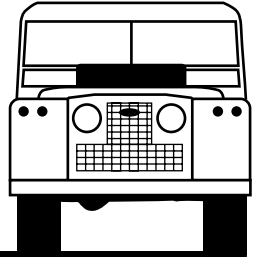


# OTTAWA VALLEY LAND ROVERS



April 15, 2013

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

Volume XXX, Number 4



*Maple Syrup Rally, a selection of coilers out in the bush*



**P.O. Box 478  
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## 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.

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

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 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  
OVLRL/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

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

## OVLRL Forum

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

## Newsletter Archive

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

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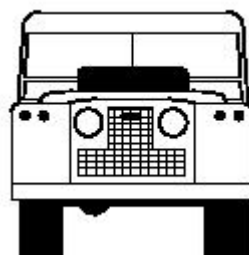
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## OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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 OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain 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

This issue: Benjamin Smith

### Production Assistance:

Bruce Ricker

*"It is like driving my living room" --Kevin Newell on what it is like to drive his wife's L322 Range Rover*

Greetings,

Spring seems to have finally arrived in Ottawa. The snow banks, so huge just a month ago, and essentially gone, the crocuses are coming up, and another Land Rover season kicked off with the Maple Syrup Rally up at Vern's near Shawville, Quebec.

Various projects can now be dusted off, and there are quite a few percolating away around the club. Locally, Alastair Sinclair is bringing his 88 back from its unfortunate parking escapade; JL is contemplating the resurrection of Brutus; Terry King is struggling with his Disco TDi conversion; our esteemed President juggles a 101 and a 109 NADA; Frank grows bold (as he writes later in this newsletter); Bruce Ricker contemplates preventative shipfitters on Sedgewick; Kevin Newell contemplates what preventative maintenance he will need this year; and my 109 station wagon is under the dome for a refurbished engine, and looking like footwells<sup>1</sup>. This list could grow even longer the wider the net is cast, but maybe another day. All to say, there is a lot happening in various garages around town. Which leads us to a rather shocking admission that arrived in my mailbox from Frank Ashworth<sup>2</sup>. This article is well worth reading. It demonstrated the affect of Series vehicles upon the psyche of modern Land Rover owners<sup>3</sup>.

Another item to note is that our friends south of the border are also not idle. I visited Ben Smith for another weekend to work on my 80". While there he took me over to another LRO's house for dinner. Ryan has a SIIA 88" that his friends in NJLR have helped him take apart. When we arrived it was but a rolling chassis with a bad frame. We helped pull the suspension bolts. He now needs to collect the galv'y chassis that has been quietly seasoning in another NJLR's back yard.

Two events for next month. The first will be the Opeongo colonialisation trail run on May. A light off-road event that will take all day, travel and see some of the abandoned villages of the Ottawa Valley. One of several abandoned roads in eastern Ontario from the last century. For further information, email Kevin Newell at newellandscott@rogers.com, or his co-pilot Terry King at terracing@rogers.com.

The second is the (mostly) annual Tune-Up. Again hosted by Andrew Finlayson at his home near Carp, this is an opportunity to see what cobwebs in your vehicle need to be addressed and get some advice and guidance from others whom have probably been there before. Some, many times, like myself who has the enviable skill of being able to change a 2.25L fuel pump in the complete dark. Further information and directions can be found later in the newsletter.

At this time, there is little information on what will be happening with the Oxford Mills antique motorcycle and car show. A fund raising event for the Anglican Parish and a fixture for over two decades, Chris Bryant

retired from the event last year, and several groups expressed interest in this popular little show. Speculatively, the "Special Interest Auto and Motorcycle Show", to be held on May 26th in the Oxford Mills park for the Anglican Parish. Whether or not this is "tombstone" information being projected forward can not be told. But, for what it is worth, the details are: Exhibitors free, first 75 cars and 25 motorcycles, Vehicle entry closes at noon to permit public. Spectator admission: \$3 each. If it is on, it is a very pleasant little show.

Further on in the newsletter is more information on the Thirtieth Birthday party. Little details aimed at the agenda yet from the executive, but many of the basic pieces of information are available on both the web site and within these pages.

From last month, the "barn find" diorama on eBay did not meet reserve (slightly under the buy-it now price) and will be offered again on eBay sometime in the future. When you search the name of the chap doing them in Germany, you quickly find that he has quite a variety of other marques done up in the very same style, so whether Land-Rover or whatever, there is possibly something there for you. Were the club as rich as some others, we'd buy it as the centre piece of the Bob Woods Restoration Award, a potential new award being contemplated by the Executive.

Other than that, summer is upon us. Knock off the cob webs, charge up the battery and get your Land-Rover back on the road. And while you are at it, snap a photo of your Land-Rover and send it over to Newsletter Central at [dkenner@fourfold.org](mailto:dkenner@fourfold.org).

<sup>1</sup> I must note that Mr. Newell commented recently upon the state of the BGB and that either I must be bitter, or that it was bitterly cold out. Hard to tell given some of the recent trials and tribulations we have heard whispers about from Frank. I must observe that the cans that might appear in various photos are of a fine European lager, not bitter.

<sup>2</sup> Well, to be honest, purported to be from Frank. It passes all of the sniff tests, walks and quacks like a duck, and reveals only things that Frank could know. I do admit Frank has a lot of email addresses, and the one this one came from is one of his, but the IT Security in me does acknowledge that it could have been spoofed by some technologically savvy person. Those skills only lie with people who have computers in cars, and could never be one of those primitive Series owners who are more likely to have steam driven differential engines for a computer than some sleek, plush, Android-like device that can fit in the dash

<sup>3</sup> Ref: OVLN news, Andrew Watkins



# President's Message

## Musing From the Throne Room, Part 14

by Andrew Jones

Another month goes by and I have been busy with Rover bits. As you can see in the photos below I have been taking the advice of "off with his head". Errr, both of them. You can see the pile of parts on the work bench. Pushrods all nicely in cardboard so that when I go to put them back into the truck I can drop the lot and forget the original order. Presumably the heads came off due to an issue like blown head gasket, cracked head or bad valves. Only time will tell. Take one functioning 101FC and now...it sits again.



over the years. They drifted away for various reasons. This is the year to bring them back. If you know of any Land-Rover owners that are former members of the club, but are not currently members. Ask them to come back. Send them a copy of a recent newsletter to read. Encourage them to come to the Birthday Party in June. The more the merrier. If they don't want to come back ask them why and pass the reason onto the Exec.

You see my smile behind the wheel while I make "vrrrm, vrrm" noises. I get the best petrol mileage this way. Why oh why did I sell my perfunctionally functional Series I? If I still had it, I'd have a Land Rover to drive to events!

This month marks the start of the main Land Rover season. The Maple Syrup Rally was well attended. Next up will be the new Opeongo Trail run followed by the tune up. Then, before you know it the Birthday Party will be upon us. August finds both Ben Smith's BTN in NJ and the new Rover Polo Tournament out by me in Pakenham. Fall will bring the Ceder Hill Rallye, Howard Smith's Guy Fawkes Day Rally and the Christmas Party. Then we can do it all over again!

Since this is the 30th year of the club we should make the Birthday Party the best of recent memory. Many people have been members of the club

The Ted Rose Sighting Society wants to have a Silver Lake sighting this year. It has been too many years since he attended a Birthday




Party. The presence of his 88" on the trails is missed. As is his expert opinions given while leaning on the wing of a Series Land Rover.


