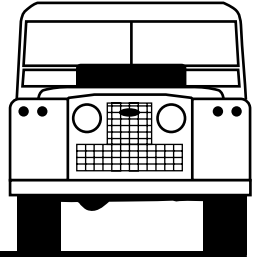


OTTAWA VALLEY LAND ROVERS



January 15, 2013

www.ovlr.ca

Volume XXX, Number 1



**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/OVLR.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) 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 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

*"There are three things dangerous to the true Land-Rover addict: (1) space to store dead Land-Rovers, (2) a trailer to tow them home, (3) a spouse that doesn't kill you for using #1 and #2.
-- Benjamin Smith*

Greetings,

The cold days of January when our Land-Rovers are mostly quietly sitting in heated (if they are lucky), but more likely unheated barns. The centrefold of this issue has nice, warm photos from various Birthday Parties of the past 20 years. To help you plan for 2013 we list all of the currently planned OVL events as well as a selection of other North American events. We have an update on Terry's Tdi project, Series Land-Rovers spotted in Malta, Dixon brings his Dormobile project to a close, and Paul Davids recounts his experiences importing a Defender 90. As a treat we have some pages from Meccano magazine showing the first Dinky Land-Rover toys.

A few members have sent in snippets of news and photos of their latest outings. On the editorial staff we publish whatever is received either the month that it is received or the next one. When there are blank spaces to fill we arm twist the usual suspects into taking pen to paper (or to keyboard). Failing that you see whatever caught our fancy in the web, forums, or email lists that month. Or what we did.

This newsletter exists to communicate with the members of the club. It would be far better if we had snippets from 30 of you than more articles from the usual 3 or 4. Submitting is as easy as taking a photo on your smart phone and emailing it to dkenner@gmail.com or bens101fc@gmail.com. It is even better if you sent a paragraph about why you took it. If you don't have a smart phone, upload and send digital camera photos. If not that then snail mail prints and we will scan them. From time to time there are comments that people want more local content, or more Series or more Coiler, or more whatever. If you want more of X, write it up. It is certain to be published. Write up maintenance. Write up installing accessories. Write up a trip report. It doesn't matter, just write! (And submit)

Which brings us to the next usual topic. Volunteerism. The AGM is upon us. Some years we have had no nominations and then the prior exec stays in their chairs by default. Some years we get one nomination and those people win by acclaim. If you look back over the last decade (or more), you see the same names year after year. Dave Pell has handled the books and membership for a decade. Setting up off-road trips has been Kevin Newell, Terry King and Roy Parsons. Terry was the newsletter editor for six and a half years and Linda Wegner did layout for almost nine years. Remember when J-L was president for years as no one else would run? When will someone else step up and let them take a break? Is that someone you?

Clubs are more vibrant when there is a large pool of people helping run the club. People rotate in, take a post for a year or two, then step back to let someone

else take a responsibility. As a club we need to think hard about this. Part of what has limited the club is that some of the more active members were outside of a narrow geographical limit set by the bylaws and could not stand for an official post. At the AGM this year there will be a vote on bylaws to change those rules a bit to permit these people to take a more active position, but still keep control of the club local to Ottawa.

As a way of introduction to 2013, there are a wealth of events, near and far to people to sample and explore. From personal experience, distance travelling to some of these events is quite enjoyable. From Uwharrie to WinterRomp, it is different experiences everywhere and club members should be jealous of people like Bill Fishel, Q (more in days past) and others who are willing to travel great distances to events.

There are quite a series of events that happen and if you really want to try out your skills, and imply you can function off-road, there are many events: snow driving (Winterromp, MSR in some years); mud (BP in years past, Guy Fawkes, Downeast Rally at the end); moveable rocks (Uwharrie); hill climbing (Guy Fawkes); bedrock (National Rally); sand (Assetegue Island, Pine Barrens), and greenlaning (lots of opportunities of varying degrees, from the Mid-Atlantic Rally to All-Metal Dash). If that is not your cup of tea, what about RTV skill exhibition (BP, BtN, elsewhere). In fact this year the Newsletter will publish RTV results for events, and in December publish the top five results, so, if you think you are good, and want to "win", you better show up to more events than just one...

--Ben & Dixon



Bill Caloccia, 2012 Birthday Party, Light off-road

President's Message

Musing From the Throne Room, Part 11

by Andrew Jones

Happy New Year to you the membership, and your families. And welcome to the first newsletter of 2013.

My Land Rover related activities this month have really focused on the 101 - I took it for a run around the local trails in the snow over the Christmas holidays - it was ok on a prepared trails, but the bar-grips (once again) and lack of locking diffs on the axles had the tractor and recovery chain in action more than once...

Having got it back into the shop, I set about the work plan to have it road ready in time for the Maple Syrup Rallye. The first task on the list is to work through the braking system from end to end. I rebuilt the master cylinder and bled the system as best I could as part of the preparation for the Cedar Hill Classic in October. But although this got the front brakes working, I was clear that there was still some work to be done.

So the truck now has all four feet off the ground and I'm most of the way through renewing the wheel cylinders and brake shoes, hoses, and replacing the wheel bearings and hub seals. See enclosed pics. Once again - thanks go to Andrew F and Dave P, for assistance in location of replacement bearings / seals and the use of some benders to make-up a few sections of rigid pipe. Next up will be the front / rear shuttle valve and the delightful apportioning valve at the rear of the system. Over the last couple of weeks I've spent more than a few hours behind the wheel of the LR3 and it continues to both impress and infuriate:

The various terrain response features (I thought were a gimmick) have really been helpful: I love the Hill Descent Control and the snow setting has been getting a lot of use recently, especially when towing the horse-trailer: We have moved a bunch of horses, ponies and a couple of Harleys to various places and the poise and sure footedness of the truck in difficult conditions has been fantastic



However I'm not impressed with the hitch arrangements - groveling around underneath the truck in arctic conditions to fit the hitch receiver, and the locking mechanism is a joke, and although I'm certain it's been well engineered, and works well enough, I still feel a bit nervous hooking on 6500 lbs of trailer and payload.

I have (finally) joined the social networking revolution - about 4 years behind everyone else according to Dominique - and I now have a Facebook page, which I'm using for LR related stuff - and have already found some OVLR "friends". How about an OVLR Facebook page....?

Elsewhere, I noticed we got a mention in the January issue of LRM - in the Club's Roundup section edited by Frank Elson: I still think we could do more to make ourselves known in the Land Rover enthusiast community - any one agree / disagree / got an idea?

As usual LRM was a good read, with a feature interview with Gerry McGovern LR design director: Allegedly, the replacement Defender won't actually look anything like the DC100 concept vehicles, and there may be SWB / LWB station wagons, a stripped out utility vehicle, and a luxu-model. I just wish they would hurry up and produce a modern (diesel) utility Land Rover we can buy here in North America.

The AGM is almost upon us (5th Feb) and I'm hoping to see a good turnout from the local membership. Regardless of who gets elected / returned into the various Exec positions, their attention will turn to the planning of this year's schedule of events, especially the Birthday Party: And I'm pleased to say we had a great response from Rovers North: Mark Letorney confirmed that they will be happy to provide some sponsorship to BP30.

