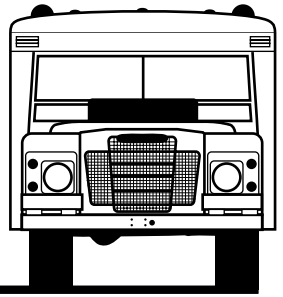


# OTTAWA VALLEY LAND ROVERS



December 15, 2012

[www.ovlr.ca](http://www.ovlr.ca)

Volume XXIX, Number 12



*Guy Fawkes Rally & Bonfire, East Springfield, NY*

**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 and the second oldest in North America. 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 raging 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 the 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:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>

Any ideas for the web site please contact  
Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

## OVL R Forum

<http://www.ovlr.ca/phoBB3/index.php>

## Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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## OVL R Newsletter

ISSN 1203-8237

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

**Submissions:** Articles and photographs may be submitted to the Editors, Terry King ([terrycking@rogers.com](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto: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 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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### Newsletter Editor:

Terry King  
This issue: Dixon Kenner

### Newsletter Production Editor

Lynda Wegner  
This issue: Benjamin Smith

Production Assistance:  
Bruce Ricker

*"We need a new Defender for a new generation, so it has to be relevant and desirable to a modern audience, but it has to have the essence of the Defender. James Bond needs to be able to kick the hell out of it and it will still be able to get up for more." --Gerry McGovern*

Greetings,

December has arrived, snow has fallen in Ottawa, and unlike even a few dozen miles to the south, is lingering upon the ground and not going away. The canal has frozen over and Winter looks to be here until Spring. Time to look back in time on the advertisement on the back cover and see an accessory that may, or may not, be useful this Winter. Closer to home for me, December has seen the Dormobile leave its shelter with a mere turn of the key after three years to rest outside. In its place is the BGB, in for some TLC [1] this Winter on alternating weeks with some similar work on Alastair's 88" which is in for an engine-timing. I'll leave it for Alastair to describe the events in his new garage and some of the continuing adventures with his Series III.

The Christmas Party venue tripled in costs, the executive found another, though more distant venue for the original cost.

Apologies for a bit of a delayed newsletter this month.



Unfortunately, that thing called work has been exceeding distracting of late, especially as there may be another change in job. Ahh, the joys of the modern public service and working in a brand new department. Meanwhile Ben's work called him off to England and Scotland. This newsletter was partially laid out in hotel rooms.

1. Footnote from Production Editor - Shall we have a contest to determine how big the burn mark in this head gasket?

## President's Message

### Musing From the Throne Room, Part 9

by Andrew Jones

Welcome to the final issue of the newsletter for 2012: Once again produced by the Smith / Kenner publishing group with a load of great articles and content.

As I sit and type this, looking out over a picture postcard perfect winter wonderland, I really don't know where the year has gone. But looking back there are some great memories, and notable events: I'm sure you have your own list, mine includes: In no particular order, the bitter-sweet experience of selling my Series 1, exhuming the 101 from the depths of the drive-shed, finding myself the proud owner of the ex-Sir Petie McGough NADA 109 #785, BP29, and best of all driving the 101 on its first OVL R event on over 10 years at CHC3. We also nearly found ourselves without one of our Ex-Presidents, after Peter McG's "near-death" experience while en-route to Vancouver: It was great to see Peter alive and kicking, at the CHC this year.

For me, the last few weeks have been relatively quiet from an Land Rover perspective, but I did get to make gratuitous and excessive use of the use the 101 around the farm: I cleared a small field for use as a summer / fall paddock for the equine inmates at Jonesworld,



and the 101 was great for transporting brush / branches etc. to the dump, extracting the tractor from the mire, more than once, and lugging all the things needed to build a post and rail fence.

I had intended to keep the NADA / Omnibus in the garage over the winter so that in between working through the task list needed to get the 101 road-ready, I could tinker with it and attend to a few small jobs, pending the bit strip down: This would mean that my car would live outside for another winter, but hey no problem....However, the long weekend of freezing rain we had recently very quickly changed my mind: Chipping the car out of a thick casing of ice at 0-dark-30 hrs. on a morning is just way too much fun, so I made room in the drive shed (now partially clear of round-bales) and, having been towed up and down the yard a couple of times, the NADA fired up and I was able to put it to bed without any real manual effort.

I had forgotten just how good that 2.6 litre six sounds - it's better than a V8 to me. So I let it run for a while, so it could at least warm up thoroughly. I also sloshed a load of fuel stabilizer into the tank, fogged the

engine, and then pulled one of the leads off the fuel pump to let it run through the fuel in the lines / carb. The last act was to remove the battery and cover it with a large tarp before leaving it snug in its winter quarters.

Looking through the Land Rover comics lately revealed lots of rave reviews for the new Range Rover, and let more ramblings about the Defender replacement, with AutoCar alleging that the eventual Defender replacement will strongly resemble the DC100 concept. Oh Joy..!

And for all you ex-pat Brit's out there - I noticed that Sir Jimmy Savile's 1978 Range Rover Carawagon has been withdrawn from sale: It had been specially outfitted with a double bed, wash-hand basin and curtains: The late Sir Jimmy used it to travel across the length and breadth of Britain to attend gigs and charity events. The current owner was expecting it to sell for over 30,000 pounds but after a TV documentary accused Savile of sex offences with young girls, he started receiving abusive calls and emails....and now can't get rid of it for love nor money. Shame cos it's a neat truck.

Unfortunately I wasn't able to attend the Christmas party, due to contracting something nasty but mercifully short-lived, while travelling in Brazil, but I heard from Bruce, and Andrew that it was a success and better attended than last year. Thanks to all, especially



Dave Pell for coordinating the event.

The next notable date on the calendar is the AGM in January, planned as usual to occur on the coldest night of the winter....The 2013 will be our 30th year and the new Exec will have the responsibility of organizing BP30, which we hope will be a banner event for the club. As reported in earlier newsletters, Frank, Kevin, Dave, Roy et al have outlined what should be a really memorable event.

But we still want to hear from you the membership, to let us know what you want the BP to include. It is after all your club, and we the Exec, serve to deliver the events, services, activities that you want. We have a very committed core of real enthusiasts, who always deliver - either by attending events, or helping to make them a success, but that leaves over a hundred people out there, that don't actively participate.

So - Hey all you armchair OVLRL members, why not step up and see what you can do to contribute to the club in 2013. You could start by attending the AGM. Finally, I'd like to wish everyone a very Merry Christmas, and a prosperous Happy New Year, and enjoy wherever your Land Rover happens to take you.

Best regards.



# OVLR Christmas Party

December's main event was the Christmas Party. In a new location this year when the Westboro Masonic lodge decided to triple their rental rate, or something along those lines. Ever interested in maintaining that Canadian, or is it Scot, image of frugality as befits most owners of Series vehicles, another location was available for our usual rate. However, rather than the trendy Westboro neighbourhood, up the street from the Elvis Sighting Society at the Newport, it was near the Diefenbunker in Carp. The hall was seasonally decorated by the intrepid team of Dianna, Sue and Deborah, who went over early in the afternoon to put up decorations to get everyone in the festive spirit.



Nevertheless the added distance, quite a few hardy souls made the journey out. Unfortunately, our esteemed President was not one of them [*Rumour has it that he was suffering from the impact of a Brazil nut smacking him in the forehead while distracted as he was walking down Ipanama Beach in Rio de Janeiro earlier in the week. -ed*] and missed out on all of the camaraderie, fun and games. Dinner was a traditional turkey and all of the fixings, with quantities that made everyone willing able to groan all the way home.

