 119 to Europe outside of the UK, with even fewer to the Middle East or the Caribbean. Only a paltry three to North America.

Looking by country outside of the United Kingdom we find the results shown in the table below.

In the unknown box are 14 for "London" that are suspect and 7 others where nothing was written for a destination in the build book.

Another slice of data to examine are the organizations who were largest recipients of the 3,000. In other words who were the big sellers? In the first model year of 80" production Land-Rovers were shipped to 206 unique recipients. The table below shows the top 26 and their country/region. Many of these companies names are familiar to Land-Rover researchers. Many of these companies had long term relationships selling Land-Rovers for decades.

Country	Number	Country	Number	Country	Number
India	327	South Rhodesia	13	Falkland Islands	2
Brazil	307	Mozambique	12	Hong Kong	2
Australia	258	Sudan	12	Isle of Man	2
Indonesia	200	West Africa	10	Libya	2
East Africa	185	New Guinea	7	St. Vincent and the Grenadines	2
Pakistan	116	Saudi Arabia	7	Netherlands East Indies	2
Egypt	102	Bermuda	6	Argentina	1
Kenya	76	British North Borneo	6	Belgium	1
Turkey	76	Denmark	6	France	1
Singapore	32	Gambia	6	Greece	1
Trinidad	24	North Rhodesia	6	Iceland	1
Switzerland	21	Spain	6	Malaya	1
Rhodesia	20	Bermuda	5	Norway	1
Siam	19	Syria	5	Persian Gulf	1
South Africa	19	Ireland	4	Tanzania	1
New Zealand	17	British Guiana	3	Transjordan	1
Portugal	19	Canada	3	Jersey	1
Jamaica	15	Finland	3	East Pakistan	1
Mauritius	15	Holland	3	Morocco	1
Aden	13	Paraguay	3	Ceylon	1
Iran	13	Arabia	2	Unknown	21

Does your Land Rover need expert help?

Come see the experts at Land Rover Ottawa

Huge inventory of parts & accessories in stock

Same day service available on most repairs

10% discount for all Club Members

Monthly special club offers - call for details



Your local authorized Land Rover dealer

Service Dept: Steve Fraser
stevefraser@landroverottawa.ca

Parts Dept: Allan Taylor
allantaylor@landroverottawa.ca

Land Rover Ottawa
www.landroverottawa.ca

1300 Michael Street, Ottawa, ON K1B 3N2
Tel: 613-722-7533 Fax: 613-722-868

Remember that the production run for the 3,000 was just six months. A company had to find out about Land-Rovers, place an order and receive them. For those that ordered hundreds they made a big bet on the new product from the Rover Company. For those that ordered fewer it must have been ordering a few and seeing how they sold. The remaining recipients received fewer than 20 Land-Rovers each. The grouping of 15 to 19 and 10 to 14 Land-Rover was not common. The sweet spot was the 72 companies that ordered and received from 5 to 9 Land-Rovers. 41 organizations were more timid and ordered just 2, 3 or 4 Land-Rovers. At the bottom end 50 organizations or individuals received just one 1948 Land-Rover.

Recipient	Country	#Recipient	Country	#	
Dewars Garages & Eng. Works Ltd.	India	315	Champions Ltd.	Australia	44
Goodwin Coccozza Ltd.	Brazil	296	Regent Motors Ltd.	Australia	40
Gurtswith & Sons Ltd.	Batavia (Jakarta)	200	Mitchell Cotts & Co. Ltd.	Middle East	36
Overseas Food Corp.	London/Africa	185	Annand & Thompson Ltd.	Australia	36
Grenville Motors Ltd.	Australia	129	Lyons Motors Ltd.	Singapore	32
Henlys Ltd.	"London"	112	Puzey & Payne Ltd.	Rhodesia	31
High Commissioner	Pakistan/India	105	R. H. Collier & Co. Ltd.	England	25
Pyramid Trading Co. Ltd.	Egypt	102	Jas Gibbon Motors Ltd.	Scotland	25
Cooper Motor Corp.	England	83	Ministry of Supply	UK	24
Cooper Motors Ltd.	Kenya	77	Murkett Bros. Ltd.	England	24
Matas Trading Corp. Ltd.	Turkey	76	C. A. Darmanie & Co. Ltd.	Trinidad	24
David Rosenfield Ltd.	UK	59	Karl Forster vormals	Switzerland	20
Rossleigh, Ltd	Scotland	47	Rover Co.	England	20

Range	# of Unique Recipients
15 to 19 LRS	3
10 to 14 LRs	13
5 to 9 LRs	72
2, 3 or 4 LRs	41
Just 1 LR	50

The attentive will have noticed in the table showing Land-Rovers per country there were three 1948 Land-Rovers sent to Canada and none sent to the USA. These three are the holy grails for North American Land-Rover owners. The build book says that they were shipped to Weir's Motors Sales, Montreal. A Series I Operator's manual lists their address as 1115 Mansfield in Montreal. The three Land-Rovers had chassis numbers of L862061, L862062, and L862063. Have you seen one of these? Do you know of their fates? If so let me know!