Looking forward to seeing you at the AGM.



Executive Meeting

In preparation of the Annual General Meeting to take place in February, the executive held their regular meeting on January seventh. Location, upstairs in the Cheshire Cat, a British pub just west of the City. In attendance were: Dave Pell, Roy Parsons, Kevin Newell, Terry King, Peter Gaby, Bruce Ricker, Frank Ashworth, and Dixon Kenner. Our esteemed President was not in attendance, though someone (I forget who) mentioned that he texted his regrets and enthusiasm to stand as President for this thirtieth year of OVLRL!

Before the meeting started, there were of course the usual reports from the OVLRL spy network in anticipation of the annual Awards to be handed out at the AGM. In the "probably not good enough because we may have better stories" was Dave Pell. It seems that his portable "Gatineau" garage has collapsed around the ambulance. The mice are happy in the ambulance. So much for a flat roofed garage. Dave is also thinking of painting one of his Land Rovers blue in yellow, the new corporate colours for his new employer.

Unfortunately, the awards discussion was in general, no decisions were made (yeah, right...) and were in camera anyway. Well, beyond the fact that there was general agreement that our former President, Peter, could win all of them in a clean sweep, but that would be unsporting for the rest of the deserving club members.

Preparation work for AGM was discussed. There is the notice of motion for the bylaws that appeared in the Fall for some rule changes necessitated by the change in Federal law affecting our incorporation. The Executive will print a bunch of copies for the membership to look over at the AGM. Terry King will be send email to members with agenda. Tentatively is will be:

1. Meeting called to order by the President
2. Reports from the Executive:
 - President's Report (His esteemed Sir Andrew of Cedar)
 - Event's Co-ordinator's report (Frank)
 - Off-Road Co-ordinator (Kevin)
 - Executive-at-Large (Roy)
 - Editor's report (Terry)
 - Financial report (Dave Pell of PETA for mice)
 - Auditor's Report (Christian)
3. Notice of Motion: Bylaw changes (circulated in the Fall via the Newsletter)
4. Elections of the new executive
5. Appointments to various non-elected positions (Secretary-Treasurer, Editor, Auditor, Merchandise, Club Equipment, Returning Officer, et cetera)
6. 2013 Events discussion - Confirmation of various dates of upcoming events.
7. Motion to adjourn.

There was then discussion on the thirtieth Birthday Party and the need to start planning. Kevin and Terry discussed some of the effort that went into the 20th, which attracted more than 200 people. Roy Parson will start the process for soliciting donations and sponsor-

ship from the various suppliers. There was a lengthy discussion on dogs at the event. Some are wonderful, but there have been concerns in the past with some. Some members are scared of dogs and there have been incidents where control has not been sufficient. This gives fuel for the generic anti-dog people.

The Birthday Party schedule was discussed. Set up tents on Thursday. Make Thursday bigger? The 20th had 200+ people, and Thursday wasn't a huge affair then. 3 or 4 people needed for Thursday activities. Frank and Kevin will begin to work on agenda. 20th was the last time people were there all Friday for off-roading. But that was a lot of work for Kevin & Kevin & Terry. Discussion on Kevin's winching demo. All the close-by motels are gone is an issue. Trail lead for the tulip run to show people it.

Food. Breakfast Saturday & Sunday. A Friday night dinner as well as Saturday. Less elaborate Friday, like burgers and dogs. Need something social for new people. Andrew Jones tweeted a "President's tailgate meet and greet". It was immediately accepted.

Discussion of some other events. Opeongo colonisation trail. When weather is nice. Do in the Spring and see the ghost towns. Can go all the way to Barry's Bay. It could be before or after the Maple Syrup Rally, depending upon timing. In April. See cemeteries, foundations. Kevin Newell to organise. A one very long one day event. 3/4 hours out and then back. Late April/early May after MSR. May consider a two day. Issue is with Series vehicles for speed.


Other business: There was a feeling is MSR may be early. Last year's was worst year in production of syrup. Forum issues? It is receiving over 2,000 spam in a month in membership requests, but only a few actual posts.

Meeting was adjourned at about nine o'clock.




The Light Off-Road trail, Birthday Party 2009

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

 Many longtime club members will have met Bob Wood and known of his IIA 88" rebuild project which he never completed before his passing a few years ago. Bob's garage was known as the "Shrine of the Galvanised Land-Rover" for the rolling rebuild project that resided there for many a year. Many readers here would have seen it as work progressed in a very majestic fashion (1) Well, that project ended up in the care of one time OVL R member Mark Pankhurst. It is now finished. Mark doesn't intend, at least currently, to drive it during the winter but come spring, keep an eye peeled for it. It is no longer the original Limestone (except for the roof panel) but Bronze Green.




1. Editor's note: 1997 was a year of much progress on the galvanised wonder. Ted Rose was over for a visit and Bob had to run out for some items leaving Ted & the editor alone in the garage. Ted began to put more parts on the Land-Rover to help the assembly project along. When Bob returned, the agitation was remarkable to witness. On one hand, someone was working on the shrine. On the other, it was a factory trained technician installing the parts. Bob went and poured himself another rum and coke and busily began to go through his triage system to find parts for Ted. Bob's parts triage system would be the subject for a future discussion. The logic which ruled it was quite fascinating.

 Russel Dushin writes, sad fact of the matter is the SII head Bruce Fowler GAVE me is cracked, too, so now I want to give it back. It's not as bad as Nigel's - only one cylinder would need repair, so there's hope for it down the line. Thought it best to send it north for safe storage - 'cause I don't want it following me around 'til I'm dead like I know it will. I've nabbed another off a SIIa motor that sat open in Muddha's field for, oh, 25-plus years. I was a tad concerned while I pulled it since there were no pushrods in the thing, and I did have to hand it over with ancillaries (having busted the thermostat housing bolts all off), but the price was right and it fluxed OK so I'm going with it. It's the '62-'67 early SIIa 7:1 head (525183 casting), but unfortunately not the more desirable 568750 head (that Mr. Plow has). Same

exact thickness as both SII heads (Nigel's and Bruce's), and not much is coming off so I'm sticking with my original pushrods. Head and rocker shaft ass'ys are still at Kiwi, along with new rocker arm bushes it barely needed but what the heck. At last check he was waiting on exhaust valve seats 'cause all of his were too big, but I do hope to have it soon.

 A photo from Andrew Jones



 Ben "Superman" Smith writes, I met up with the North East Land Rover Club for a day driving in the New Jersey Pine Barrens. The water was just above freezing. Which is *way* too cold when you have to find a suitable tow point on your submerged bumper after stalling out. As a coda to this trip, it got much colder. When I tried to start Dora a week later she would run at idle speeds at full throttle. It turns out that when water gets into the oil bath filter water emulsified oil freezes--blocking the air flow with oil-ice chunks.



Some Non-OVLR News & Rumours

 A real barn find...