In the absence of our esteemed President, Dave Pell gave the traditional speech, citing another successful year, our twenty ninth, making us the second oldest club in North America. He recounted the events, from the Maple Syrup Rally at Vern's, to the Birthday Party



at Silver Lake, to Backer than Night in New Jersey for some of our American & Canadian members, to the Cedar Hill Rally at Andrew Jones'. As well as some of the other rallies and events our members visit, such as the WinterRomp in Maine. He mentioned that nominations are still open for a variety of executive positions, both volunteer and elected.

This year saw the usual set of games. As befits, the developer of this year's edition of the Feelie-Meelie & Seelie-Meelie was rotated to Andrew Finlayson. The Feelie-Meelie was all Series parts, the Seelie Meelie Plushie, err, Modern Land Rover parts.

For the Feelie-Meelie, he assembled an interesting set of items, suggested that there may be more than five of them in the box, and let people at it. Nearly everyone tried. At the end of evening, the results were: First Place: Dixon Kenner with 6/5 right. Second Place - Bruce Ricker with 4/5 right. Third Place - Dave Pell with 3.5/5

For the record, this is what was in the box: steering relay pin; AC fuel bowl; rear grab handle; Series One door hinge; a Series One 80" bypass oil filter bracket; clutch/brake pedal pad; an engine mount; a tracta joint middle





piece; and a manifold retainer piece. The tracta joint was described by Kevin Newell as a “Big hunk of machined steel” and inspiration for a rubics cube. Ironically, Terry King, a long standing “modern Land Rover” owner, who has never meddled with “those rusty Series vehicles”, was the only person to correctly identify the eighty inch bypass oil filter bracket.

The Seelie meelie was more challenging and included: #1 Fuel pump retainer; #2 A valve cover bolt (w sealant); #3 A brake calliper slider & Range Rover P38 front air spring retainer pin; and #4 a spiral separator in valve cover (like a wee maze). At the end, the winner was Bruce Ricker with three out of four correct. Frank Ashworth was in second with one and a half of four correct. Dixon got zero correct (not surprising), but was awarded full marks for originality by Andrew. For example, the valve cover bolts were described as a tamper proof bolt for rear seat liquor cabinet in the Range Rover Sport edition. Not to be outdone, another person described the spiral separator as a “Sludge pump”.

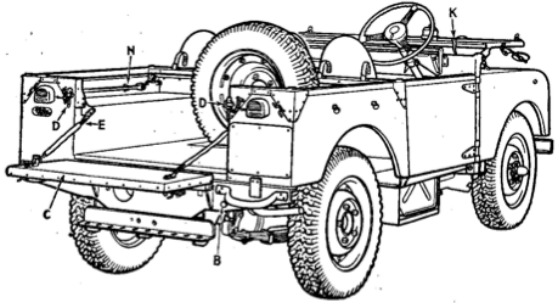


Murray Jackson, the club’s marshal emeritus again sent in a Ladies crossword puzzle. As always, given the opportunity for the ladies to cheat, they are loaded with questions that their spouses



will probably not have a clue about, or would be references to more cultural things. Despite the challenges of the questions, there was one perfect submitted. Two words tended to trip people up - “haggis”, “levee”. Thea Craig received the perfect score. Thea has the advantage of being a returning champ, home schooled according to Robin. Wendy Ratcliffe and Deborah Seigny-Kenner each got one wrong. (“Arts”, vs “Acts” for what you find at the National Arts Centre).


As for the annual awards, the Awards Chairman, Bruce Ricker noted that since president was absent, they will be given out at the Annual General Meeting in February, though he noted, Peter McGough deserves to win all of them.



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

 A recent addition to our spy photographs of illustrious members. Some say that taking an interest in horse-riding, and equestrian things in general gets you in touch with the caring, compassionate - and yes feminine side of your character. Just look what it's done for Dave - and he only held the reins for 20 minutes



 Andrew (AJH) Hutton posts on the web forum: I'm going to be doing some interesting work over the next several weeks that I thought some club members might be interested in learning more about.

One is putting a 200TDI into a Series II/III hybrid currently equipped with a 2.25, all new bodywork, bulkhead, wiring, etc.

Another is stripping all the electrics out of a Defender 110 and installing an ISIS computerized digital-bus control system in place of the stock harness. The ISIS system is quite neat and a great way to wire up any home-built without all the mess of relays, fuses, long-run wiring, etc.

The other is finishing up a Defender 90 build including installing a VNT (Variable Nozzle Turbo) kit to add significant power and driveability to the current 200TDI engine. I'll also be building new doors, glazing the vehicle and finishing up the wiring.

If you'd like to learn more about any of the above get in touch; I find having people here really helps my productivity and being able to share these experiences is good for everyone. It's always good to have more experience out there!


Oh, and you're interested in Biodiesel production there is now a full-scale production system here and we welcome people to come out and have a peek at things.

 From Keith Shukait's FaceBook page: two cats sleeping atop a Dormobile in Morocco. This needs a caption of some sort. "Have cats will travel?"




 The TRSS would like to popularise a sighting from the Ottawa Citizen, spotted by one of our eagle-eyed members. This photo shows the esteemed Mr. Rose at a presentation of a 1978 Austin Mini raffled off by my Opera Lyra in Ottawa (Ed. note - I didn't win, which may be a good thing...)



 Note to our valued members. When driving in the United States always remember to not only bring, but wear the proper protection. In one unfortunate case, one intrepid member forgot his protection and nearly lost his Rover to aliens. This photo shows one of the many steps necessary to protect against aliens. Another is using a positive earth electrical system, as it allows your Rover to operate in stealth mode. And yes Virginia, radio communications are only possible in a dead zone if you use a Lucas tri-polar antenna.



 A spy photo from Christian Szpilfogel (note SIII on left) of one of the first 2013 Range Rovers (L405) in Canada. The aluminum monocoque chassis is so specialized that only 3 or 4 shops in Canada are authorized to repair them. Since accessory items like ARB which bumpers for L322 Range Rovers of almost 10 years ago don't exist yet, don't hold your breath waiting for off-roading goodies to bolt on. And don't tweak the chassis, eh?



# Some Non-OVLR News & Rumours

When you're the Queen, the role of 'back seat driver' becomes a rather more esteemed position.



It means full control of a 'traffic light system' - with the capability of ordering the driver when to stop, slow or start at the touch of the button.



Her Majesty commissioned a green Land Rover Series III in 1978 with such functions and it is now up for sale to the highest bidder.

In 1979 the vehicle was sent to a workshop where engineers fitted the 4x4 with an unconventional 'traffic light system', allowing Queen Elizabeth II to control the vehicle.

And despite being almost 35 years old, the car - dubbed The Queen's Land Rover - has covered just 1,892 miles from new and appears to be in almost perfect condition.

The vehicle, perfect for a Head of State, is being



sold by the Ministry of Defence. The industrious off-roader is being auctioned on Saturday November 24 at the Historics at Brooklands near Weybridge, Surrey.

It is being offered at the bargain estimate of between £15,000 and £18,000 but, because it is owned by the MoD, is subject to VAT if sold within the EU.

An Italian group has been driving through Asia in a circular route and been posting some quite interesting photos of their journey. These photos are of a ferry crossing in a reservoir in Pakistan. Further photos can be found at this website: <http://www.aborderlessworld.org/>



Developing an image. Michele Dallorso sent along this series of 3 images showing how a pencil, turns to an ink drawing, and then to a colour drawing.



More of his work can be found at: <http://whitedog-comics.blogspot.it/>



He gave permission for us to reprint his artwork in the newsletter.

Ben and JL ran into at the National in Moab in 2008.





## JAGUAR LAND ROVER OPENS NEW WINTER TEST FACILITY IN THE UNITED STATES

(INTERNATIONAL FALLS, Minn.) - December 11, 2012 - Jaguar Land Rover officially opened its new winter test facility in International Falls, Minnesota. This facility includes cold testing chambers, snow covered test surfaces, a frozen lake, and a concrete test track.