The newsletter staff have been a bit rebunctious of late. They keep demanding monthly articles. You'd think that if I didn't submit something they would just make up a column for me. [who? Us? No we never do that! -ed] They fill out the rest of the newsletter so well, it can't be too hard to create another page of content, eh? The next thing that you know they will be asking me to give them a beer for every page in the Newsletter as a form of payment. (And you wondered why we went to the 24pp format!)


[Ok, yes Andrew didn't submit a column before the NL was put to bed forcing us to fill space with two spy photographs and some text. -ed]





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


 Dave Pell says that he has hopes and plans to have Fergie and trailer going for this year. Upon closer questioning he places emphasis on “this year” noting that the year goes to 31 December. He still has to get the collapsed Gatineau garage off the ambulance.

 Andrew Jones as been out visiting Simon Scuse to borrow some 101FC parts to have fabricated. Simon promises to get one of his 101FCs running again. This raises the possibility of a new award. The Bob Wood Memorial Trophy awarded to the longest restoration project. Best excuses for why the project took too long will be noted. This is an award that can only be won once by an individual

 Dixon has been heard peddling the features of his Dormobile. “Buy now and save money!” People found this idea quite humourous.


 Andrew Watkins has continued to express an interest in buying and restoring a Series Land Rover. Come over to the dark side!


 Newsletter central received reports of a club member named Ted being pulled over by thge police in his Land Rover. They were questioning the road worthyness of his paintjob. It seems their records of the truck list that it is yellow, but the truck is now white and black...

 Russell Dushin reports in on his progeg in fixin’g Nigel’s head. It transpires there are significant differences between SII vs. SIIa rocker ass’ys....and I suppose I would’ve learned this had I read David Cockey’s January 1996 OVLN NL article on this topic (or the RoverFAQ version thereof). The main differences are in the rocker shafts (which I knew) - two piece for a SII and one long guy for the SIIa - and in the rocker towers (which I hadn’t fully appreciated). The outer two (*i.e.*, first and fifth) towers on a SII are the same dimension (thickness and footprint) as all five on a SIIa, but the inner three are different. These inners are both wider (front to back) and have a slightly offset footprint (about 1/16th wider spread between fixings) relative to the first and fifth towers. The head bolt pattern is the same (SII vs. SIIa), so it’s the smaller end fittings that are offset on the inner three towers on the SII head. The three inner towers on a SIIa make up for the lost width on the SII’s with appropriately sized thrust washers placed on either side of each tower. The other key difference is that all the SIIa towers are “sliced”, as in C-shaped, presumably so that the application of torque to the head and tower fixing bolts clamps down upon the rocker shaft (and/or so that wider variances in rocker shaft dimension are tolerated), while the SII towers are not (O-shaped at the bore the shaft rides through).


Naturally, I first attempted to install my newly refurbished SII rocker ass’y onto the rebuilt SIIa head, but found I couldn’t thread the fixings for the center tower, which coincidentally hadn’t quite fully seated onto its locator pin. The fittings for the second and fourth tower, which lack locator pins, were a bit tough to catch, but fittings for the outer two towers went in like Flynn. Once I’d finally realized there were differences between SII vs. SIIa tower footprints, I reassembled the refurbished rocker ass’y with the SIIa towers (and thrust washers). All bolted together just fine, but I remained concerned about having a two piece rocker shaft on that narrower SIIa center tower. Regardless, I torqued down the head, adjusted the valves, assembled the ancillaries, and got on with it. After a brief prime of the fuel pump he started right up, first bump, and sounded great....but watching the top end oil delivery with the valve cover off revealed the obvious: oil spewed from the center rocker tower out the slot in the C-shaped hole, and meanwhile...barely made it out the front rocker arms. Duh! Quite clearly, a two piece SII rocker shaft cannot be used with SIIa towers. I contemplated whether one of the SII end towers might work as the center tower on this SIIa head; it would require the two thrust washers, but has the proper footprint and better still, is solid - not slotted/ C-shaped - so it won’t leak as badly, but I ultimately figured the proper solution was to fit a one piece rocker shaft. I had one - and the entire ass’y off this donor head - but the refurbished rocker arms I have are fitted to a refurbished - and narrower - rocker shaft, so nothing fits. Closer inspection of the cleaned up donor SIIa rocker ass’y (that I’d only just retrieved from Mud-dha’s last week) revealed it wasn’t in bad shape at all, certainly better than what I’d started with, so I parked the refurbished stuff on the shelf for its due seasoning and decided to give new life to the rocker ass’y off this donor head.

In the end I went with my well seasoned (but oven-annealed) NOS copper head gasket and left that new-fangled thing [composite gasket] in the bag. Torqued, un-torqued, and torqued again by now and seems to be holding.

 Russell Wilson reports that his Dormobile is resting in Colorado.


 Eric Zipkin writes that his 110 is a daily driver, his stage I is partially disassembled and waiting on a transmission. His 80” and father’s expedition SII 109” are resting quietly in dry storage. Other vehicles in the fleet that he doesn’t want to admit to are quietly sitting waiting for attention. Meanwhile he may need to build a barn to store all of his toys (errr, Land-Rovers).



 On the OVL R forum, Marcus “barjout” was asking about getting his 1996 Defender with 300 Tdi emission tested. He said he had no issue in 2011, but now a person from Canadian Tire is telling him that they will test the emissions with a probe,. He was concerned since he no longer has a catalytic converter.

Brett Storey related that with his Defender they only check the VIN and do a visual smoke test. Brett further researched from a drive clean forum that, “Vehicles 1988-1997: Vehicles are subjected to Two Speed Idle tests, using a gas bench to ‘sniff’ the tail-pipe emissions to ensure compliance, similar to previous testing on AWD vehicles. OBD is not connected, and it’s my understanding the Check Engine light does not influence your Drive Clean test.” and found a post that stated, “Light duty diesels prior to 2001 will continue to be visual inspection only.”

The end of the story is Marcus posted, I went for my emission test. I was a little concern about my catless setup so I did put my fuel injection pump back to the original setting before the test. Well the kid at Canadian tire just didn’t know what the hell he was talking about. It was only another visual test once more. Except that they took pictures of the Defender outside and the odometer. 10 minutes later I was out on my way home with a pass emission test. And \$45 dollars later. So I am good for another 2 years. And I can tell you right now going back to the original setting on the injection pump is not fun at all. I am already back to optimise setting on the pump but I can’t wait to fit that big intercooler to play with the setting a little more.

 Another thread on the OVL R Forum was started by Dustin “dvinny”. He says that he likes his Series III, “but find that I have very little time, money or desire to get out in the garage to work on it.” He has listed it for sale the past but doesn’t want to be Land-Rover-less. He is thinking about a Discovery and asked for advise from anyone who has had both a Series III and a Disco.


Ben Smith posted that it depends. Series III are 40 years old and Discos 20. Discos are cheaper, quieter, faster than a Series, but the V8s are prone to cracking and cylinder issues. Some say that that the Series has more character.

JC “Crash” posted that his 2000 Disco 2 has been a lot cost vehicle for the past 6+ years and 125kmiles, but not winter driven. He does most of the work himself and finds fuel consumption to be “thirsty”. As a comparison he says, “one would be hard pressed to go to the same places in the series truck as I do in the Disco because of the highway driving. I will get my series truck drivable again but I cannot see it replacing the Discovery for my longer trips.” And that good used D1s od D2s with low miles are getting hard to find. Salt has not been kind to their frames.