1970s and apparently New Zealand, where I'm sure they got a ton of mileage out of these old things.

My favorite part is how deadly serious the ad is. Listen to that music – it sounds like the national anthem from a former Soviet country with the words taken out. Even the announcer will tell you it's good for climbing hills, tearing through the bush, and powering through tall water without losing traction or even rusting.

Land Rover has arrived, ladies and gentlemen. And it is not here to f*** around.

<http://jalopnik.com/5973046/this-old-land-rover-commercial-is-the-most-serious-thing-ive-ever-seen>


[Editor's note: even though they label it incorrectly as 1969 it is a SIII]

 Machinist's Workshop magazine recently published some information on various penetrating oils that are very interesting. The magazine reports they tested penetrates for break out torque on rusted nuts. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oils Ave. torque load to loosen

No Oil used	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF*-Acetone mix	53 pounds

The ATF-Acetone mix is a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price. [Note: From the LRO mailing list]

 The coolest BBQ on the planet: This is my own range of exclusive Fire-pit/BBQs. They're all hand made by myself and each one is slightly unique. They were born from a desire to sit around a nice big fire without damaging the grass. However being a lover of both VWs and Land Rovers I thought something more eye-catching was in order, and so the 'Rustbuckets' came to pass.


They are made from natural unfinished steel and will weather and rust over time, this will not cause any deterioration of the quality of the steel, in fact I feel that this rust patina improves their appearance. However if you'd prefer a painted version I do have a range of

 Ottawa Valley Triumph Club Dart Tournament

The OVTC would like to invite your members to its Annual Dart Tournament which will be held on Saturday, February 9, 2013 from 1 - 4 p.m. at the Barrhaven Legion, 3500 Fallowfield Road, Nepean.

Everyone is welcome. No dart experience is needed - you can trust me on that point..... A good time is always had by all. It's a great way to have fun and fellowship with other British car nuts while our cars are stored away for winter. We drink the Legion's beer, but the OVTC will provide pizzas during the afternoon.

Hope to see you and a number of your members at this fun filled event. Come to win the bragging rights, have your name and club put on the trophy and then get to keep the trophy for the year.

 From the Internet, an interesting article: "Let's journey back to a time before Land Rovers were offered with front-wheel-drive and had special editions named after the wives of rich professional soccer players. A time when they were rugged beasts, not far removed from military vehicles, capable of taking you where no other truck could go. A time when Land Rover was your go-to when you needed to slaughter endangered animals for sport, not when you want make the other parents jealous when you pick up your kids from orchestra practice.

This ad takes us back to that time. It's from the early

colours available in heat proof paint, contact me for more information.



Description:
Functional
Garden Art.
Hand made
Fire pit /
BBQ or just a
great Garden
Sculpture.
Made from
3 mm thick
steel plate
that I cut,
shape and
weld together
to form this
whimsical

version of a classic 4x4 Approximate dimensions are L 630 mm x W 260 mm x H 310 mm Total height with legs is 620 mm That's 2 feet x 10 inches x 1 foot (2 foot with legs) in old money. Weight is around 17Kg. Price - 299.95 pounds sterling”

Buy your very own at:

<http://folksy.com/items/3890458-Land-Rover-inspired-Fire-pit-BBQ-Garden-sculpture>

(Spotted by Russ Wilson in Denver Colorado)

 In 2012, Land Rover delivered a very strong performance in its 177 markets with retail sales up 36% globally. The brand's top five markets were China, the UK, United States, Russia and Italy which accounted for 65% of sales alone.

China is now Jaguar Land Rover's largest market delivering its best ever sales performance in 2012 (71,940, up 71%). It is followed by the UK (68,333 up 19%), USA (55,675, up 11%), Russia (20,549, up 43%) and Germany (16,722 up 41%).


Notable product performances were delivered by the Range Rover Evoque with 108,598 vehicles sold in its first full year of sales - more than any other previous Land Rover model. Land Rover has also seen strong performances from its Land Rover Discovery 4/LR4 (up 3%), Range Rover Sport (up 4%) and first deliveries of the all-new Range Rover have now commenced.

Jaguar Land Rover has recently confirmed a £370 million (\$600million) investment programme for its Solihull site which includes the installation of a new aluminium body shop for the all-new Range Rover as well as upgrades to paint-applications technologies, trim assembly, warehousing and Jaguar Land Rover's first customer handover centre.

- Jaguar Land Rover will invest circa £2bn in its products and facilities in the financial year to March 2013.
- Jaguar Land Rover is building a state of the art advanced engine facility at i54 South Staffordshire Business Park investing £355m and creating 750

new jobs. Construction commenced on 20th June 2012 and is on-going.

- Jaguar Land Rover makes a significant contribution to the UK economy contributing £7bn GVA in the last financial year.
- One of the UK's largest exporters by value (£8.2bn in 2011) and generates in the region of 85% of its revenue from exports.
- 12 months to 31 March 2012, Jaguar Land Rover generated profit before tax of £1.5bn with revenues of £13.5bn

 Santiago, Chile, Race2Recovery, the group of predominantly injured soldiers who formed a rally team to raise funds for Forces charities, were today celebrating the sensational achievement of becoming the first ever disability team to complete the world's toughest race - the Dakar Rally--15 days of racing 8570km over extreme mountain and desert terrains. .

The team's Land Rover Defender-based Wildcat race vehicle of driver Major Matt O'Hare and co-driver Corporal Phillip Gillespie, crossed the finish line in Santiago, Chile, to signal the end of an extraordinary two weeks of racing.

The team, sponsored by Land Rover which provided off-road training, parts, Discovery support vehicles and financial support, was elated as they crossed the line. Major O'Hare and Corporal Gillespie were quick to praise their teammates, including the mechanics and support team, as they spoke shortly after completing the final stage.

Corporal Phillip Gillespie, 24, from Ballymena, Northern Ireland, who is a leg amputee as a result of injuries sustained in Afghanistan, said: "Our team motto is 'beyond injury - achieving the extraordinary' and we've done just that."

Race2Recovery Team Manager, Warrant Officer Andrew Taylor, who suffered a serious back injury after being caught in a suicide bomb attack during active service in the Royal Army Medical Corps.

The Race2Recovery challenge really seems to have captured the imagination of the public and we can't thank everyone enough. One of our biggest aims has been to raise money for Tedworth House Personnel Recovery Centre. Many of our team members, their families and people we know have benefitted from the recovery process that supports our country's injured servicemen and women.

Captain Tony Harris, 31, one of Race2Recovery's rally drivers who is a below the knee amputee as a result of injuries suffered while serving in Afghanistan, said: "To be standing here in Santiago knowing we've finished, two weeks after starting out on this epic journey, feels absolutely brilliant. We're also very mindful that three of our members weren't able to follow the whole journey with us after being injured in a road traffic accident earlier on the event."