Andy Goss, President, Jaguar Land Rover, North America, LLC noted "This facility joins a growing list of Jaguar Land Rover facilities in the United States and reflects the company's commercial aspirations in the U.S. Having such a facility also underscores our dedication to the all weather capabilities of Jaguar and Land Rover vehicles."


International Falls is known as one of the coldest locations in the Continental United States, with temperatures as low as -55 F (-48 C). This extreme weather testing will further allow Jaguar Land Rover engineers to meet the harshest environmental conditions our vehicles will face, no matter where they are driven.

Jaguar Land Rover Engineering Director Martyn Hollingsworth said "The United States is one of our largest global markets, and investing in a world class winter testing facility here is imperative to the success of Jaguar Land Rover in North America."

The recently introduced all-New Range Rover was extensively tested at the Jaguar Land Rover hot weather test facility in Phoenix Arizona.


*(Editor's note: They used to do winter testing in northern Ontario)*


 In the past few months it has been noted in the press that Jaguar Land Rover has entered an agreement with Chery Automobile to build Land Rovers in China starting in 2014. In December, the news reports that Jaguar Land Rover signed a letter of intent with National Industrial Clusters Development Program in Saudi Arabia to purchase aluminum and start making body panels. Construction of Land Rovers there is expected to start in 2015.

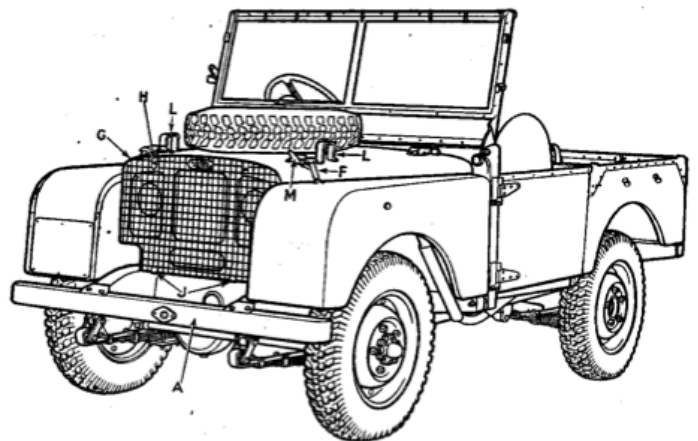
 Alternate part numbers: From time to time people ask about painting their engine the original colour, or something close. As paint codes change, a current match to consider is the Alpine Green for Detroit Diesel, which is a very good match. the Detroit Diesel part number for the Paint is: 1#5194974 Gr.12.8001. Other suppliers may have that colour, the genuine is heat resistant and a better grade of rattle can paint.

 Consolidation of parts vendors: In the Spring Allmakes decided to buy out Steve Hedke the minority owner of British Pacific. Some members may have done business with BP, a southern California Land Rover parts business. Allmakes then tried to run the business themselves over the summer, but decided to throw in the towel this fall. As of November has sold British Pacific to Atlantic British Parts.

British Pacific is moving from their current location back towards Burbank CA and will be sharing a building with Atlantic British. It looks like the current plan is to keep both the APB and BP brands and web sites live. "ABP" will be servicing the east coast while "BP" the west coast. We will see how long this brand division remain.

 D.A.P., the American Land-Rover parts vendor and service/restoration shop in Springfield, VT is for sale again. D.A.P. was founded in 1976 after British Leyland abandoned the North American market. The owner wants to retire. Sale price is USD \$65,000 cash. See <http://www.dap-inc.com> for more information.

 UK Ministry Of Defence a Military Specification Land Rover Wolf 90 Airborne Piggy Back suitable for spares or repairs. This is an extremely rare Piggy Back Wolf Land Rover; They were designed to be loaded 3 at a time to a NATO pallet for air portability. Carried in a C130 Hercules for use with the elite 5 Airborne Brigade. The rear of the tub was modified by Ricardo systems, to fold to the sides and the roof fold down to accommodate another Land Rover stacked on its back. The vehicle is powered by a 300TDi engine and features power steering. The speedometer shows 62,663 km however this cannot be verified but is likely to be correct. The first date into service was 30/03/1998. This Land Rover Wolf is extremely rare and is the first of its kind to be released do not miss out!  
[Only one careful owner. -ed]  
<http://www.mod-sales.com>



# Twelfth Guy Fawkes Rally: Event Report

by Dixon Kenner

The first weekend of November, being the closest to “remember, remember the fifth of November, the gunpowder treason and plot...”, was the setting for the twelfth annual Guy Fawkes Rally hosted by Howard & Marnie Smith, near Cooperstown New York. While not the warmest Guy Fawkes Rally, it didn’t snow either, well, at least with anything that accumulated on the ground. But, as we all know, the cold is to be fought off by a liberally piled of wood, and a roaring great bonfire!

While Deborah and I arrived in the early Friday eve, we were not the first there. A couple of Discovery’s and an FJ cruiser had already arrived and begun exploring the trails to ascertain how much storm damage there had been from the previous week when hurricane Sandy rolled through southern New York state. Or, as Howard said, happily redistributed combustibles for the bonfire. Over at Howard’s, enjoying the newly installed radiant floor were Heather Armstrong, who had driven over from Michigan in her white Range Rover Classic, and Tim Smith from Connecticut in his ever reliable Lightweight.

Saturday saw Bill Caloccia arrive, albeit without Land-Rover as his is out west, staged for the next part of its cross-country adventure. Bill and Kris O’Hara arrived in their orange Rover, Simon Schofield with his 101 on a trailer, Justin Monnin with a black Range Rover & Conor in a white Discovery. Others noted were Nate Covet (in a sand coloured 109), Rick Lamb (with a 302 Lightweight & White D90), Jeff Csordas (in a Minivan, his 109 was resting in Toronto), Dave Frizzell (Red Disco), Heather Armstrong (White Classic RR) from Michigan, Ron Peppard (Red D90) and maybe another 6 or so assorted Discos etc.

The day was spent with collecting firewood, generally in the form of complete trees that had fallen over the previous year, hurricane Sandy contributing not to just this year’s fire, but to next year’s too. Others went playing on the side slopes to try their hill climbing skills out. Others preferred the muck and mire of the upper field, along the edge, which has a lovely long trail of deep mud to try and navigate. Finally, there were the pair of gullies, or ravines, depending upon definition, that allowed people to test their skills around exposed rocky shelf, large rounded rock, and other obstacles.

By six, the bonfire was beginning to take shape. A growing selection of windfalls had been brought down to the lower field. Chainsaws applied and the fallen trees were cut into short and manageable pieces, to be loaded up upon the pile by tractor and front end loader. The end result was a small, ten to twelve foot high, by twenty foot or so wide, pile of logs, branches, a couple bales of hay, and eventually, diesel fuel for a quick start.

Dinner was again an assembled affair of various items that people had brought from afar. There were three

types of chillies, from Canada to Connecticut; pulled pork from New Jersey, there was a feast of various things, as well as those designed to keep us all warm.

The traditional long trail leading to the bonfire was lost in the dark and the brisk, cold westerly wind but the accelerant and application of fire made for a quickly rising pyre and amply warmth all the way to the last standing repaired to bed (for the record, at an American event, two Brits and a Canadian...). The warmth of the bonfire helped a rapidly clearing sky and some of the driving bits of white, that were not ash from the bonfire.

Sunday started off with the traditional buffet breakfast in the KC Restaurant at the corner of the turn to Howard & Marnie’s farm. The place was packed, and after a very filling breakfast, some were either off for home, or a few hardy souls, back to the hillsides to try a bit more driving up the stony gullies or hillsides.