The Birthday Party Light Off Road



Dixon likes the progress on his Dormobile

Land Rover 90 Work

by Robin Craig

"So, the engine and gearbox are both on the road to being assembled, some of you will recall they were removed quite a long time ago.



LR90 gearbox and transfer case all apart and cleaned down to the last bolt. It is stupendous how much space that it takes up compared to its assembled form.

Sad to say but we have been beset by monumental cock ups from the get go. This from a major well known parts supplier has not been a fun experience.

Tonight we pulled out the prop shafts for new U joints and the supplied parts were wrong despite the supplier being given the VIN and all pertinent details of the vehicle.

So, as the U joints weren't going on it was over to the brakes. As part of our move to change any vehicle in the fleet over to DOT 5. The non hydroscopic qualities make it so much better for a large fleet that does not move a lot.



Something doesn't fit here does it!

We installed new rear wheel cylinders. This early Land Rover 90 has drums on the rear. If you need to question why I refer to it as a 90 and not a Defender 90 please ask Kevin Newell, he will thank you for asking him.

The brake master cylinder has also been changed and the system thoroughly flushed.

The front disc calliper pistons are shot so they will come from a local supplier as they are the same as early Discovery style and I'm not sanctioning paying for those lumps air freight at this stage.



Minor items are going on like a new locking fuel filler cap, a good spray of Krylon black will sort the colour issue and really look the part on such a stock vehicle.

The fuel filter is an obvious thing to be changed at this time and we were careful not too forget the sediment bowl located in the rear wheel arch, it is easy to overlook.

As this is a diesel and sits for a lot of its life it was not surprising to find a delightful soup mix including a good amount of algae in the sediment bowl. For those of you not diesel savvy this is a very common diesel problem.

The front and rear hubs were pulled and we are ordering new bearings off the shelf locally for the rear on both sides.

The front bearings just seem to fair better as they are pure oil fed rather than the high temp grease in the rear. Seals for front and rear are cheap and are being done all at the same time as cheap preventative maintenance work.

We are a good couple of months behind on this job all because of parts problems and the rebuilds loosing their place in their respective shops.

The plan to have this truck on the road for summer use is fast passing us by sadly.

More next week!



Here is the shifter fork for 3 - 4 gear as supplied, note how the notches in the centre don't line up to allow the pin to drop in and establish neutral. So now we wait for the replacement part"

Tales From Room 101, part 1

by Andrew Jones

I have been a huge fan of the 101 for years, and finally bought one - from my buddy Robin Craig about 4 years ago. But due to work commitments and the lack of a suitable workshop, it sat - dark, silent and mysterious in our drive-shed until we completed the build of a new garage in the spring of this year. When I was able to (at last) clean off the pigeon poop, and shunt it into its new home and start work.



Over the next few months I'll provide updates on progress to bring it back to life and get it ready for its first OVL R event in a long time - the 2012 Cedar Hill Classic.

One of the things that attracted Robin to the truck was that it was built as a part of a small batch of vehicles ordered by the Grand Duchy of Luxembourg in 1976 / 77 and its specification differs from those machines ordered by the UK MoD. As such I thought I would "set the scene" for this series of articles with an introduction to the Luxembourg specific variant of the 101.

The 101 Club and Register undertook to research the history of the Luxembourg trucks following their purchase of one in 1988, and I am most grateful to them in general and Darren Parsons in particular, for providing the background information relating to what is now my truck, much of which is included below.

With production of the then new 101 Landrover about to begin for the British Army in 1974 several countries began looking into the possibility of equipping their own Armies with the same vehicle. Countries such as Canada [both Canadian trials truck are owned by former member Simon Scuse -ed], Malaysia, South Africa and the Principality of Luxembourg all had at least one vehicle for testing. The Grand Duchy of Luxembourg was eventually one of the few countries to place an order and receive vehicles.