OVL R Events 2013

The snow is deep and air is cold, but it is time to be thinking ahead to start filling your calendar with Land Rover events for the year. To help members plan for upcoming OVL R events the following list has been published. Additional details will be published in the Newsletter and website in the months prior to the event. Please note, while web site material can be updated almost immediately given confirmation of the dates of specific events, newsletter material may become out of date and you should watch your email for any last minute and minor changes to potential cost and date. Pages 18 and 19 list some major events put on by other clubs across the continent (and one in Scotland) in case anyone is hankering for a road trip.

Club Socials

When: Third Monday of every Month: Jan 21st, Feb 18th, Mar 18th, April 15th, May 20th, June 17th, July 15th, Aug 19th, Sept 16th, Oct 21st, Nov 18th, Dec 16th.

Where: The Prescott, Preston Street unless otherwise changed

A monthly gathering of the club faithful to have a pint, swap tails about past trips, plan attendance for future trips, discuss the newsletter, solicit advice about current projects, gain encouragement to continue languishing projects, arm-twist fellow members into volunteering for the club, and rat out your fellow club member for the Lugnut. Come by, pull up a chair and have a pint.

Annual General Meeting

When: February 5th (traditionally in January/February on the coldest and darkest night of the year)

Where: To be determined.

The need to hold the AGM is driven by the bylaws and the requirement to report financials to the members and elect a new executive. The AGM will also feature officer reports, set the tone for the year, and conduct any other business, such as bylaws amendments, needed by the membership.

26th Maple Syrup Rally

Early April Easter Weekend is the 7th, so past practice indicates March 31st or April 14th.

Where: Shawville, Quebec

Organizer: Peter Gaby

One of the oldest annual Land Rover events continuously held in North America. The event dates back to the early years of the club in 1988. Due to the weather-dependant vagaries of the syrup run, the final date is not known until about three weeks in advance. Final notification is thus by the website and email. Buy local maple syrup (until supplies run out). Light off-roading.

Opeongo Colonization Trail

When: April or May

Where: West of Ottawa Up towards Barrie's Bay

Organiser: Kevin Newell

A one or two day event past historical cemeteries, foundations and ghost towns. This is a new club event for 2013.

Spring Tuneup

When: Mid-May

Where: Locally in Ottawa

Organiser: Andrew Finlayson

A strong level of awareness that this event is a learning and guidance session, not free work done on your vehicle. Trying to plug OBD2 into a Series III gives curious results. Given the complexity of the SIII electrical system vis-à-vis a IIA or 80", this is understandable.

30th Annual Birthday Party

When: June 22, 23, & 24th, 2012

Where: Silver Lake, Ontario

Organizer: Club Executive

Comment: The largest and most complex event the club undertakes. Numerous parallel activities intertwine. Off-roading of various complexity, RTV course, Tulip navigation course, light off-road, heavy-off-road, Bolton Creek Trail, Earnie's land, annual auction, and other activities.

12th Blacker than Night

When: August 4&5, 2012 - Bank Holiday weekend

Where: Readington, New Jersey

Organizer: Benjamin Smith

An event for OVL R's American membership to which the club contributes. Well attended, focus has varied on off-roading in the Pine Barrens in the southern part of the state, or an RTV and work & tune-up sessions on various Land-Rovers.

Frame Oiler

When: Late Sept to Mid Oct

Where: TBD

Organizer: TBD

Comment: The executive considers running this event on an annual basis. Given the dramatic rise of non-Series vehicles in the club, this event has not been run in recent years due to a lack of interest.

Cedar Hill Classic

When: October 13th, 2012

Where: Pakenham, Ontario (west of Ottawa)

Organiser: Andrew Jones

Comments: Small, one day rally which is slowly establishing itself as a traditional event. See the November newsletter for recent photos.

Christmas Party

Where: December 1st or 8th

When: Masonic Hall, Westboro

Organizer: Club Executive

Comment: Games (crossword, feelie & seelie meelies), photos from the year, and the annual awards given to deserving members. A great way to end the Land Rover season for the year.

30th OVL R Birthday Party

In days of yore, before the Deacons/Silver Lake, there were tales of the Saab pulls. The 13th Birthday party was compared to a trip to Mecca. For the 16th BP people were invited to “come up and loose it”. The 17th Birthday Party was featured on the cover of Seventeen magazine (or at least that’s what the T-shirt showed). What will happen at the 30th Birthday Party?

Dates: June 20-23 (Thursday-Sunday)

Location: Deacon’s, Off Hwy 7, Maberly, ON

Accommodations:

Camping
Deacon’s Field (free)
Silver Lake Provincial Park (1.3 km east)

Hotels--Sharbot Lake (12km west)
themaplescottages.ca
sharbotlakeinn.ca

Food:

As part of the event fee the club will provide the following meals:

Friday Dinner (likley burgers and dogs)
Saturday Breakfast (likely egg sandwiches)
Saturday Dinner (likley BBQ)
Sunday Breakfast (Tim’s coffee and donuts)

For the rest it is bring your own food

Activities

President’s Tailgate Meet and Greet (Friday)
Winching Demo (Saturday)
Auction (Sunday)
Campfire Social (Friday & Saturday nights)
[Campsite #40, Silver Lake]
Trails: Light Off-Road, Heavy Off-Road, Bolton Creek & Earnie’s Land, K&P Trail (any time)
Tulip Diagram Run (any time)

Accommodation Notes

Deacon’s Field

Yes it is free. There are port-a-potties.
The mosquitoes are ferocious after dark.

Silver Lake Provincial Park

Real toilets and showers. Swimming available.

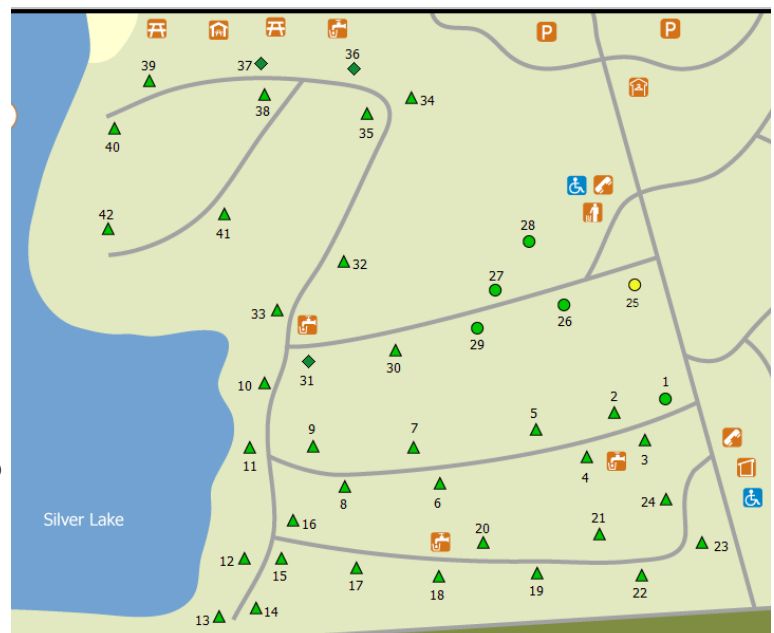
OVL R members typically concentrate in the Dawson Campground (see map below) with the “party” site being #40.

Reservations are open now. You know you are coming. Why not reserve your spot?