A great little event overall. Unfortunately a number of usual suspects that are regulars at this event from New Jersey and New York areas were trapped at home due to the after effects of Hurricane Sandy. Many were enduring extended week plus long power outages.

Photos from the event can be seen in the centre fold of this issue.

And in conclusion for our host from the Home Counties, treacle comes in red cans, golden syrup in green cans (jars, uniquely, in Canada)



# Upcoming Events

December 17th, 2012

## 226th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

January 7th, 2013

## Executive Meeting

Location TBD, contact Andrew Jones

January 21st, 2103

## 227th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 5th 2013

## Annual General Meeting

Royal Canadian Legion, Kanata, ON

February 16-18, 2013

## Winter Romp

Benton, ME, Bruce Fowler, [www.winterromp.org](http://www.winterromp.org)

February 18th, 2013

## 228th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 21-23, 2013

## 30th OVL R Birthday Party

Silver Lake, ON

## Elections, Elections, Elections

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

The following elected executive positions are open for nomination:

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

**Events co-ordinator:** As Events can be a large and onerous load because of the myriad activities now occurring, the Events Co-ordinator position will deal with Events proper, not the off-road portions. This person is responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. Granted, these events have been run so many times, that the actual execution of these events is no where near as difficult as one would believe.

**Off-road co-ordinator:** An Off-road Co-ordinator is responsible for all greenlaning, off-road events and RTV Trials that the club would undertake. This will include everything from jaunts to LaRose Forest to the light off-road/RTV Trials at the Birthday Party. Again, but for new events or locations, to which there are generally many experiences and enthusiastic assistants, the duties are actually fairly easy for someone who is in the habit of driving the uncharted trails.

**Executive Member at large:** A position that would allow for members to learn the ropes, assist the other Executive in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost. This is your opportunity to help with the future direction of the club.

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known. (As Returning officer and a former Secretary I have to say that you'll get great return on the time you put in. I've been able to meet many good people and make some long time friendships in exchange for a couple of hours of work.)

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

**Don't Forget!**

**The AGM is coming up!**

**You still have time to rat on your friends and avoid the Lugnut.**



*L to r, top to bottom: Dave Frizzell Disco, Tim Smith Lightweight, LR gather, Howard plays, Simon Schofield's 101FC needs a tug, building a fire, Bill O'Hara & friend, heading up, gathering, Nate Covet SIII 109, into the swamp, middle field.*

# Fawkes Day Rally



*L to R, top to bottom: Giving Simon a push, Bill Caloccia and Duck Tollers, the fire, Heather Armstrong's RRC, winning a rock, Simon & 101, Ron Peppard's D90, on the trail, Rick Lamb's D90, Lamb Lightweight, hotel lot, Smith Lightweight.*

# General Servicing: Repairs, Humour, Tales & Trivia

## The Fifth Dimension--TDi Conversion, part 5

by Terry King

Last time : "There was about a litre of oil under the turbo" was a little understated, it was 2-3 litres because when I checked the dipstick the level barely registered. Next time I went to work on things, I added more oil and checked the other fluids. The power steering reservoir was empty which reminded me that I had disconnected those lines a while ago, so I topped that up and gave the engine a try.



With the new battery it cranked over nicely but wouldn't catch. This had happened twice earlier and took a bit of heat on the starter to free things up. So, I ordered a new starter and worked on the hand brake in the interim....days later, with the new starter in hand I set about that swap. On a Disco with a 200 tdi I can report that it is possible to do the swap with the down pipe in place (see photo 1), but patience and small-

ish hands are your friends. The ground/power wires are hard to reach and one of the three nuts/bolts are buried but in the end I managed it. With the new one in place, it started up nicely and a short run back and forth proved that the steering was responsive as well.

When I put in the new hand brake cable last time, I found that the release mechanism had stopped working, so that meant I now needed a new handbrake handle/release. The brake works, but doesn't stay on, the teeth don't engage, and the button doesn't release. Urgh.

You can see in photo 2 that the ground is still visible underneath the hi-lo and gearshift levers. This is another area that needs attention. I need to fabricate or find the pieces to keep the muck out of the shifters and the water out of the cabin. This shouldn't be a huge challenge, but needs to be done before spring. It also shifts into diff-lock but not out, due to the fact that the connectors are different because of the switch to a manual transmission, etc. More joy and fabrication no doubt. In photo 3, you can see that the turbo intake is disconnected. In order to clear the steering lines, I need to dismantle it so that I can turn it 90 degrees by re-boring the holes that keep it in place. I will have that done professionally.

After that will be getting the instruments hooked up and the dash put back together, however, the cold weather has arrived, so progress will be slowed until we can make room in the garage by getting another vehicle finished and out of the way; a Series IIa/III hybrid that is also getting a tdi transplant. That may be next month's story.



# Spot the Differences: Answers and Part 2

by Dixon Kenner

Last month we published three images taken from early Land-Rover sales literature and asked if you could spot the differences in the images. (What changed underneath is a whole different trivia question!). Here are six of the most obvious:

1. Grille changes in all three images
2. First two images have no marker lights on the front wings, third image does
3. Mirror is on the windscreen in the first two images,

on the wing in the third

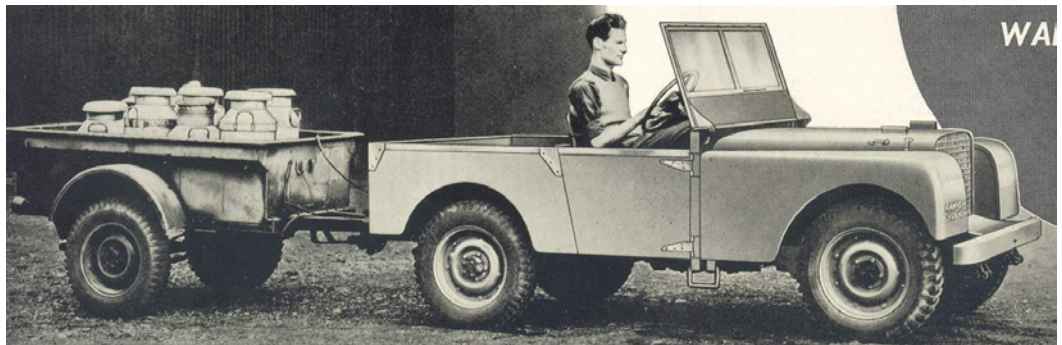
4. The shape of the seat backs change over the three images
5. The back ground changes between all three images
6. Spare tire in first two images is missing in the third

Other minor changes, such as detail in the front bumper where the starter handle passes through, can be attributed to the simplification of the diagram over time.

## Part 2

Over the years you sometimes get that sense of déjà vu, you have seen that advertisement, or that photograph before, but you just can't put your finger on it. Well, above are two familiar images where this happens.

The first is the classic photo of an early Land-Rover. The second is from the 1948 advertising brochure entitled the Land-Rover for the farmer, the countryman and general industrial use. This is a bit of a trick, the first photograph is that of the centre steering prototype, with the gracefully curved wings. The second is the original 1949 Land Rover. What has not changed is the driver, steering wheel and tires and rims. Just about everything else does in the picture!



## A Friday Story

by Uncle Mike Rooth

Watched a BBC4 documentary this evening about preserved branch line railways. The title suggested it was a history thing, and in a way I suppose it was, but it was more about the preservation movement. It focused on the Severn Valley Railway, and the Worth Valley ditto. One of the shots was of a 3/4" scale GWR King class loco giving rides to kids on a raised track (3 1/2" gauge) in the station grounds.

It seemed to me that would not happen today. Elf and Safety would scream. And this is sad. Sad because the Model Engineering clubs did support local fetes.

However, it did pose a problem for the clubs because who wants wear and tear on their loco? And if you have a club loco to use, all the willing members work on it. Er... A camel is a horse designed by a committee?