Dixon posted tha the Series is easier and more simple to maintain. He postulated about maintaining computer systems and how they have gone from up-market to heavy off-roader. And they are quieter.

“R\_Lefevre” posted extensively that he finds his 2004 D11 to be a large meccano set compared to other marques. He prefers the OBD II system that will throw fault code instead of trying to find the issue. He has off-roaded heavily and drowned his truck, but been able to get it back running again afterwards. He had modded his D2 by swapping the autobox for a manual and tricked the ECU into thinking it still has an autobox. He finds the 2004 to be the best year as it has the return of the center diff lock with the upgraded traction control system. “The D1’s are a little simpler mechanically, but the electronics truly are a nightmare, and are the reason why the reputation they earned. The D2’s have German designed electronics with weatherproof connectors that are far more reliable.” He concludes with, “All this, and you can still drive a D2 1000 miles up north on dirt roads in complete comfort with air conditioning and a good sound system.” [Ben Smith has driven his D1 to Natashquan, QC and back. -ed]




 R\_Lefevre also posted some D2 off-roading photos





# Some Non-OVLR News & Rumours

 The Lucas Torpedo, a story attributed to Mike Rooth

Six or seven years ago, I worked with a fellow with the very British name of Ken Appleby. He had a Spitfire, I had my '74 B, and we used to motor out to Pickwick's Pub and throw darts after work on occasion.

Ken used to work for Lucas in the UK, specifically for a division of Lucas that did military electronics. My favorite of his stories was about the time he had been working on a computer-controlled torpedo. It used magnetic core memory to store the programs, which had the advantage of being very non-volatile as well as not susceptible to EMP discharge.


So Ken got to ride on the boat for the first test of the torpedo that used the computer with his program in it. Somewhere out in the North Sea, on an R. N. cutter, Ken and his crew launched the first ever run of this new weapon, and Ken learned a new respect for debugging...

The program was supposed to make the torpedo shoot off the boat, dive to a depth at which it couldn't be easily detected, then circle toward the target, climb to striking depth, and hit the target. There were on-board sensors to detect sea level, and the torpedo was supposed to travel at a preset distance below sea level, with constant feedback keeping it on track.

Somehow, somewhere, Ken had multiplied one of the 3D coordinates by a negative number, and this error soon propagated through the transformation matrix (the mathematical construct that models 3D space), with predictable results.


Within instants of hitting the water, the torpedo -- instead of sinking out of visible range -- blasted up and out from the water in a great silver fountain, then continued skipping across the surface of the blue like some sort of deranged wingless flying fish. Worse yet, instead of circling toward the target, it circled all right, but began to return to the ship that launched it. Fortunately it was not armed, but they still detonated the self-destruct on it rather than let it slice through their ship at 50 knots or whatever rate it travelled. Because of the non-volatile core memory, Ken was able to debug the program from what the Royal Navy frogmen could recover from it, and he fixed the problem for Rev 2.0.

But I must admit that the image of the torpedo, splashing happily above the surface of the water like an aroused porpoise, is one that returns to me in idle moments such as this. What else would a Lucas torpedo do but try to fly?

 Landover, MD. Land-Rover announced at the International Motor show in New York City the new, patented and unique, Land Rover distress signal for all post 1984 Land Rover products, with the exception of some Defender models. When you get stuck in the wilderness, or possibly the local park at night, you hit the new and special hazard-like button and a special signal is broadcast for all to see. AA, Canadian AA, and American AA have all been contracted by Land Rover to respond to the appearance of these symbols appearing in the sky. Land Rover strenuously denied that these were calls for Series owners to come to the rescue of their unfortunate modern owners.



 The South African Land Rover owners have beaten the record for the most Land Rovers in a convoy. The date was the weekend of March 3rd and 4th, 2012. The convoy of 1007 Land Rovers was 27km long. A video of the momentous occasion is available, of course, on YouTube. The video was created by a group of enthusiasts at [www.mylandroverhasasoul.com](http://www.mylandroverhasasoul.com) [http://www.youtube.com/watch?feature=player\\_embedded&v=n9bpYyKJcH4](http://www.youtube.com/watch?feature=player_embedded&v=n9bpYyKJcH4)


 In late March US Immigration and Customs (ICE) raided the business of Aaron Richardet in North Carolina. He had run a business called GB 4x4 LLC which had specialized in importing Defenders. Almost 20 Land Rovers, mostly Defenders were seized. <http://www.wect.com/story/21791074/federal-agents-spotted-working-criminal-investigation>

Forums have been rampant with speculation of why ICE raided the business. Some suggestions include that another business complaining about competitor, an upset customer, a truck that had been stolen in the UK and sold to an unsuspecting importer, or a VIN swap for an older vehicle to get around the US 25 year rule. Effectively it means that no one knows why yet, so all possibilities are being suggested to fill the vacuum.

What it mean for us that that it is getting harder to sell



cheap Defender to rich(er) Americans. Various Americans are reporting extra scrutineering of imported Land Rovers. One mentioned a valid 25 year Defender 110 with a 200 Tdi getting seized. The truck in question had a 200 Tdi instead of the stock 2.5 TD engine which formed the grounds for the seizure.

 Here is a direct link from US Customs: [http://www.cbp.gov/xp/cgov/newsroom/news\\_releases/national/04152013.xml](http://www.cbp.gov/xp/cgov/newsroom/news_releases/national/04152013.xml)



“Since October U.S. Customs has seized more than a dozen imported Land Rover Defender off-road utility vehicles for violating federal road safety standards, including two early last month at the Port of Norfolk in Virginia. The agency said it is aware of vehicles with altered vehicle identification numbers to make them appear at least 25 years old and therefore exempt from certain safety standards, such as air bags. The illegal shipments have been discovered arriving from Great Britain at the ports of Baltimore, Charleston, S.C.; Jacksonville, Fla.; and Savannah, Ga. The import enforcement is being coordinated with the National Highway Traffic Safety Administration at CBP’s Commercial Targeting and Analysis Center in Washington, where specialists from several agencies with import safety responsibilities are co-located to conduct joint risk assessments and direct inspectors in the field to suspicious shipments. The value of the seized vehicles is about \$250,000, CBP said. The vehicles can fetch as much as \$150,000 in the United States because they cannot be lawfully imported unless they are at least 25 years old. CBP urged prospective buyers to confirm the validity of vehicles purchased overseas by checking the VIN in a vehicle history report and report suspected trade violations through the eAllegations portal.”

Here is a recent video of them of inspecting a Defender.

[http://www.dvidshub.net/video/286572/cbp-officers-examine-land-rover-port-baltimore#.UXQUNr\\_3CX1](http://www.dvidshub.net/video/286572/cbp-officers-examine-land-rover-port-baltimore#.UXQUNr_3CX1)

## Classic Land Rover magazine

Another new Land Rover magazine will be hitting the news stands in the near future. Titled “Classic Land Rover”, the magazine will focus on “classic” Land Rovers, defined as all pre-1989 Land Rovers, but will focus on Series One to Three as well as military models from this period. A monthly magazine, described as written by enthusiasts, it is describing itself as the complete guide to buying, owning, running, driving, repairing, modifying and restoring pre-nineties Land Rovers and Range Rover classics<sup>1</sup>.