<https://reservations.ontarioparks.com/SilverLake?Map>



Christian Szpilfolgel, Heavy Off-Road entrance, 2005





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

February 18th, 2013

228th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

March 17th, 2013

229th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

April 2013

Maple Syrup Rally

May 2013

Spring Tune Up

June 20-23, 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 continu-

ously 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

**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: 2001 Jeff B. auction, 1997 line up, 1995 Heavy off-road, 2001 painting, 1995 Bill M & Ben S., 2001 Herb Zipkin, 1997 Light off-road Disco, 2001 helpers, 1997 lining up, 2001 Series Is, 2007 J-L's Brutus, 2012 lineup

of the Past



L to R, top to bottom: 2001 Robin C's Ferret, 2008 Charlle 88", 2007 Jeff B Disco, 2007 Disco Bolton Creek, 2010 Bruce F RRC @Earnie's, 2010 Disco, 2007 RRC, 2007 LR3, 2009 3xSWB, 2011 Eric 110, 2009 Dave B, 2011 Disco on RTV, 2009 SIIA FC

General Servicing: Repairs, Humour, Tales & Trivia

The Fifth Dimension--TDi Conversion, part 6

by Terry King



Last time I said progress would be slowed until we can make room in the garage by getting another vehicle finished and out of the way. Photo 1 shows the snow on the tdi after just 10 days of winter, so you can see I'm not exaggerating. On top of the Series that is also getting a tdi transplant (see photo 2), Andreas' 110 entered the shop, so I'm still working outside.

I went out one day to tackle the next few challenges and try for a little progress. After clearing the snow off, I fired up the engine to charge the battery and check things out. I had recently filled the power steering reservoir but when I checked it, I found it low again. Sure enough, upon closer inspection, there was a leak on the hose from the pump to the reservoir (see photo 3), so I shut it off. The hose came off easily enough and was indeed split, so I put it aside to work on plan B. Fast forward a few days, with a new hose in hand I set about installing it. It put up a struggle which reminded me that the pipe ends had to be bent slightly in order to clear the steering on a LHD Discovery. Refer to photo 4 to see the modification required. The old hose is on top, the new stock one below. I will take that to a shop with the proper tools otherwise I suspect there would be damage.

In the same tight area is the turbo intake which also needs a fix. In order to clear the steering lines, it needs a 90 degree twist done by re-boring the holes that keep it in place. The stock unit is shown in photo 5, but it needs to be modified to look like photo 6. Once that is done and the power steering line is modified, I should be back in business.

As an added bonus, the last day I went out, the tdi had a flat tire, which I swapped out and hauled back to a tire shop for resealing. I am now in the process of getting the turbo and hose mods done and then get back to work.

Still to do: the Disco is in two wheel drive because the rear drive shaft is off, because the hand brake mechanism doesn't hold. I really hope to get it inside in order to tackle some of these next items.

That's all for now, cheers.



Where Series One Still Roam

by Rod Steele

My youngest Brother Duncan moved to Malta, after a stint working through a winter for us in Sudbury. I believe he went there to thaw out. Ever since he landed in Malta I have received photos of Series 1, predominantly, still licensed and on the roads. A few reasons for this:

- The British Army had barracks here for a few centuries. Naturally S 1 Land-Rovers were popular with them, and they did not go home.
- The climate is like a museum designed to preserve Land-Rover Series 1's

- The roads around Malta are for the better part off road and rough. The farmers therefore love the Series 1
- Most important, the Series 1 is built to last and the Maltese farmers have no need to retire these working beauties.

My Great Grandfather also spent a spell of his military life in the barracks here, late 1800's and early 1900's.

[However the photos also include a Series IIA 88" and a IIA Lightweight which are not Series I. -Ed]



New Dinky Toys

A Fine Range of Cars and Lorries

A STRIKING new Dinky Toy this month is the new Hudson Commodore Sedan. The prototype of this attractive miniature is a well-known and impressive American car for which there is a choice of two engines, the 121 h.p. Super 6 or



Morris Oxford Saloon, Dinky Toys No. 40g.

the 127 h.p. Super 8, and three body styles. The Sedan, the one chosen for reproduction, is roomy enough to carry six passengers comfortably.

In outward appearance it is modern in style, with a typical American horizontal grille in front. The body is large and long, with the fenders or bumpers absorbed into it, and on the sides there are embossed speed lines designed to give the appearance of forward motion, even when the car is standing still.

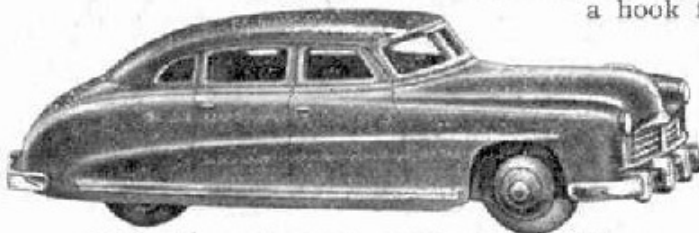
These characteristics are splendidly displayed in the Dinky Toys miniature, No. 139b. Two models are available, one in blue, with the top of the body and the wheels in stone colour, and the other in cream with dark red top and wheels. This new Hudson will be welcomed by all Dinky Toys enthusiasts, particularly by those who specialise in modern American productions.

The Land-Rover, Dinky Toys No. 27d, is an outstanding addition to the series, as can be seen from the middle illustration on the opposite page. It shows splendidly the great strength of construction of the original Land-Rover, which is

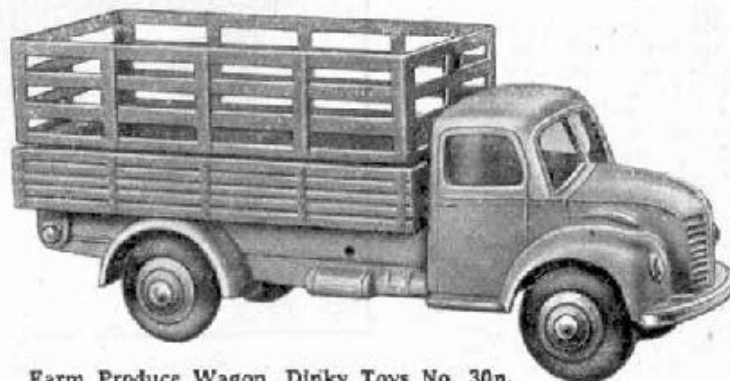
intended to go anywhere and do almost anything. This vehicle has several remarkable features. The top of the large flat bonnet, which is easily lifted by two handles at the front, gives easy access to the engine. At the front there is an unusually strong bumper bar, and above it is a strong steel screen to protect the radiator and headlamps. The driver is provided with a bucket seat in the front compartment of the vehicle, with a tool box on the left; and in the rear section there is accommodation for four passengers. The seats in this section are arranged at the sides and they can be removed when it is necessary to make use of the entire space for load carrying. The spare wheel is mounted behind the partition between the compartments, resting in a shallow depression in the floor. At the back is a tailboard for use in loading and unloading, below which is a hook for towing purposes.