The fun in all this was brought home to me one day when our club members had turned up for a steam up. We were unashamed of calling it "playing trains".

However, there was a travelling funfair on the car park apparently doing a good trade so we carried on and steamed up our locos. But we left the gates open. Not deliberately. We always did. And the kids drifted in with dads in tow. "Can we 'ave a go mister?" So the treasurer said to Ellis who had a 3/4" scale 2 10 0 "Will you take some passengers?" He would, a nice bloke who had driven the full size 2 10 0. "Drives like coach" He said. So we reckoned on 10p a ride, twice round the track. I was standing near the line of kids and parents. Dad looked patronising the kid was enthralled.

"Can we have one of those dad?" said the kid. Dad went red in the face. At that point I thought "They laugh at us for spending good pub time in a draughty wooden shed using out of date gear, but when it comes to shove, perhaps we aren't such fools after all. Because the kids love it."

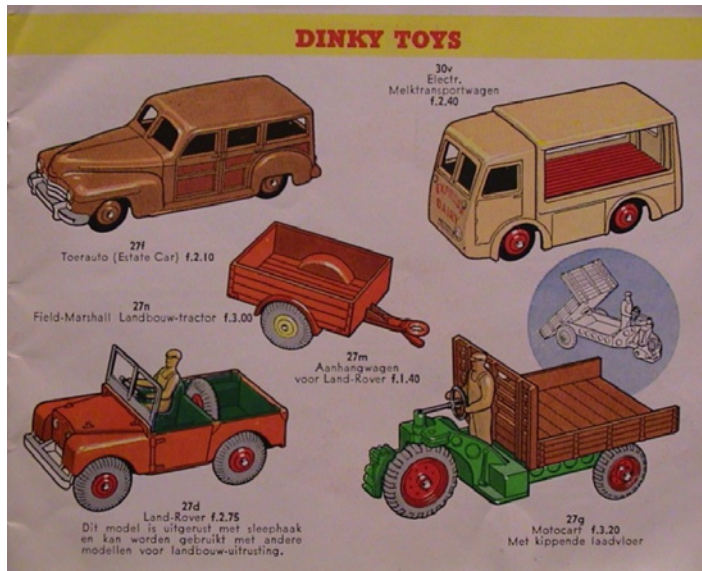
[This equally applies if you change train for Land-Rover and rail for off-road trail. -ed]

# Advertising Land-Rover Toys

## Dinky from the Beginning to the End of the Series IIA

Many members of the club have spoken how their original interest in Land-Rovers was kindled from television programmes such as *Doktari*, or *Mutual of Omaha's Wild Kingdom*. Others refer to some of the Dinky and Corgi toys that were available cheaply and readily. For the more senior members, Land-Rover toys did not spring up immediately. In fact, the first appearance of the relatively common, orange, 80" was in 1953 (page 7). The driver was wearing beige, but do not let this make you think that this is the only variant. In fact, there are about thirty five variants of this particular Land-Rover that collectors have found.

By 1958, the number had changed from 27d to 340, and while other toys had changed, was still in the catalogue (page 11). In fact, 340, and the associated trailer #341, would last until 1969 (page 14) before vanishing from their toy catalogue. By this time, the driver was in blue.



For example the most rare Dinky Land Rover is the 27d blue with tan interior. No collector in the world has ever seen it in a boxed version, probably it was sold out of a trade box with 4 in it. There are collectors who don't believe it exists, or have never seen a blue model. A collector in the Netherlands knows about 5 existing models. The rumour in the collector's community is about 20 were made and shipped to Canada! One was bought in Canada. Another one was found in The Netherlands brought here by Dutch people who emigrated in the 50's to Canada and returned home some years later. Maybe more on that in a different article.



The 70's saw a modernisation of the Land-Rover toy. The 80", which lasted in production from 1948 to 1953, was out, and a Series II/IIA was in. In the 80's place was a blue 109 pick-up with a bonnet and doors that opened. While still advertised with the other farm equipment, at least it was seen to be hip enough to be on the same page as the UFO interceptor from the new television show. In the French catalogue (page 13), it was displayed along with a ME-109, Spitfire and Harrier. Finally, by 1972 (page 14), the Land-Rover has turned green.





# Land-Rover 80” in North America

by Benjamin Smith

In a previous article in this newsletter we first examined the production and distribution of North American Series III 88s and then a subsequent article examined the first 3000 Land-Rovers from the 1948 model year. This article looks into all of the 80” that were sold into Canada and the United States. These are the model years of 1948 to 1953.

The chassis numbers we are talking about the ones that start with L86xxxx, L866xxxx, L061xxxx, 1613xxxx, 2613xxxx, and 3613xxxx. The last 3 are exclusively left hand drive export models. In the first two chassis number sequences all Land-Rovers were all comingled with a R or L prefix to denote handedness. I looked at all of the other chassis number sequences, which include welders, station wagons, CKD (complete knock downs), export RHD and home market RHD. None of them came to Canada or the USA. Only the one imported were from the expected chassis number sequences.



Andrew Finlayson’s 80” at the Birthday Party

For the most part at this time Land-Rovers were imported by Rootes. In the build books Rootes is referred to as “Rootes” (either as the bare word or with “Inc.”, “Ltd.” or “USA” afterwards) or Rootes Motors (either as the bare word or with “Inc.”, “Ltd.” or “USA” afterwards) and once as “The Rootes Motors”. Consistency in a hand written build book? Never! The first mention of Rootes was 17 April 1950.

There are a few caveats and assumptions that must be made as the data is misleading. Firstly there are 105 trucks from 1951 and one from 1952 that were sent to either Rootes Motors USA or Rootes USA, but with a final destination of Cuba, Honduras, Nicaragua or Salvador. One 1950 model was dispatched to New York, but labeled as “for Cuba”. I am assuming that all of these were re-exported and do not include them in my numbers. As you can see in the early 1950s Rootes Motors was exporting to all through Central America and the Caribbean, but to no other locations. Not all of them destined for outside of the US and Canada were labeled

as Rootes USA, but I think the assumption of re-export holds. There are eight 80” from the 1951 model year that were sent to “Rootes, Inc.”, with no listed destination. These could have easily come to Canada or the USA, but until proven otherwise I am assuming not and excluding them from my numbers. These trucks have the 1613 chassis number prefix for a 1951 and the following sequence numbers: 5814, 6618 to 6624 and were built mostly built on June 22, 1951 (with one on July 4th and one on May 10th) The other similar anomaly are twelve trucks, 1952 model year this time, with a destination of “Rootes, Inc N.A”. I’m assuming this is for “North America”, thus Canada or the USA and am including them in my numbers. They have the chassis number prefix of 2613 for 1952 and have the sequence numbers 0255 to 0266. They are all blue and were built from 24 to 31 August 1951. All have the same “out” date so likely went to the same location.

So what are grand totals of 80” Land Rovers sent to the US and Canada? 1201.

Year	Canada	USA	N.A.	Total	Overall	%
1948	3	0	0	3	3,000	0.1%
1949	1	0	0	1	5,010	0.0%
1950	75	13	0	88	16,000	0.6%
1951	215	314	0	529	17,360	3.0%
1952	221	4	12	237	18,715	1.3%
1953	174	169	0	343	22,275	1.5%
<b>Total</b>	<b>689</b>	<b>500</b>	<b>12</b>	<b>1201</b>	<b>82,357</b>	<b>1.5%</b>

Which companies sold Land-Rovers into Canada and the USA? The lion’s share went to Rootes. There were a few exceptions. The 1948s were imported by Weirs Motors Sales into Toronto. This same company brought in 6 more 1950 models, but this time they were labeled as for Canada. The sole 1949 model was imported by Loan & Transport Co., again to Canada. 32 models from 1950 were imported by “Yorktown Motors Ltd.”, again to Canada. The other 56 for 1950 were imported by Rootes. All 529 in 1951 were by Rootes. For the 1952 models a company called Saluin, Inc brought four to the USA, the other 233 by Rootes. In 1953 we have one imported to Canada by Farquahnsen, one labeled as just “USA” and the other 341 by Rootes. In total Rootes imported 1153 of the known 1201 80” Land-Rovers to Canada or the USA. What about the infamous Shell 80”s? In looking at all of the build books, I have seen Shell sending Land-Rovers all over the world, but not to Canada. If they exist, perhaps Shell received them elsewhere before shipping to Canada. Or perhaps they are just rumors. Find me some example chassis numbers and we can go back to the books.