Research into the Luxembourg fleet began with looking at the Landrover production records held at the BMIHT at Gaydon, specifically the production records for LHD 24V 964 series. From these records it is possible to identify 58 101's (Including the vehicle used for the trials) that were delivered to the Luxembourg Army's main

base at Herrenberg just north of Diekirch in two main batches. The first batch during 1976 and the second batch early in 1977. They were purchased in two batches due to a two year financial budget plan.

The Grand Duchy of Luxembourg has a small regular Army of approximately Battalion strength. This comprises of three infantry companies and one Support Company and as such forms part of NATO's Rapid reaction force.

The first vehicle used for the trials was 96400008A a production LHD 24V GS. It was an early vehicle off the line painted Bronze Green BSC 224 but the exterior was later repainted Matt Khaki LR275 that was to become the typical colour for Luxembourg 101's. Unusual for this vehicle is the lack of front indicators, the holes were never pressed out to accept the light units. Supplied from the factory fitted to this vehicle was the renowned Nokken R1B powered winch. The vehicle also left the factory with the Rubery Owen powered trailer drive [member Ben Smith has a Rubery Owen trailer for his 101FC. The trailer was at the 2002 OVL R Birthday Party. -ed], however at some stage after dispatch from the factory the powered trailer drive was altered to that of the Scotthorn powered trailer drive system. This powered trailer drive system makes this 101 unique, as it is the only 101 believed to have been fitted with the Scotthorn system. This differs from the Rubery Owen system trialled by the British Army. The Rubery Owen system transmits drive via a propshaft from the gearbox PTO through the center of a special revolving hitch arrangement through the trailer 'A' frame then on to the trailer axle. The Scotthorn system uses the same



PTO arrangement on the gearbox but retains a standard hitch set up with the drive being transmitted via a prop shaft arrangement that ran under the rear cross member.

The first batch of 36 101's were manufactured and delivered in 1976 under contract 'Luxarm 1' commencing with chassis number 96400168A and ending with 96400203A. Again all were standard LHD 24V. But this time they were painted internally and externally Matt Khaki LR275. Eight of these were fitted with the R1B Nokken winch

In keeping with their roles as Infantry transports, in the rear were full length longitudinal bench seats with back rests that extend above the side boards for eight infantrymen. *[Some pre-production GS models also had similar seats -ed]* Other items that differentiate them from British GS's are the front tubular bumper in front of the standard bumper. Mesh grills were bolted over the front indicator and side lights and the rear indicator and tail lights; these were fitted by Landrover Special Installations dept. European inter-start sockets were bolted to the top of the battery box covers. The number plate holders were relocated under the rear cross member. All had a single jerry can on the driver's side just behind the front wheel and on the inside of the driver's door was a document/map pocket. The Engine oil system was also altered with the addition of an oil cooler bypass thermostat manufactured by 'Racimex'.

The second batch of 21 101's 96400383A to 96400403A were manufactured and delivered early 1977 to contract Luxarm 2. This batch was exactly the same as the first with the only detail change being the uprating of the gross vehicle weight on the chassis plate when the gross weight went up from 3143 KG to 3652 KG. 96400395A was absent from this batch as it was burnt out at the factory prior to delivery we presume 96400442A was a replacement for this vehicle. Nine from this batch had the Nokken winch.

From the first batch there were five 101's; 96400178A, 183A, 184A, 194A and 201A that were fitted with hard bodies. The fabrication of these bodies bears the hallmark of Marshall's of Cambridge but they don't have the customary Marshall's badge. The Marshall's records from this period are no longer in existence, or so we have been told! All the hard bodied vehicles look alike from a distance but up close it's obvious they were hand built as no two are fabricated the same. Of these five, two of them 96400178A and 183A were configured as Ambulances and 96400184A, 194A and 201A were fitted out as Radio trucks.

The Ambulances 3753 and 3754 were unlike their British equivalent; the front cab of the Luxembourg Ambulance is separate from the rear body with just a small interconnecting sliding window. The spare wheel is within the cab in the conventional position behind the driver, being accessed from the outside via a removable panel. During their service life a wire mesh basket for camouflage netting etc was bolted to the roof. The rear compartment can only be accessed by two large side opening doors and one fold down door. A small ladder usually hung on the left hand door during transit is removed and hung on lugs on the fold down door when access is required. There are four stretcher positions with the two upper ones on each side being on a winding mechanism that is used to lift stretchered patients into the raised position. Alternatively a mixture of seated or stretchered patients can be carried. In the center above the gearbox cover is a small seat for an attendant. In the front of the rear body are positions for gas bottles and there are also cabinets on that wall. On the drivers side below the rear body is a box bolted to the underneath of the body containing a 3.2KW Schneebeli Chabaud S. A. petrol heater, (a license produced copy of a B2 Eberspacher petrol heater,) which is used to heat the rear compartment. In front of this box there is just enough space for a single Jerry can holder.