As many as possible of these features are reproduced on the model, which has the striking and original appearance of the real Land-Rover. In

addition there is a representation of one of the most important items in the equipment of the actual vehicle, namely the power take-off gear box and wide belt pulley at the rear. This converts the Land-Rover into a mobile power unit that can go anywhere to take up a job. Through its power take-off it can be harnessed to a great variety of machines,



Hudson Commodore Sedan, Dinky Toys No. 139b.



Farm Produce Wagon, Dinky Toys No. 30n.

such as a thresher, an elevator or a chaff cutter.

Further interesting features of the model are the indications of its side doors and of the 10-gallon petrol tank below that on the offside. This unusual miniature is a splendid addition to the series. Models in two colours, orange with blue inside and green with a stone interior, are available. The prototype can be used for a wide variety of purposes, and correspondingly owners of Dinky Toys layouts will find plenty of opportunity for making good use of it.

The top illustration on the opposite page is a miniature of the Morris Oxford, a car that on its introduction was a distinctive novelty for the well-known Morris organisation. It has a 1,476.5 c.c. engine developing 40.5 b.h.p. at 4,200 r.p.m., with steering column gear change, torsion bar independent front suspension hypoid rear-axle and many other features that make it modern in every way. The car is also completely modern in style, as a glance at the front shows, for it has a massive horizontal grille and bumper, with the new style wings in which the headlamps are sunk. These striking features are well reproduced in the handsome miniature, Dinky Toys No. 40g, which has a saloon body beautifully finished in green or stone colour, and makes a splendid addition to the range of private cars available for the Dinky Toys enthusiast.

Turning now to the latest commercial



Austin Wagon, Dinky Toys No. 30j.

Truck and on it is mounted a body with high latticed sides and ends, so that it is particularly suitable for carrying bulky loads of the kind that farm vehicles are so often required to accommodate. It

is finished in green and yellow, also in yellow and green.

The second of our new commercial vehicles is a miniature of a well-tried lorry or truck that must be familiar to every reader. This is the low sided Austin Wagon, Dinky Toys No. 30j, which is recognisable immediately from the splendid reproduction of the characteristic radiator grille. This is finished in black. Two



Land-Rover, Dinky Toys No. 27d.

colour schemes are available. In one the body and chassis are in an attractive shade of blue, and the wheel centres are light blue in colour. In the other the colour is dark red throughout.

Lastly we come to another special purpose vehicle, Dinky Toys Petrol Wagon, No. 30p, a very imposing production. It is available in two colours, bright red and green, with a front bumper and radiator grille in aluminium finish, and it is decidedly modern in shape, with a well sloped back. On top of the tank itself are representations of four domes or covers, each of them aluminium in colour.

The handsome and impressive appearance of this model alone makes it very desirable, and it has also the advantage of being of the greatest value on any kind of Dinky Toys layout, particularly one of which a garage forms part, as so often is the case. Petrol pumps at such garages have to be filled, and here is the vehicle to be used for the job. The Dinky Toys Petrol Wagon indeed will add the greatest realism to any play scheme.



Petrol Tanker, Dinky Toys No. 30p.

vehicles of the series, the first that calls for consideration is the Farm Produce Wagon, Dinky Toys No. 30n. This is illustrated at the foot of the opposite page, and a glance reveals its purpose. The chassis is based on the well-known Dodge

Major North American (non-OVLR) Land-Rover Events

Yes Virginia, there is life outside of Ottawa...

6th Shaver Lake Snow Run

When: Feb 8-10

Where: Shaver Lake, CA

Sponsor: Northern California Land Rover Club

Website: <http://nclclub.org/forum/content.php>

Size: 20 Land Rovers

NCLRC was formed in the mid 2000s to pick up from the ashes of the Northern California Rover Club. Their snow run is their main event for the year.



18th Maine Winter Romp

When: February 15-18

Where: Benton, Maine

Organizer: Bruce Fowler

Web: www.winterromp.org

Size: 80 to 100 Land Rovers

Set over the American Presidents' Day Weekend, the Maine Winter Romp provides a non-competitive opportunity to test your Rover and driving skills in conditions that can be extreme on private land. The event has grown into the largest winter gathering of Land-Rovers in the Northeast—maybe even the country. There is no charge for the event itself, but the group does meet and eat at various local establishments during the event. There is a discounted hotel rate.



6th AZLRO Arizona Rally

When: March 14-17

Where: Tucson, AZ

Sponsor: Arizona Land Rover Owners

Website: <http://www.azlro.org/rally/>

Size: 50+ Trucks

The event splits into multiple trail rides varying difficulty with at least 6 different groups.



12th Uharrie Safari

When: April 11-14

Where: Uharrie Nat'l Forrest, Eldorado, NC

Sponsor: Carolina Rover Owners Club

Website: <http://www.carolinarovers.info/safari-general-information>

Size: 30 Land Rovers

The event features lead trail rides as well as ad hoc ones. The trail difficulty varies depending upon if it is dry (easy) or wet (very hard). Billed as a family event all levels of Land Rover owners should enjoy it. The Safari



10th South Central Area Rover Rally (SCARR)

When: April 17-21

Where: Barnwell Mountain, Gilmore, TX

Sponsor: Texas Rovers

Website: <http://www.scarr2013.texasrovers.org>

Size: 100 Land Rovers

There are organized trail runs, scavenger hunts, and obstacle courses for participants to try out their vehicle's prowess. The final evening consists of a catered BBQ dinner and a raffle. Everything from shirts and hats to entire lift kits are raffled off before the night is over.



Spring Robisonia RTV

When: Late April

Where: Robeson, Pa

Sponsor: R.O.V.E.R.S.

Website: <http://www.roversclub.org/html/events.html>

Size: 20 to 30 Land Rovers

A traditional 10 stage ALRC RTV competition



19th Mendo Recce Not-A-Rallye

When: April 27-29

Where: Cedar Camp, Mendocino National Forest, CA

Sponsor: mendo_recce email list

Website: None

Size: 30 Land Rovers

An unorganized, bring-your-own-everything event. Pot luck dinner Saturday night. Drive which ever trails meet your fancy. Spectacular views.



Moose Trophy

When: 18-20 May

Where: Kingston, Nova Scotia

Sponsor: John Cranfield

Website: <http://www.maritimerovers.org/smf/>

Camping and driving trails on John's farm. Muddy conditions make some nearly impassable.

21st? Oxford Mills Antique Car Show

When: Late May

Where: Oxford Mills Common across from the Anglican Church

Comment: An eclectic show, one of the first of the season. Very laid back and relaxed. 2012 may have been the last year as Chris Bryant plans on retiring and a new organiser has not been identified. A small and pleasant event.

2nd NELRC Annual

When: Early June

Where: Rauch Creek Off-road park, PA

Sponsor: North East Land Rover Club

Website: <http://nelrc.iftopic.com/f2-outings>

Size: 15 Land Rovers

Drive the trails and have fun



All British Car Day

When: Mid July

Website: <http://www.britishcarday.ca/>

An annual event run by the Ottawa Valley Triumph Club. The club participates and brings the trailer to help the Ottawa Valley Triumph Club run the event. This is NOT an OVLR event, but does attract a number of Land-Rovers as well as other marques of British cars.