Regular features include:

- Tech and Toolbox - sections dedicated to comprehensive workshop and practical Land Rover tasks.
- Restoration features - classic Land Rovers enthusiasts have restored.
- Vintage Britain - ‘out and about’ in interesting corners of Great Britain in classic Series Land Rovers (no description on similar from the great Dominions or the United States).
- Journeys - tales of adventure and accounts; off-roading and greenlaning and trips further afield to and from other continents.
- Club reports and events (Yes Virginia, we have sent out effort over to them. No idea if they will actually look at it), free classified reader adverts section and all the latest news from around the world.

The first Issue will be available on 1 May (June Issue) in the United Kingdom, then every first Wednesday of the month. The UK cover price will be £3.99. The subscription price for the United States (we presume this includes Canada and not “rest of world) is £39.90, or about \$64 (US or Canada depending on the day)

As they describe themselves - “In fact, it is everything authentic series owners have been waiting for from their first completely devoted magazine. Put simply, Classic Land Rover has no bling, just leafers and early coilers.”

As befits the times, there will also be a digital version too for PC and Mac from the May 1st, with Apple, Android, Windows 8, Kindle Fire and Blackberry versions coming very soon.

If interested, the subscription page is : <http://tinyurl.com/bnuadyn>

For long time Land-Rover owners, just think. From the early days of OVLr when there was but one magazine from the UK (Land Rover Owner), we have seen Land Rover Monthly, Land Rover Enthusiast, Land Rover World, and others pop up. CLR will be edited by John Carroll, who previously was editor for LRW

<sup>1</sup>Try any of this, beyond buying, owning, running, or driving on one of the new all-aluminium Range Rovers...



**OTTAWA  
VALLEY  
LAND  
ROVERS**

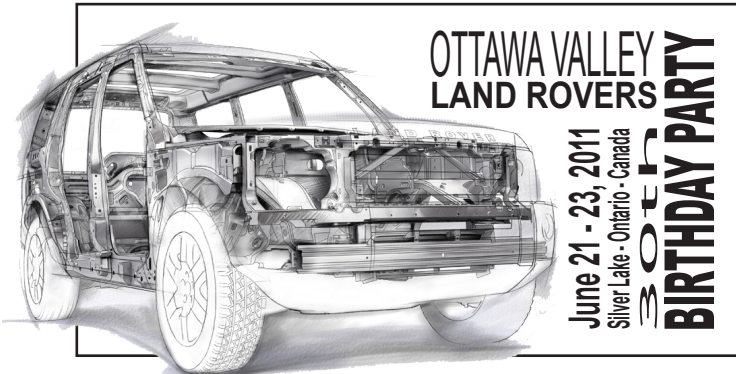
**MERCHANDISE ORDER FORM**

**OVLR 30th BIRTHDAY PARTY**

Friday June 21 - Sunday June 23, 2013

**EARLY REGISTRATION DEADLINE - May 24th**

**IF YOU ARE ORDERING T-SHIRTS  
FORMS & PAYMENT MUST BE RECEIVED BY MAY 24th**



You can view unprinted t-shirts & colours at [www.mygildan.ca](http://www.mygildan.ca)

Gildan T-shirts are 100% cotton preshrunk (with the exception of Ash Grey which is 99% cotton /1% polyester)

This image will be digitally screened on t-shirt front

Item #	Description	Colour	Sizes Avail	Price	Size	Qty	Line Total
<b>MENS</b>							
2000	Short sleeve T-shirt	Sand	S - 3XL	\$ 18.00			
2000	Short sleeve T-shirt	Ash Grey	S - 5XL	\$ 18.00			
2400	Long sleeve T-shirt	Natural	S - 2XL	\$ 22.00			
2400	Long sleeve T-shirt	Ash Grey	S - 3XL	\$ 22.00			
<b>WOMENS (classic / relaxed fit)</b>							
2000L	Short sleeve (relaxed fit)	White	S - 2XL	\$ 18.00			
2000L	Short sleeve (relaxed fit)	Light Blue	S - 2XL	\$ 18.00			
2000L	Short sleeve (relaxed fit)	Light Pink	S - 2XL	\$ 18.00			
2400L	Long sleeve (relaxed fit)	White	S - 2XL	\$ 22.00			
2400L	Long sleeve (relaxed fit)	Light Blue	S - 2XL	\$ 22.00			
2400L	Long sleeve (relaxed fit)	Light Pink	S - 2XL	\$ 22.00			
<b>CHILDREN (youth)</b>							
			XS (2-4) / S(6-8) / M(10-12) / L(14-16) / XL(18-20)				
2000B	Short sleeve	Sand	see above	\$ 18.00			
2000B	Short sleeve	Light Blue	see above	\$ 18.00			
2000B	Short sleeve	Light Pink	see above	\$ 18.00			
2400B	Long sleeve	Sand	see above	\$ 22.00			
2400B	Long sleeve	Light Blue	see above	\$ 22.00			
2400B	Long sleeve	Light Pink	see above	\$ 22.00			
				Prices include tax		TOTAL \$	
Hats will be available for purchase at the party						Enter this amount on page 1	

MEMBER'S NAME: \_\_\_\_\_

**Please note: There will be no additional orders taken at the event**





OTTAWA  
VALLEY  
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ROVERS

# REGISTRATION FORM

## OVL R 30th BIRTHDAY PARTY

Friday June 21 - Sunday June 23, 2013

### EARLY REGISTRATION DEADLINE - MAY 24, 2013

Please complete and send this form and a cheque to:

OVL R, PO Box 478, Carp, Ontario K0A 1L0 or contact OVL R.Treasurer@yahoo.ca to pay by PayPal

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

Province \_\_\_\_\_ Country \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Name(s) of guest(s) (and age of children) \_\_\_\_\_

**BIRTHDAY PARTY FEES:** Included: Breakfast & Dinner on Saturday & Continental Breakfast on Sunday

	Received by May 24th	After May 24th or at event			
Adult (13 & up)	\$50.00	\$75.00	x _____	= \$	_____
Child (6 - 12) ('child friendly meal')	\$12.00 **	\$15.00	x _____	= \$	_____
Infants (0 - 5)	Free				

\*\* Reduced fee reflects 'child friendly' meal of hot dogs / hamburgers plus all side dishes and dessert

T-SHIRT ORDER: \$ \_\_\_\_\_

**TOTAL PAYABLE TO OVL R \$ \_\_\_\_\_**

### PLEASE NOTE THE FOLLOWING

1. Off-roading will be scheduled for Friday, Saturday, and if enough interest, vSunday <-- ... 3 days of off-roading
2. Payment of registration fee is required regardless of your participation in the meals.
3. Club Insurance requirement: All drivers must be members. If you have a guest wishing to drive your vehicle, affiliate memberships are a bargain at \$5.00. Renew your membership or purchase an affiliate by filling out the appropriate section on page one and the above information on this page for each membership, or will be available at the birthday party.
4. All vehicles must be plated and carry personal liability insurance.
5. ALL participants (drivers and passengers) must sign an insurance waiver. Bracelets will be used to track completion.
6. **Drinking and driving, whether on or off-road, is a criminal offense and will not be tolerated.**
7. Members wishing to participate in off-roading activities must be prepared to submit their vehicles for a mechanical safety check and must have suitable recovery points.
8. The executive reserves the right to deny access to off-road trails at their discretion.
9. Accomodations are the participants' responsibility. Camping at the main site is available free of charge. Port-a-Potties will be available. No showers.
10. Fires are NOT permitted at the main site.
11. Drinking water will be provided in 5 gallon bottles with pumps. You will have to bring your own drinking containers, or stainless steel water bottles with OVL R logos will be available for purchase at a cost of \$10 ea.