These two Ambulances are unique in three respects. They are the only two 101 Ambulances produced with a 24V electrical system. Also they were the only 101 Ambulances with a front and rear NATO hitch. Finally they were the first two 101 Ambulances to enter service. Entering service in 1977 several years before the British pattern.

...continued next month....

Next month's installment will cover Luxembourg radio bodies, disposal and survivors.



Let the Games Begin, Part 1 -- Pleasing Progress

By Alistair Sinclair

Some time ago the beautiful fourteen unit tenement house two doors up burned to the ground, shortly after the rebuild of its grand three story front porch, complete with Gothic columns, was completed. There was no loss of life, but sadly some cats and dogs did perish. The neighbourhood, built up in the early nineteenth hundreds, is home to some interesting architecture, but even more pleasing are the magnificent hundred year plus maples that every spring blossom and provide cooling shade, nest for all manner of creatures, and which put on a spectacular colour show every fall.

As a result of the hollow now created by the missing tenement house, and the positioning of the adjacent Presbyterian church, winds now channel directly through the back yards and what is effectively the property line separating houses on the neighbouring block. The result is that last summer's increasingly violent wind and thunder storms saw a great number of the beautiful, but now aged, maples topple onto homes and vehicles, with a particular affinity for power lines.



It was shortly after one of these exceedingly violent storms, the second in a series that caused us to lose power on three occasions that summer, that I received an e-mail from a neighbour saying a tree had fallen on my Land Rover. Being generally quite relaxed about these things I opted to wait until lunch to pop home for a quick look, expecting, at the worst, another interesting dent and story to add to the 88's history.

I was more than surprised to find the entire gap between the neighbouring house and ours filled across the entire width, and up over a story, with the mangled branches of a fallen

massive maple. The branches extended to the front of the street. The Rover was all but invisible under the heap. As it was inaccessible I headed upstairs and a peak off the back deck confirmed that the tree had fallen from the back of the property, smashed through a small out building, filled of course with Rover parts and tools, proceeded directly through the centre of the Land Rover, folding the hardtop around it like a bun around a sausage, out between the two houses where it nicely re-decorated the front clip of the neighbours Volkswagen wagon. (Note to Ed: insert photo of pancaked Rover here).

Once the tree was removed, which took three days as crews first priority was to clear around all of the downed hydro lines, the damage was a last visible. All panels, with the exception of one wing and the door tops, were knackered. The rear tub is bent towards the rear cross member, windscreen, roof, side panels all bent, twisted and torn from the force of the impact. To add insult to injury my recently acquired (and expensive) tropical top had been leaned up against the Rover awaiting installation. It too was now a nice piece of origami. The only thing that saved the day was my new engine, in the rear of the Land Rover, which prevented the tree from truly demolishing the vehicle.

The Rover languished as regular work on Rovers took place at Kirkwood Manor finishing the rebuild on Dixon's 109 Dormobile. With that all but finished we assembled a small crew to assist us in determining whether the Rover is salvageable. It was sitting on the bump stops for three long days, and with the comprehensive trashing of all the body work I was all but certain that the frame would be bent, snapped or both.

My plan was to use the high lift to bend the hard top back off of the engine in the rear box to allow us to empty the contents of the



Rover, remove the engine, remove the floors, seat box, the fuel tank, as you cannot access the bolts connecting the rear box to frame with it in place, which Dixon tells me is another 88" failing (The Editor prefers 109 SWs), and then remove the entire rear box, to allow for visual inspection of the frame, and measuring against factory specifications.

With things bent and smashed and pushed and pulled in all directions it was a miserable job requiring much banging, bending, and fettling of aluminium. This was aided by much profanity, bleeding knuckles and the repeated application of cold beer. Eventually the top was free of the windscreen, as well as it's various connection points around the vehicle. The sides were then detached from the bent roof section, though they too are smashed, torn and bent, and these were placed behind the newly erected out building that sits in place of the old flattened one.