30th Picnic and Family Camping

When: August 9-11

Where: Crooked Lake Resort, Finland, MN

Sponsor: Minnesota Land Rover Club

Website: <http://www.mnlandrovers.org/2013cal.shtml>

This low key event is tied with the Birthday Party with being the longest-running Land-Rover event in North America.



24th National Rally

When: August 13-17

Where: Ouray, CO

Sponsor: Solihull Society

Website: <http://landrovernationalrally.org>

Size: 150 to 250 trucks

The National alternates between Moab, UT and Colorado. Based out of a fixed location, trail rides vary from easy to very hard. Spectacular views. Vendor day. Dinners. Land Rover enthusiasts come from all over the continent.



M.O.R.E. Labor Day Rally

When: Sept 1-3

Where: Nova Scotia

Sponsor: Maritime Organization of Rover Enthusiasts

Website: <http://www.maritimrovers.org/smf/>

Size: about 20 Land-Rovers

The annual gathering of the club. Each year it is held in a different part of Nova Scotia or New Brunswick.

The event features off-road trails of varying difficulty.



2nd Conclave

When: September 19-22

Where: The Cove, Gore, VA

Organizer: Dan Chapman

Size: 110 Land Rovers

Trails are similar to what you would find at Rausch Creek, but there is a better mix of trails for people who don't want to do anything too extreme making to boulder crawls.

24th NorthWest Challenge

When: Sept 21-22

Where: Obsidian Forest, OR

Sponsor: Pacific Coast Rover Club and Rover-Landers

Website: <http://nwchallenge.com>

Size: 20 Land Rovers

An annual event that is rotated between Oregon, Washington and British Columbia by the two clubs. It is a hard event designed to a heavy competition between each vehicle to determine the winner.



British Invasion & British Car Day

When: September 20-22

Where: Stowe Vermont & Burlington Ontario

website <http://www.britishinvasion.com/>

OVLRC used to have a large presence at Stowe in the 90's until the atmosphere and venue changed towards a concours event for posh vehicles.

8th Metal Dash Weekend

When: September 28-29

Where: Petersham, MA

Sponsor: Don Flye

Website: <http://www.metaldashweekend.com>

Size: 10 to 20 Land Rovers

Original the event was started as a North American Series One gathering in 2006. It was expanded to include all "metal dash" Land-Rovers (II and IIA, but not III or later). However the event is open to all Land Rover enthusiasts.



Southern Appalachian Expedition

When: September

Where: Georgia

Sponsor: S.O.L.A.R.O.S.

Website: <http://www.sae-solaros.com>

Off-roading, BBQ & Auction. SAE attempts to provide participants with a small taste of the experience our predecessors experienced when the world was an untamed, unexplored, and young.



13th Rover Rendezvous

When: September

Where: Big Bear, CA

Sponsor: Southern California Rover Club

Website: <http://www.sclr.org>

This event once was a joint gathering of the Las Vegas, SCLR and San Diego Land Rover Clubs, but has morphed into just a SCLR event.



14th(?) Mid-Atlantic Rally

The MAR was cancelled for 2012. 2013 plans are uncertain. Usually held in Virginia in early October. Formerly a 400 truck event.

Fall Robisonia RTV

When: Late October

Where: Robesonia, Pa

Sponsor: R.O.V.E.R.S.

Website: <http://www.roversclub.org/html/events.html>

Size: 20 to 30 Land Rovers

A traditional 10 stage ALRC RTV competition.



13th Guy Fawkes Rally

When: Nov 3-4

Where: East Springfield, NY

Sponsor: Howard Smith

Website: None

A more traditional laid back event at former OVLRC member Howard's farm. His property has farm fields on different levels of a hillside with trails connecting them. Mug bog, hill climbs, RTV course. Saturday night is, of course, a large bonfire in memory of Guy.

Scottish Borders Hill Rally

When: Late November

Where: Forrest Estate, near St John's Town of Dairy, Dumfries & Galloway, Scotland

Sponsor: Scottish Hill Rally Club

Website: <http://scottish-hillrally.co.uk/joomla/>

Size: max 50 entrants

A formal motor sport race under the MSA rules. The Borders is a multi-stage, race over two days containing over 100 miles 20+ stages. Trucks feature competition roll cages and both driver/navigator have 4 point harnesses and helmets. On each stage competitors are launched in 1 minute intervals. Average speeds get up to 50mph with top speeds much higher. Balls-to-the-wall Land Rover racing. Can it get any better than that?



These are just a smattering of events throughout the year. Each club has many others. Links to the various clubs can be found in the Land Rover FAQ: <http://www.lrfaq.org/FAQ.5.clubs.na.html>

Importing a Defender 90 to Canada

by Paul Davids

In July 2012 I purchased a LHD Defender 90 300TDI which was first registered 1997 in Germany, to import a vehicle in Canada it must be at least 15 years old this Defender was turning 15 in November.

I contacted autoshippers uk to get a price of shipping, they quoted me 1200 pounds plus insurance another 220 pounds which is compulsively for the roll on roll off vessel. If I wanted to use a container it would be 1800 pounds but you are able to put other items in with the truck, the vessel leaves Southampton on a Sunday and takes 8 days to reach Halifax NS.

I wanted to get a couple of things done to the 90 before it shipped which included fitting a pair of side steps and changing the cambelt, once these were done it was ready to ship, so my dad kindly drove it to Southampton and delivered it to the dock. Autoshippers UK do offer a pick up service from anywhere in the UK and transport it to the dock for you. The vehicle must have a current MOT but I don't remember them asking to see the paperwork. You will need to have the vehicle registered in your name before shipping and sent off the registration slip to DVLA saying you are exporting the vehicle.

There is a website that tracks the progress of ships so as long as you know the name of the vessel you can see where it is in the Atlantic which is pretty cool. Once the vessel left the port I received confirmation that the 90 was on board I was also given contact details of a shipping agent in Toronto who act on my behalf to contact the auto port in Halifax to receive the truck. I could have saved some money here because this part I could have done myself basically the vessel owners charge a loading and unloading fee plus a charge for the chains that strap the vehicle down while at sea this was \$170 the agents in Toronto charged me \$120 to send a money transfer to the vessel owners in the US, I could have done my own money transfer to the company in the US and not used the agents in Toronto.

One thing to be very careful about is when the vessel docks, the Canadian customs board the ship and inspect each vehicle, if they find any mud or vegetation on the vehicle it will be compounded and washed for which you can be charged around \$1000. I was lucky and the 90 was cleared for release I think it helped that the chassis was sandblasted and waxolyed in the UK so was still clean., I asked the autoport staff about this and how dirty it would need to be to be compounded, worryingly they said its the luck of the draw, even cars that have been washed at Southampton have been compounded before now.