Signature \_\_\_\_\_ Date \_\_\_\_\_

# Upcoming Events

May 4th 2013

**Opeongo Colonization Trail**

West of Ottawa Up towards Barrie's Bay  
 Organiser: Kevin Newell & Terry King  
 RSVP: terrycking@rogers.com

May 11th, 2013

**Spring Tune Up**

Locally in Ottawa  
 Organizer: Andrew Finlayson

May 20th, 2013

**230th Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 17th, 2013

**231st Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

June 20-23, 2013

**30th OVL R Birthday Party**

Silver Lake, ON

July 15th, 2013

**23nd Monthly Social**

Prescott Hotel (Beach & Preston Streets in Ottawa)

August 4-5, 2013 (Bank Holiday Weekend)

**12th Blacker than Night**

Readington, New Jersey  
 Organizer: Benjamin Smith

August 17th, 2013

**OVL R International Rover Polo Tournament**

Pakenham, ON  
 Organizer: Andrew Jones

## 30th OVL R Birthday Party

The big event for the club is only a few short months away. Dust off memories of trails like the "Light" off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie's land. The RTV competition. A great BBQ dinner Saturday night. Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate's auction style, "This item is one of a kind..."

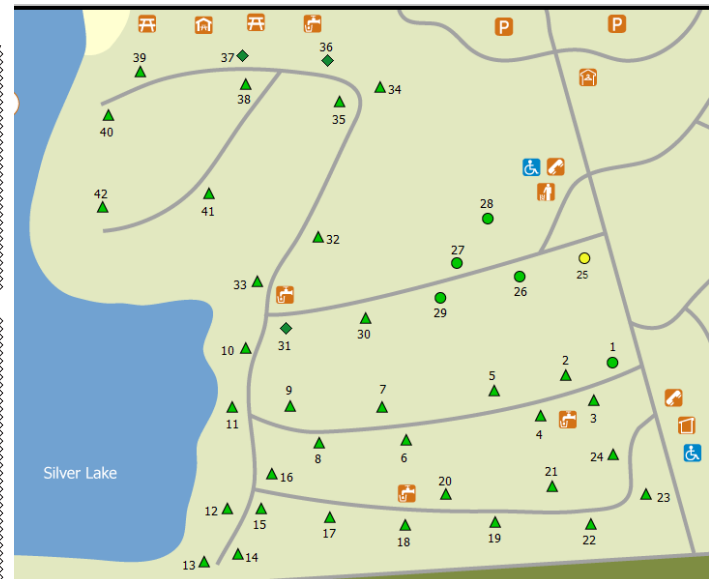
Now is the time to plan ahead and register your campsite at Silver Lake Provincial Park Real toilets and showers. Swimming and playground available. Members typically concentrate in the Dawson Campground (see map below) with the "party" site being #40.

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

Put the weekend of June 22 to 23 on your calendar. Book the Friday the 21st off from work. Dust the cobwebs off your Land-Rover and do your Spring tune up. Plan to head out to the Deacon's place near Maberly.



Series 1 80" on the RTV course, 2006



**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. Mud-dy conditions make some nearly impassable.



**2nd NELRC Annual**

When: 17-19 May  
 Where: Rauch Creek Off-road Park, PA & Anthracite Outdoor Adventure Area, PA  
 Sponsor: North East Land Rover Club  
 Website: <http://nelrc.iftopic.com/f2-outings>  
 Size: 15 Land Rovers  
 Drive the trails and have fun







**Left to Right, Top to bottom:** Hot syrup at 108 C, off-road trailer cooking up a storm, line up for trails, sap bucket with rain hat, boiling sap, Glen tends the fire, Sill 88", Andrew Watkins in his H&H RRC, P38A, Roy Parsons and others listen to Andrew Jones, dates of the sap run, thumbs up!, Kevin Newell driving the L322 couch, Ted's white ("yellow") D90.



# Rally 2013



*Left to Right, Top to bottom: Paul's D90, Ted's D90 and P38A in white, Ted's D90 again, on the trail, Kevin looking cool in his L322 RR, Diana Ashworth, Dave Pell collects \$5, P38A RR, D90 & D90, Peter Gaby, Dave Pell and others inspect the food, Eric Ratcliff and others wait, a crowd waits.*



# General Servicing: Repairs, Humour, Tales & Trivia

## A Confession

by Frank Ashworth

After many years of involvement in the Land Rover community, being recently inspired by the articles written by Alastair, Andrew, Ben and Dixon, I thought that it was time that I too picked up pen and paper and describe my involvement with these aluminium wonders.

May of you would have observed in the past how agitated I got when the term “plushie” was used. Some thought, like the editor of this newsletter, that it was a way to really begin to wind me up. Why? Possibly a deep seated jealousy of Series Owners? All of those happy hours of watching Daktari and Mutual of Omaha’s Wild Kingdom as a small boy? My yearning to be driving through the savannah and bush of east Africa, now through the bush of eastern Ontario and western Quebec? What about those adventurers in Time Warp Overland tweaking Land Rover’s corporate and imperial nose in years past?

Well, time passes and we all eventually grow up. Then, along came Land Rover with their fancy offerings, and I leapt upon the chance to play out my childhood fantasies, but, alas, like a cheap amphetamine, the high was momentary and empty. Joining OVLV only accentuated this realisation and while I had the nicest plushie, bar Peter’s Holland & Holland, this emptiness remained.

Then along came Sir Petie (read, Peter McGough, a former President of OVLV) and the 86” Land-Rovers (note the hyphenation, a detail that I appreciate. The hyphen beacons back to those halcyon days of Land-Rovers, when they were roaring across the wilds of the world, before Toyota came along...). It was as if it was possible for me to have a new beginning, the cherubs singing, the Sun coming through the dark clouds of Land Rover (note, no hyphen, no hyphen means modernistic blandness, where all things begin to look alike, the once classic Range Rover looking like Ford microwaved it, turning it into a big rounded turd) despair. Sir Petie’s sudden move out west meant that his pair of fine 86” Land-Rovers were going to be available! And, to the fluttering heartbeat, at an advantageous price! Before I could begin to think, I now had my own matching set of Land-Rovers!

It was like an aluminium V-8-like weight had been lifted from my shoulders. I could use the word “plushie” in jest. I can see that “plushie” ownership was but a passing phase and through Series One ownership, my kids desire for a Ford Edge was possible. No longer did a Ford Edge represent a loss of hope.

Yet, now the pair of 86’s sit, languishing in a snow bank. Is the madness creeping back? Will Andrew Jones, a toady to an American multi-national, beat me, the proud executive of a Canadian start-up? Even

Dixon has resurrected a Dormobile and may, oh horrors of horrors, have the BGB alive again before an 86” hits the trails. Worse yet, Terry may have his long-running Disco project finished before I manage to lay a fine, BSW spanner upon my neglected birmabright friends. Peter will have put English wheel to dented Range Rover panels and restored the lustre to his French-spec Range Rover.