Colors? For the first four years all of the ones in question were green. In 1952 the twelve ones for “N.A” were blue and the other ones were all green. 1953

the nomenclature begins to change. There were 3 red ones for Canada and one for the USA, all but one were listed as fire engines! 36131906 built on 22 Dec 1952 was sent to Abidgain, USA (wherever that is), 36132697 built on 3 Mar 1953 was sent to Canada. Likely it was also a fire engine, but that was not mentioned in the book. 36133102 built on 30 Mar 1953 was sent to Halifax, NS. Lastly 36133160 built on 10 Apr 1953 was sent to Vancouver, BC. Do any of these still survive? Send all facts, photos and rumors my way. The rest of 1953 models are not that much more interesting. Up to about mid November 1952 the color is listed as green. After that it is "L.1 Green". The cutover is somewhere between 36131515 (green) and 36161531 (L.1 Green). In the rest of Series I we also see new colors including "L.2 Blue", "L.3 Grey" and "L.4. Beige".

What was the initial destination of these 80"? Land-Rover records the destination port. From there they go into the hinterlands. But it gives us a general idea. Looking at Canada, the destinations were:

Destinaton	1948	1949	1950	1951	1952	1953	Total
Canada	0	1	45	3	9	19	77
Halifax	0	0	0	1	0	5	6
Montreal	3	0	0	34	69	29	135
New Brunswick	0	0	0	6	6	2	14
Newfoundland	0	0	0	1	15	2	18
Ontario	0	0	0	0	0	1	1
Quebec	0	0	0	1	0	0	1
St. John	0	0	0	0	0	13	13
Toronto	0	0	7	53	15	41	116
Vancouver	0	0	24	115	115	54	290
Victoria	0	0	0	0	0	8	18
<b>Total</b>	<b>3</b>	<b>1</b>	<b>75</b>	<b>215</b>	<b>221</b>	<b>174</b>	<b>698</b>

We see that nearly half (308 out of 698) initially started out in BC. Perhaps some made it to Alberta, Manitoba, Saskatchewan or the Yukon. The eastern coast ones likely stayed in their local-ish areas. I wouldn't be surprised if the "New Brunswick" ones really landed in St. John, the Quebec one to Toronto and the Ontario one to Toronto.

Turning to the USA we have another pattern.

Destination	1950	1951	1952	1953	Total
Abigain	0	0	0	1	1
Boston, MA	0	3	0	1	4
Jacksonville, FL	0	2	0	0	2
Los Angeles, CA	0	82	0	63	145
Miami, FL	0	0	0	1	1
New Orleans, LA	0	0	0	1	1
New York, NY	6	103	4	32	145
Portland, OR	0	0	0	35	35
San Francisco, CA	0	3	0	20	23
Seattle, WA	0	30	0	15	45
USA	7	91	0	0	98
<b>Total</b>	<b>13</b>	<b>314</b>	<b>4</b>	<b>169</b>	<b>500</b>

We see that the primary recipients for Land Rovers in the USA was Los Angeles and New York with Seattle, Portland and San Francisco as the next batch. Where the 91 to "USA" went, your guess is as good as mine. But the gap for sale of 1952 model years is interesting, isn't it? We can see that the 1950 models was dipping the toe into the water followed by strong orders. But then a gap? Sitting on unsold inventory? Or something else? Let's see!