The process of collecting the vehicle was easy first I had to go to the CBA office in downtown Halifax here you had them the bill of sale, proof of insurance, proof of payment to shipping company, when I walked into this office I heard a fellow Brit accent, I spoke to this guy and asked him what he was importing and it was funny to hear he was also importing a Land Rover a 1960s Series one that used to be his fathers. So I paid federal import tax, once the import paperwork was complete I headed over to the port which is about a half hour cab ride. The autoport is a very large parking lot with lots of new vehicles parked up. Once I found the office I handed over the paperwork from customs and the Defender was delivered to the door ready for me to drive away.

I drove the 90 back to Ottawa over the next couple of days with no issues, The next step was to get it through a Etest and a safety test both of which were comical as the Etest was a quick rev looking for black smoke and safety was a quick drive up the road hence it passed both with ease. Now it was off to the licensing office to pay provincial tax and get the plates, there computer didn't like the VIN as is a different style to North American VINs.

So overall the whole process wasn't too difficult to import a Land Rover from the UK into Canada.

Under the Dormie Dome, part 8

by Dixon Kenner



To start off this mis-sive, the Dormobile was in the driveway. It had been backed out, taken a celebratory drive about the neighbourhood (albeit in front wheel drive, which had become very, very noisy when the bolts through the differential came loose, then adrift as we drove. Opps...) But, it came to a stop in the driveway, outside the Dome and the BGB put back in the drive.

So, with Dormobile in driveway, for work to continue, it needed to be under cover. The next RoverNight was

raining, and the cool damp weather resulted in a non-functioning starter. Trying a few things got us no-where, so we did a few things, and then retreated back under the Dome. So, we made a rear harness for his 88. Took a bit of figuring so that we could have some continuous runs of wire from the farthest point, back to the battery, so the grounds were done properly.



The next week was to get the Dormobile started, into the Dome, starter off, and try one or two of the others

from Cristina Calado in New Jersey (picked up during an 80 inch weekend at Ben's). Being of the neat and tidy types we opened up the garage, raked and swept out the Dome and we were ready to go. Unfortunately, the Dormobile wasn't ready to go. The starter would not budge. So, thinking it was the battery, put it on charge and try pushing in the meantime.

It barely budged. The back left tire was sinking into the dirt and dramatically slowing progress. Get out jackall and put a piece of plywood under the wheel. The front wheel in a similar position. <sigh> Think. Old come-along? Cable far too short. Find BGB chain. Still too short. Get a ratchet strap. Wrap strap around the base of the fence post by the garage and carefully see what happens. Is the rolling resistance low enough? It was! Dormobile started coming forward. We gave up on trying to start it and just rolled it in.

The next week was deal with the starter. We got the starter out, (out via the top, wouldn't pass by exhaust pipe) put in first of Cristina's starters. Exactly the same behaviour. Turns over very slowly. Now thinking it might be a grounding issue. Or power delivery, but all the wires are new as is the solenoid. Battery was low, so charging it. Noted the location of the ground strap from the battery to the frame. So, to be mode BGB-like, changed ground point from on the frame onto the bolt that holds the oil filler tube like the BGB. Turned over immediately and with vigour.

Late October it was replacing Roberston bolts that we had found on the vehicle. The front bumper got 7/16" hex bolts, rather than the assorted Robinson and carriage bolts in there. The breakfast hardware was all made consistent from the bottom of the bucket initial approach. We put the throttle controls back together after being disabled or removed for the starter refit. Put the front exhaust back together. Changed the water in the coolant system for the proper 50-50 mixture



of water and anti-freeze. Tried starting the Dormobile... It fired right up. Left it for a bit, did other things, tried again and immediate success. Engine bay work done. Finally...

November started with attention being paid to the roof. The Dormobile roof has a pair of windows and a vent. As this has been damaged in the past, the previous owner made his own cover, with plexiglass window. He had used the cheapest eighth inch thick plexiglass obtainable, which was good when the neighbour dropping a tree decided to put a branch through the roof. The plexiglass shattered, the rest of the roof fine. Never could get the name of the tree company from the neighbour.

But for that home made vent. A nail every inch in the construction, yet, he used the original latch, hinges, and did not damage the fibreglass top... Wow. I got all of the original off the roof with the minimum of damage to the Dormobile roof. Then put on the proper seal with the felt. A bit of a pain to go around the corners. But, on, all pushed home, felt adjusted, it was drop over the vent cover. The same style as on a VW camper roof. But, which way did it go on vis-a-vis where the felt was positioned. A call to Russ Wilson in Denver was in order. And... There was no rubber seal or felt on his roof.



From there some careful eye-balling to see where the latch and the pair of hinged would connect. First, the latch bolted home, the spacers on the outside to give strength. Then the hinged, which were not close

enough and did need spacers. Five washers worked there and with drill, Alastair holding it in place, the holes were drilled, the four stainless nuts, bolts and galvanised washers applied. It all worked wonderfully. Thanks also to Russell Wilson in Colorado who answered some questions on how his roof vent all goes together.

By the end of November we saw more progress on “cosmetic” aspects. Wing mirrors installed. Getting the carriage bolts out covering the holes were a challenge. One was 5/8”, the other half inch. As always, adjusting the mirrors was fun. The front floors were next to go in and get bolted down. The drivers a bit of a challenge because it was bent. Used longer bolts to pull the floor down to use shorter bolts to make it come together.

By December, it was apparantthat our auspicious weather could not last much longer. The signs of Winter had already visited with dropping temperatures and the Land-Rovers needed to be swapped in the drive if workwas to commence on the BGB. However, this eve, to clear the dome for the exgress of the Dormobile into the harsh Winter blasts (it was 50f out, which is why we picked this serendipitous eve...) the BGB has to be started.

Unfortunately, even Summer-like temperatures in December were not enough. It just would not go. Alastair and I spent two and a half hours charging the battery, turning it over, recharging, using, first quick start, later petrol in the carb. It would fire in at least one cylinder, which would jerk and pause the starter, resulting in starting back again. I am surprised we did not flood the engine during this process. Battery never went over 68% in charging in all of this time. Pla-teaured, and stayed there. Maybe time to visit Costco for one in better health.

At 10:43 it finally fired up and I kept it going deftly until the operating temperature got up to fifty centigrade, then let it smoothly idle away. I note that it did not want to be on choke for starting or running. Once it was running, the Dormobile was started. It immediately fired right up, but runs poorly, as it is in bad need of a tune up. We let it warm up too. A rare sound at Kirkwood Manor. Two Land-Rovers running at the same time!

From there, the BGB was driven onto the street, let to idle, the Dormobile backed out, parked across the

street, the BGB driven into the Dome; the Dormobile driven up the laneway. All halted. Victory beers!

It is interesting to note the change under the Dome. The dome is darker with a dark green BGB in there, vice the white Dormobile. Amazing what a difference reflected light makes.

As all good tales eventually come to an end, so does this one. 2012 saw the end of the major work on the Dormobile. With the Dormobile in the drive, the BGB under the Dome, it runs drives, and only needs some fine tuning as attention turns to the long suffering BGB.



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