I feel that I must come clean. I have a divided, tortured soul. On the plushie side, we have “technicians” now-a-days, who pamper and preen the plushie for that ride comfort, stylin’s about the City. My evil twin personality might be having thoughts of upgrading the existing plushie for a Range Rover Sport, with low profile tires, and maybe even spinners like the white one seen upon Ottawa’s fair streets.

Oh God! I am jealous of Andrew Watkin’s Holland & Holland! Maybe if I put a wet bar in the back of my... no, No, NO! Stop it!

On the other side of my bifurcated personality, the happy one rooted in childhood before my parents scrapped the Austin Land Crab for a Rambler, knows that the Series means independence. I can fix this rolling association of closely aligned parts with the set of Canadian Tire imperial spanners, King Dick Whitworth sockets rattling around in the under seat tool box with the green bible, the factory manual of deep secrets that the magicians of the Kalahari and Serengeti know by heart.

[To Be Continued]



*Temptation a running Series I SWB, but not mine...*

# Rules of Convoy Driving

*Driving in convoys works efficiently if everyone follows the rules listed below. People don't get lost from the convoy and everyone else doesn't take hours looking for the missing. The rules were written down by Rick Larson (member of mendo\_recce and Northern California Rover Club circa 1996)*

1. You are responsible for the vehicle behind you
    - At all intersections make sure the vehicle behind you knows which way to go--if there is any doubt, wait until you see them make the turn
    - If the vehicle behind you stops for any reason, stop and wait until start moving again
    - If you haven't seen the vehicle behind you in a while, stop and wait until you see them
    - Never pass an intersection without visually checking that the vehicle behind you makes the same turn
  2. Get lost together
    - Unless it is previously agreed to split up the group, don't--work out any differences of opinion before acting
  3. Two way radios (CB, FRS, Ham) are extremely useful for communicating, especially on recces or we'll-know-where-were-going-when-we-get-there type trips.
  4. Keep moving
    - We will stop more than enough times to discuss directions, take pictures, eat lunch, fix Land-Rovers, etc.--minimize unnecessary stopping
    - If you do stop let everyone know why and for approximately how long--there is nothing more frustrating than being at the back of a convoy and not knowing what is going on. (See 3)
    - If you see something you feel is interesting and want to stop and investigate please call it to the
- groups attention--It is likely others are thinking the same thing or just happened to miss seeing it (See 3)
  5. Don't tailgate. Leave plenty of space. The person in front of you won't let you get lost. (See 1) Keep any mishaps isolated to one vehicle.
  6. After you have overcome the obstacle park out of the way. Make sure the next person has just as much room as you did. Don't stop and get out at the top of a steep hill or just beyond a mud pit.
  7. One vehicle at a time on steep up and down slopes. Leave a clear path downhill in case a transfer case pops out of gear or brakes fail.
  8. Call out on-coming traffic or obstacles on the radio. Dust can obscure trailing vehicles vision. (See 3)
  9. Be on time
    - There tend to be a number of no shows at each trip. No point in every one waiting when there is no way to distinguish a no show from a late arrival without an infinite wait.
    - Be ready to move out in the mornings. The purpose of most trips is to get out on the trails and explore. You don't want to be \*the\* person that a convoy is waiting on forever to get going.
  10. Be self sufficient
  11. Learn/ask about spotting. There are some rules, but that is another article.
  12. Safety first
  13. Recognize that Land-Rovers and Land-Rover-Owners are differentially abled. Try to be patient. The diversity of the trip attendees is generally a positive thing. But everyone must be willing to compromise.
  14. Never, ever do anything you are uncomfortable

---

## A Series III Eulogy

It coughs in the morning, and wheezes at night,  
It rattles and creaks, and's a TERRIBLE sight!  
The lights are pathetic, the wipers a joke,  
And following traffic is lost in dense smoke!  
It leaks oil from the engine, and more from the 'box,  
Some on the drive, and more on your socks!  
Turning the steering, needs plenty of might,  
But it makes little difference if you turn left or right!  
It goes where it wants, whether you want to or not,  
And heaven help you, if you want it to stop!

It makes lots of noise, just finding the gears,  
Hard to believe, they last so many years.  
It bounces around on leaf springs so stiff,  
They only just move, if you drive off a cliff!  
The seats aren't much better, too much soft foam,  
Gives a numb bumb, by the time you get home.  
Which will take quite a while, 'cos it's far from being fast,  
Sports-cars to mopeds, they all seem to go past!  
So what do have? What is it we see?  
Lurking within, and old Series Three?

Character? Charm? We love'em I'pose,  
For some unknown reason, beyond mere prose.  
They transcend mortal language, have REAL soul,  
Like they're alive, more than metal & oil.  
A Trusty old friend, whatever the weather,  
Wont let you down, well almost never.  
Through thick and thin, they'll give you their best,  
And when it gets tough, they'll just leave the rest.  
They may be a pain, but they get better with time,  
And, this one my friend, well this one is mine!

*[Teflon Mike states that he wrote this "a long time ago." Further searching shows that he had a SIII 109 in the early 2000s named Weezil the Deezil that was broken for spares in 2005.*

*[http://teflonmike.craywiki.co.uk/0\\_Lo\\_040\\_Features\\_016\\_Poem.htm](http://teflonmike.craywiki.co.uk/0_Lo_040_Features_016_Poem.htm) ]*



# The Annual Tune Up<sup>1</sup>

Saturday, May 11th, the weekend before the Victoria Day long weekend will see the occasionally OVL R Tune-Up.

Traditionally the Tune Up was an opportunity for mechanically challenged, yet enthusiastic members shake the cobwebs out of their mighty steed's carburetors, drive over to either MiniMan, later the Land Rover dealership, to learn about some of the basic maintenance and tuning of your Land-Rover. In years passed, members learned first hand (read, an expert stood beside them and directed them as the vehicle owner did the work) how to tune the engine, adjust the brakes, and do other routine functions. However, times have changed and there are slightly more modern vehicles in the club which do not take well to some of the maintenance routines that the older Series vehicles can suffer.

This year, given the break in this event for the past year or so, it is possible that there are more than a couple of owners who are enthusiastic to learn more about their vehicles, but really do not know where to start, or what they can actually be doing. Expert members will be on hand to show you how to tune up your Land-Rover and provide help in tuning your Land-Rover or at the very least explaining what pro-active measures you should be taking for its long term health and longevity. The level of assistance and guidance will vary greatly between vehicles. While the owner of a "Series" vehicle can learn about timing, setting dwell, how to adjust the tappets and a host of other things, the owner of a much more recent Land Rover will be following a very different course of action.

As for the more modern Land Rover owner, read Plushie... Well for the most part many of them don't do their own servicing anyway but there are a few adventurous types who do (Terry King, our valued editor being an ideal example). Terry mentioned that he would be happy to lend them his ear for advice etc. Sady, is getting to the point where there is less and less you can do yourself anyway .