With the roof off we could now access the engine, which, due to keeping company with lazy buggers, still had it's chain attached from when we put it in the back of the Rover over three



years ago. Crossing two lengths of two by four in a cross with a man at each end allowed us to lift the engine out and place it against the shed. Now the fuel tank had to come out. Against the recommendation of the group we did not celebrate Guy Fawkes early and this was placed in the shed. Next all the wiring had to be freed. Full credit goes to Jason Dowell, previous owner and restorer of the Rover, for having done a superb rebuild. All of the hardware was in good shape and came out nicely. This has all been saved for future use.

With the rear box now free we lifted it away and the frame in front of us didn't look too bad at all - well, it was covered in a quarter inch of Ottawa Valley clay from the last Birthday Party it attended, but overall it was not visibly broken. We cleaned all of the clay off, which was quite fun, and got out the measuring tape. The frame was within factory spec! The Rover will be saved. It was the best news I've had in some time. Much celebration ensued...

Next steps are to clean the frame up, give it a fresh coat of paint while exposed, patch or replace the rear cross member, and then re-assemble it, swap the motor, give it a general going through and see if we can't have a running driving vehicle again with which to find the nearest mud hole.

Update to follow.

http://www.fourfold.org/dkenner/LandRover/110428_OttAlastairsLandRoverCrush/

http://www.fourfold.org/dkenner/LandRover/110430_OttAlastairsCarelessParkingIncident/



Bensfold Backlog

By Benjamin Smith

July featured the 3rd work weekend on Dixon's 80" project. The regulars Quintin Aspin and Dave Bobeck showed up. Eric Zipkin, back from a rough year in the Carribean, came down to help. Bill Fishel and Mark Love of the Fort Pitt LRG arrived to pick up a SIIA 109 and haul it home. and finally Jarek Maras came by to help as well.

It was July, it was New Jersey, it was hot! First up Q and Dixon wired up a fan over the work bench. Insufficient, they hooked up the Blower of Doom (see flag flying below), the which is the former heater blower from the Smoke Shop in Skowhegan, Maine. Dave finished some welding bits on the frame. Quintin focused on the 1.6L engine bottom end and

timing chain. Jarek cleaned grease off of parts while Ben cleaned up nuts and bolts with the wire wheel. Did you know that Rubery Owen made bolts? Also Willeys. Both are used on the 80". Dixon removed all parts from the bulkhead and wire brushed both sets of axle cases. Eric drilled holes for galvanizing zink to drain out of the frame and also pressure washed the inside of the frame.

Photos (clockwise from upper left): Dave fixing the frame; Anne posing with the frame; Sixty year old new old stock parts; the Fan of Doom; Q and the crankshaft; Eric Z washes the frame.





Rovers & Parts for Sale

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
Apr 2011

Land Rover 101

Land Rover 101 FC LHD 24volt soft top. Runs + drive and is road registerd 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
Apr 2011

ex-MoD Series III -- Front Grill and Door Sills

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

Contact: Lenn--lnp00@live.ca
Dec 2010

1983 Mercedes G Wagon 280

SWB model, right hand drive. Black with techno cloth interior. 6cyl 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

Contract: Matt Macpherson 613-692-3684 or mrgrey9@gmail.com
May 2011

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 completed 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 eventings and weekends. \$2,500 ono.

June 2012

Your Ad Here

FREE add space to members. Send informatoin and/or photo to: ottawavalleylandrovers@sympatico.ca

Discovery II Original Parts

Steering Guard \$400 (ovno) brand new still in original packaging--never used. LRN51135P - plate;LRN51135 - kit, LRN511356B - braket;LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - neverused. LRN51175

Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN51115B - bracket; LRN51115F - fittings

Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260

Contact: Kevin Le Messurier-Girling
Daytime: 905-436-7813 Evenings: 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.com
Nov 2011



OFF-ROAD 101

Land Rover Parts & Accessories

We supply Genuine, OEM, and Aftermarket parts at reasonable prices and we are more than happy to help determine which best suit your needs.

Parts Imported Weekly

We import parts from the UK on a weekly basis. We also arrange special shipping for large parts and vehicles.

Located in Ottawa

We welcome our customers to pick up orders at our location saving both time and shipping expense.

Personal Service

We are more than happy to discuss your needs and make certain that you will be happy with our service.

Many other Services Available

Contact us at sales@offroad101.ca for more information

<http://www.offroad101.ca/>

+1 613 261-0699

...now **BIGGER & BETTER!**



The
4-WHEEL DRIVE
LAND
ROVER
THE *"Go anywhere"* VEHICLE