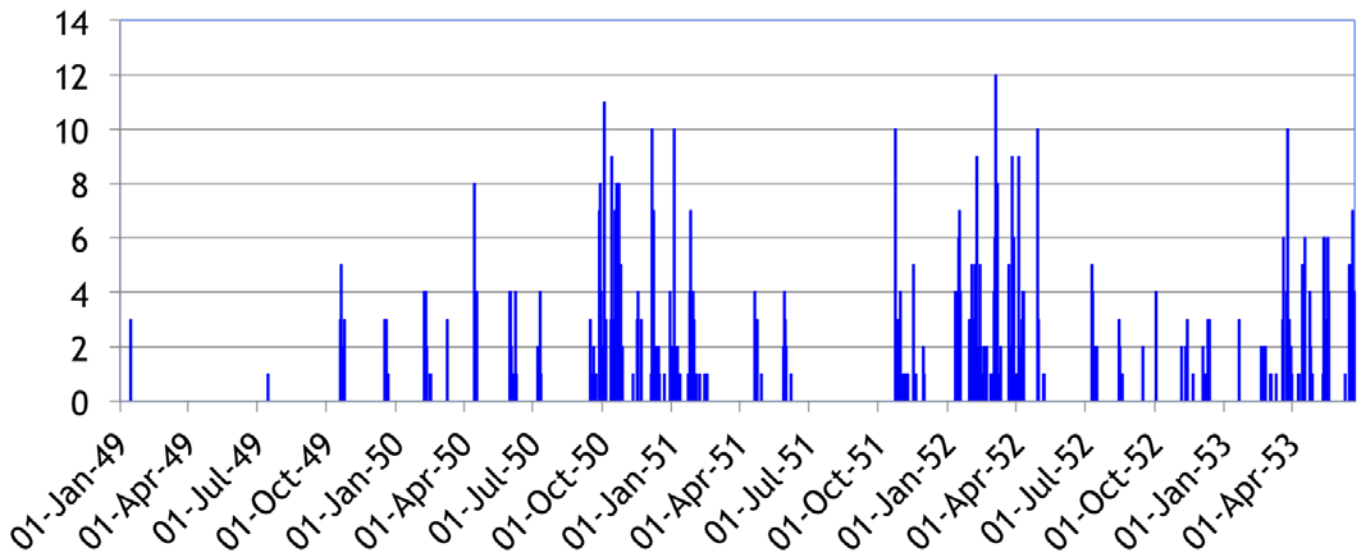


Ben Smith's 80" at BTN

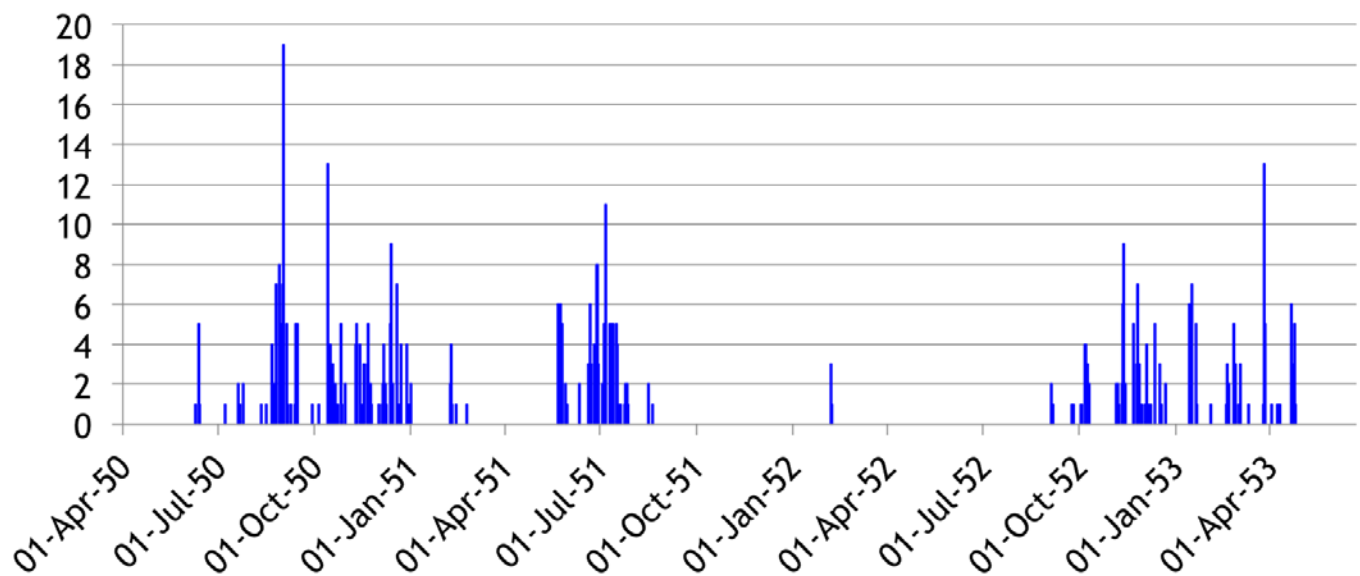
First thing to remember is that the Land-Rover model years are a little wacky. The 1948s were built from July 1948 to Feb 1949. The 1949s were built from Feb 1949 to Aug 1949. Effectively this is one build year split into two parts. After this, they followed the Rover Co. build year which was from the end of July one year to August of the next. 1950 was July 1949 to Aug 1950, 1951 was July 1950 to Aug 1951, 1952 was July 1951 to Aug 1952 and 1953 was July 1952 to Aug 1953.

Keeping this in mind, the build dates for the Canadian 80" are shown in the graph on the next page. Other than a gap from about Feb 1951 to Oct 1952 with a few orders in the middle there are Land-Rovers built throughout the year for Canada. Gaps are only a month or two long. There first main clump is 14 Sep 1950 to about 15 Feb 1950 and then a burst in in Nov 1951, a clump from about 15 Jan to 15 May 1952. As sprinkling of orders in 1952 with orders coming back in the 2nd quarter of 1953. This would be indicative of a strengthening order book with sales throughout the year.

## Canada Dispatch "In"



## USA Dispatch "In"



Turning to the USA we see a clump of Land Rovers built to order from about 15 Aug to 15 Sept 1950. Then another clump from about 15 Oct to 30 Dec 1950. And a clump from about 30 May to 30 July 1951. Then there was almost nothing until orders starting up again around 30 Sept 1952. What this means is that there was a bunch of orders that were filled with 1951 model year right at the end of the model year. Then a little over a year later another order was made...just after the 1952 model ended and the 1953 model started. From this point the orders were spread from 30 Sep 1952 through about 30 April 1953. It looks like an annual order that was spread out a bit that happened to miss one model year. Or perhaps things got slow.

The build records also contain the "out" date which corresponds to when the Land-Rovers left the dispatch

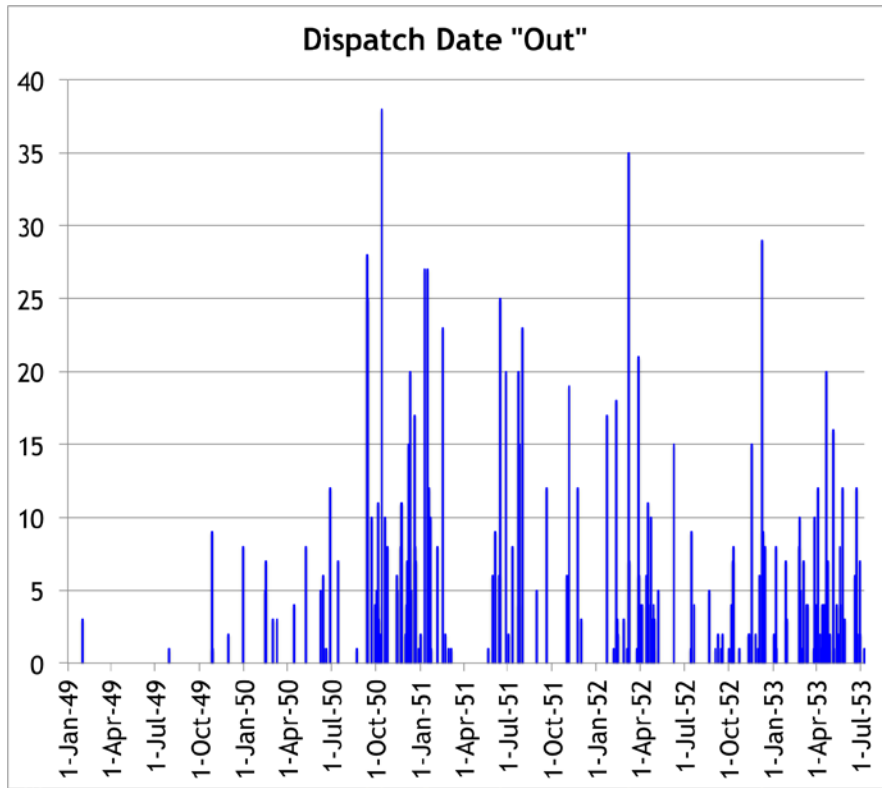


yard. From there they were transported by truck to a rail head and thence to a port or a rail station near their destination. The "out" dates thus roughly correspond to when the Land-Rovers were shipped to the Canada or USA. As you can see in the chart, generally the Land-Rovers left in daily groups of 5 to 15, with peaks hitting over 25 on 6 days and the max at 38. This was the era of the Land Rover transporter that could carry four 80" on two levels and then another 4 on a double decker trailer or a total of eight. It is possible that multiple days near each other would end up on the same ship. It is also likely Land Rover would send a full load down to the harbor to be loaded on different ships.

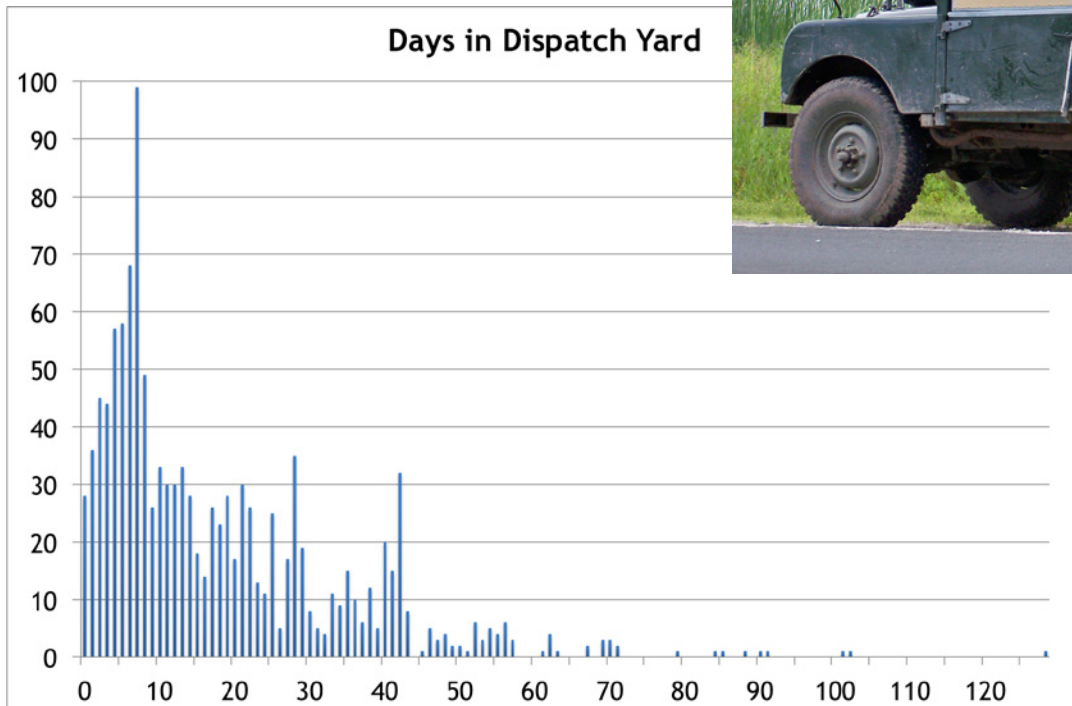
In this time period Land-Rovers rolled off the line and were sent to their destination. As you can see a large chunk comes in goes within 8 days. This corresponds to 40.3% of the 80" sent to Canada and the US. The 50% mark was struck after day 12. 75% had been shipped by the 27th day. The last major bump hits day 42, with the rest in batches sent in groups of 1 to 8. That 42 day mark corresponds to 93.5% of Land-Rovers shipped. Only 6.5% took longer to get out of the dispatch yard.