For those who might not make it, and feel the legendary Land Rover reputation precludes regular maintenance<sup>2</sup> Plushie owners should know how to:

- a) Check if not change the serpentine belt and tensioner. Not too difficult but a real puzzle getting it back on without a diagram. Terry has done a DI several times but not the DII.
- b) Oil & filter are messy but doable, there is no way



on a DI or DII to not splash oil off the steering arm where it is. (Masters of this task who feel over confident should try for the black standard and see if they can change a canister filter off of a Series without getting drenched in oil)

- c) Another common problem on any model with a centre diff-lock is it sticking due to lack of use or lack of grease. The process could be explained as it is not too hard to do. Kevin Newell, can do it in his sleep, Terry can do it but may have trouble explaining it. Taking the interior apart is the tricky bit. Not losing the nylon spacers from the shifter is a must!
- d) Brakes are not that difficult and could be explained using parts that may be on hand for a DI. Or, depending

- who is there, possibly someone could disassemble one a bit and reassemble.
- e) Changing a headlight might be worth knowing.
- f) Finding the inlets and greasing the drivetrain comes to mind as well.
- g) Changing the diff oil is tiresome but not technical.

Unfortunately, the diagnostic computer that has been to some of the recent events will not be there this year.

Lunch: As well if the club wants to provide the food we could use our BBQ for say sausages or hamburgers etc. for an easy lunch. And I suppose people could bring their own adult beverages.

And of course good dogs are always welcome and parking/vehicles should stay on the gravel only as the ground will still be mushy then (especially this year) .

So, bring along your hand tools and be ready to get your hands dirty!

<sup>1</sup> First cited in 1983, this event, though not without an unblemished annual record, the annual Tune-Up is actually older than OVL R itself, having existed with "Operation Frank", the precursor to OVL R under the umbrella of the Association of Land-Rover Owners of Canada.

<sup>2</sup> To be fair, Land Rovers are getting a lot better of late. Anecdotal hearsay from the United States says that the new LR3 and 4 vehicles require little more than routine maintenance, unlike the earlier Discover 1's and 2's, P38's and others.

This is a morning event only starting at approximately nine AM. The session, or opportunity should wrap up by one PM, where exhausted members will repair to, a yet unidentified location as the Cheshire Cat on March Road had a small fire earlier this year. The post tune-up discussion will centre on who put on the best performance, and potentially set themselves up as an early entry into the annual "Gasket Under Glass" competition

The Tune up will be happening at Andrew Finlayson's residence at: 4356 Stonecrest Road. To get there from the south,

- Take the 417 (Queensway) to March Road
- Go north on March Road, through Kanata North to Dunrobin Road.
- Turn right onto Dunrobin Road
- Follow the road all the way through Dunrobin past West Carleton High School
- just past the Copperdale Golf course (on your right) you will turn left on to Kinburn Side Road at the Ultramar Gas Station
- Follow along the Kinburn Side Road through downtown Woodlawn, over the train tracks and along a few more miles/kilometers until you start to climb a bit of a hill
- At the top of the hill turn right onto Stonecrest

- Road (at the public school of the same name)
- Follow along Stonecrest until you go over those same train tracks again past Kilmaurs Road
- Andrew's is the second house past on your right side

**Cost:** There is no cost for this event, however you are expected to bring your own tools, and spare parts if necessary.



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Same day service available on most repairs

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# Maple Syrup Rally

by Dixon Kenner

Since 1987, the Maple Syrup Rally has been a fixture upon the calendar signalling the end of Winter and beginning of Spring. This year harkened back a decade weather-wise. Sunny, a reasonable temperature, snow upon the ground, both from a recent fall and what had not melted away yet. Quite a few people made the trek to Vern's with people from as far as Montreal and Toronto attending.

The fresh snow covered side-roads made it easy to find Vern's as the mud of the road showing though in the tracks made by the passing vehicles going to the rally. There was no better set of directions once you turned off Highway 148 to snake through the back roads.

This was also the first year in quite a few that the sap collection was still on-going, the big evaporator, based on century old technologies and practices was roaring away, the huge clouds of steam creating, at times, an impenetrable fog in the sugar shack. Vern was down in the shack, tending the fire, and explaining to people how the whole process worked. That it took the sap three to four hours to turn into syrup as it zig-zagged through the evaporator. The syrup comes off at 108 degrees Celsius and looks like hot 10W30<sup>1</sup>. 105 gallons were put in for today's run.

Today, Vern made two batches of syrup. Two gallons each time. This year he has made slightly more than fifty gallons this year, and there is another ten in the evaporator. Today's syrup still has a light taste and



was lighter two weeks ago. As the season moves, the boil takes longer as there is less sugar in the sap and the sap starts to ferment. Other concerns are a heavy rain that will drip down bark into containers. Tannin caught by the water gets into the sap and creates an after-taste. For those checking the buckets, the sap was still running a bit. Running some days, not other.

For the trivia buffs, this is the latest that he has made syrup since the MSR started. The previous record was April 7th in 1992. The earliest is March 7th, 2000. This shack has been in use since 1987. This may have been the last time for the clouds of steam as Vern is contemplating upgrading the old fashioned system to something a little newer than 100 years old. Today, most modern

installations use a reverse osmosis based system, vacuum assisted pipelines and many traits never seen at a traditional sugar bush.

The Club trailer was in attendance per usual. Chefs Andrew Watkins and Kevin Newell prepared ample supplies of french toast and sausage. The baked beans were provided by Andrew and Delia. It was impossible for someone to leave hungry, and if you were not careful, you would be more waddling away from the feast, topped by syrup that was mere hours old (as opposed to that store bought stuff that could be several years, if it is even real).

Off-roading was a bit squirrely and enjoyable this year. Like the WinterRomp, the warm weather made the snow rather wet, and it compacted immediately into an icy layer to challenge driving. Given the possibility of trouble, Kevin was given the task of leading the off-road. Vern as trusted navigator, with chainsaw. We think Kevin just wanted to show off the very fancy new

<sup>1</sup>One description related to me on the various quality levels ran as follows. The expensive, light colour syrup is like a 5w20, or the motor oil used in a modern Land-Rover. Rather tasteless. The ideal is like a 10w30. a medium colour and body, something enjoyable. By the time it is dark and thick, like a 20w50, or the motor oil used in an old Series Land-Rover, its much cheaper, yet very flavourful. I guess your mileage will vary according to taste. All of them are ideal!





Land Rover that he insisted was “for the wife”. For myself, as a change I accompanied Andrew Watkins in the H2, oh, Holland and Holland. True to form, Andrew’s driving footwear looks to be plushie moccasins. No worry of getting stuck from this intrepid driver! Trivial diversion - Elsewhere in this newsletter you will find convoy rules. It would be an opportune time to reread these guidelines. The off-road managed to shed two vehicles, one, surprisingly enough from the middle of the convoy, and one from the end as it would around the back roads.



I must admit that the H2 (Holland & Holland) did remarkably well as it wallowed in the wet, WinterRomp-like snow that was packing and tuning to ice. Never did figure out which seat back hid the bar with crystal and drinks. Eventually we came around to a section of a trail that has challenged us in the past, notably Harry and his 109 one event nearly twenty years ago when all of the vehicles, Series only back then, laboured up a long cut filled with snow. For this section, Joe was put in the lead as he has a winch, Vern was two two vehicles back in Paul’s Red Defender 90<sup>2</sup>. This year, the challenge was not really there as everyone made it around with little trouble, so getting back to Vern’s, it was decided to go out again and pick a different route.



This time we to went down the Bryson road this time. This road peters out to a trail which takes a sharp left to go up the hill to the abandoned 19th century home-  
stead, water obstacle, and eventually down into a valley (the uphill climbing out one year led to an epic journey out that took into the evening as it started to snow, the ground froze, and turned to a mixture of ice and mud). This initial climb was seen to be impassable this year given the dearth of winches. So, everyone was turned around and headed back out.