As always I would like to thank the Heritage Motor Centre in Gaydon, Warwickshire for letting me research the data in the build books for this article. The HMC holds the build records for most British cars and has an excellent reading room.

Next up in this infrequent series will be an article on the remainder of the Canadian and US Series Is. That should be written in the first half of the year.



*Tom Tollefson's 80" leaving the Birthday Party*



# Snow Ploughs

by Benjamin Smith

Since winter is fast upon us we figured that we would show some of the ploughs that have been attached to Series Land-Rovers.

First up is the Meyer Spring Trip reversible blade by Snowclear Ltd. It claims that it raises in 4 seconds and lowers in 2 seconds via an electro lift (electric hydraulic pump we think). It claims to have been tested at low temperatures...50 F. We think that they have not experienced a Canadian winter.

The back cover features the Dale combined bulldozer and snow plow from J. B. Howe. Page two showing the attachment to the frame is shown below. It is also raised and lowered via hydraulics. The claim that one can quickly switch between the dozer blade and snow-plough in minutes. (Somehow when the editors heard of the "Dale plough" we thought of Mr. Deprey strapped to the front of a diesel SIIA 88 with a shovel...)

On the following page is the plough offering from Cuthbertson. This is a V style plough to show the snow to both sides. The photo shows it mounted on a Series I and the line drawing is of an 80"!

## MEYER SPRING TRIP REVERSIBLE BLADE SNOWPLOUGHS

As approved by the Rover Co. Ltd., for use with the



UNIQUE to these ploughs is the exclusive ELECTROLIFT.

### FAST ACTION

Full lift in 4 seconds.  
Lowers in 2 seconds.

### SINGLE LEVER CONTROL

Push to raise.  
Pull to lower and float.  
Hold in any position.

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(1 pint capacity). Low cold test oil flows freely at -50°F.

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These SNOWPLOUGHS are built to out-perform and out-last all others! Constructed of high tensile alloy steel to give ideal balance of strength, wear resistance, lightness of weight and handling ease. Performance proved; the blade is designed to provide fast removal of deep snow in a short time. All parts are ruggedly constructed to take abusive treatment yet are simple in design and easy to attach. To give year-round service these ploughs can be used for light angle-dozing and are useful for cleaning markets, moving sand and gravel, for landscaping, edge-trimming, etc.

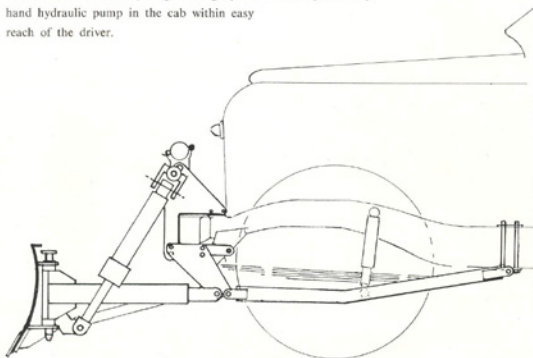


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## SPECIFICATION & DETAILS OF THE BULL-ANGLEDZOZER AND SNOW-PLOUGH

The blades are raised by single acting hydraulic ram operated by hand hydraulic pump in the cab within easy reach of the driver.



### DETAILS

#### ANGLE/BULLDOZER

LENGTH	DEPTH	NETT WEIGHT
66"	17"	282 lbs.
1,678 mm.	432 mm.	128 Kilos.

#### SNOW-PLOUGH

LENGTH	DEPTH	NETT WEIGHT
78"	22"	356 lbs.
2,000 mm.	559 mm.	161 Kilos.

LAND ROVER EXTRAS REQUIRED: -

## SPECIFICATION

### FEATURES

- ELECTROLIFT for finger-tip control
- Simple and quick to mount.
- Safety spring-trip action allows plough to trip when hitting pavement and road obstructions. Plough quickly returns to normal ploughing position.
- Spring tension easily adjusted.
- Smooth action and long wear are assured by the hinged construction.
- Swivel runners are easily adjustable for different ploughing heights.
- Replaceable cutting blade is 6" wide high carbon C.1090 Special Blade Steel.



## RECOMMENDED SNOWPLOUGHS FOR LAND ROVERS

MODEL Complete with ELECTROLIFT	Blade Height	Blade Width	Ploughing Width	Approx. Shipping Weight
ST. 72	25"	72"	60"	445 lbs.
ST. 78	25"	78"	65"	488 lbs.
ST. 84	25"	84"	70"	490 lbs.

LAND ROVER EXTRAS REQUIRED — NIL

# Cuthbertson Snowplough

As approved by the Rover  
Co. Ltd. for use with the



## FARMERS! ESTATES! COUNCILS!

THE AUTOMOBILE ASSOCIATION  
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Made by Scotland's largest snowplough manufacturers the makers of the famous "Hi-lift" snowplough. This machine is backed by snow clearance experience second to none.

A specially designed "V" type blade ensures ploughing stability through drifted snow, at speed of 25 m.p.h., and throws the snow well clear of the roadway.



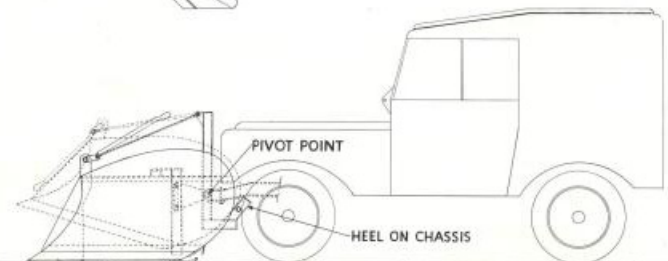
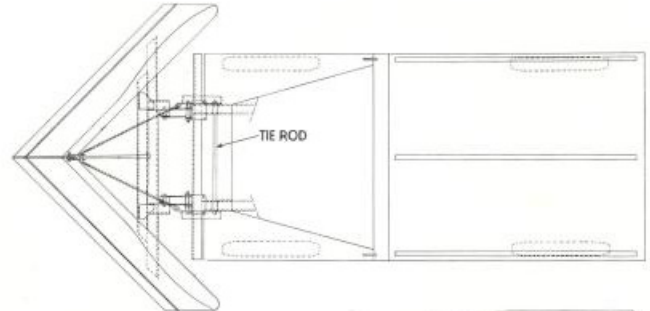
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## Specifications and Details

All steel welded construction for long life and heavy duty, with all parts renewable.

Specification: Width of blade — 7' 6"  
Depth of blade — 2' 6"  
Weight — 460 lbs.

Fitted in five minutes, with no structural alterations to the Land Rover.



LAND ROVER EXTRAS REQUIRED—  
**NIL**

4/PC/62/90

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