However to do so, some vehicles were required to go further down the trail. The red D90 had a terrible time getting up the rise after turning around, so Joe walked back and drove it up. And finally, discretion is required about a certain Xterra that accompanied us on the off-road. Sadly for Glen, nary a comment on the challenges and tribulations that it might, or might not, have experienced amongst this august group of vehicles on a two hour tour!

And thus ended another lovely rally.

Many thanks to the usual team of volunteers. Vern & Linda Fairhead for hosting yet another lovely event. Andrew Watkins, Kevin Newell slaving over the hot stoves. Andrew & Delia for the baked beans. And Peter Gaby for providing the “prototype Range Rover” and bring the trailer up to Vern’s from Ottawa. And Dave for looking very official with collecting the exorbitant \$5 and not discussing, not, no, not at all, the wreckage of his Gatineau Garage trapping his Land Rover upon his drive.



<sup>2</sup>I must observe that you can have a conversation in the H2. I wonder if Andrew has Mozart or Beethoven cued up in the CD changer. In a Series, it would be slightly noisier grinding up the slope. In fact, this was one of the conversations between Roy, Andrew and myself. Roy says he can’t get used to ear defenders in the IIA. I suggested for the Birthday Party he wear them from Ottawa to Carleton place and then while driving take them off. They may be on again soon enough!



# Opeongo Colonization Road and Ghost Town Tour

May 4th, 2013, 09:00 am

In the mid 1800s the government began to construct all season trails leading well, to nowhere. These roads were called colonization roads and they were built throughout Ontario with the intent to grant people 100 acres of land just off these trails which usually started at larger population areas like Bytown (now known as Ottawa). The plan was to have new immigrants develop and populate the land, hopefully creating commerce and new communities in the vast expanses of Ontario.

These trails also usually followed traditional travel routes like rivers. In the case of the Opeongo trail it more or less followed the Ottawa River. The majority of immigrants had been promised the land to farm and as such a new life in the Ottawa Valley. Unfortunately like so many well intended government programs farming faltered over many years. The free land in the Ottawa Valley was hopelessly useless for farming. The inventive and hardy people adapted and turned to lumbering which proved to be very profitable to so many in the area.

By the late 1800s many small and mostly quite successful towns and communities had sprung up some with fine hotels, saloons and inns. Goods were exchanged and most communities prospered. By the 1880s the railway, like the K and P, brought an end to many towns and so the trails now all season passable roads were no longer useful for commerce or living. The roads evolved and changed following the migration of people towards the railways. All along the colonization road mining, lumber and other forms of commerce left and followed the railway, once booming small towns died away and others grew.

We will be trying to closely follow the actual remnants of the Opeongo colonization road. Along the way we will look for clues to it origins. We'll keep an eye out for historical plaques and abandoned towns, mills, graveyards and buildings which still remain from the

frontier days. Along the way we will sight see and take breaks at opportune land marks. This is a casual drive for fun and a bit of history and maybe some adventure. We will tour until the group decides to turn back and call it a day.

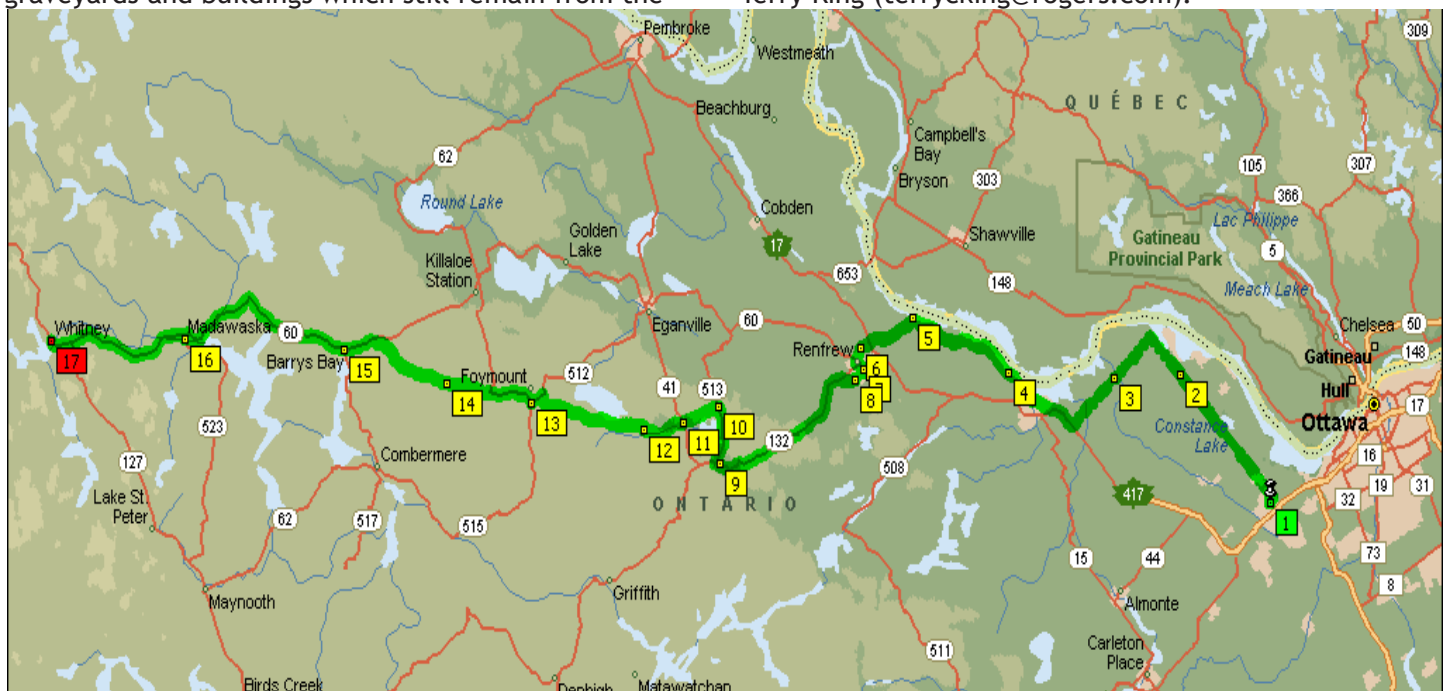
## Requirements:

1. Land Rover (preferably in good repair (Dixon!!))
2. Sense of adventure
3. Bring food and drink
4. Folding chairs
5. Maps if you like to follow along
6. Full tank of fuel
7. Two way radios not needed but bring FRS if you like

## The Day:

1. Meet at Earl of March High School parking lot (4 The Parkway in Beaverbrook, Kanata)
2. Depart for Renfrew area
3. Follow the leader or the Land Rover in front of you...
4. We'll be looking for ghost towns like Ferguslea (Originally called Opeongo)
5. Esmonde (one of the few places successfully farmed)
6. Newfoundland (frontier log cabins still standing on the hills in the area)
7. Clontarf (Church built in 1850 and some log cabins still remain)
8. Foymount (highest settlement in Ontario, abandoned military radar base)
9. Brundenell (In 1880 it was booming and had three hotels and saloons. In 1893 the Booth Railway killed the town and almost all communities along the Opeongo trail)

Hope you can join us and have nice day in your Land Rover among st friends. If you plan to attend, RSVP to Terry King ([terrycking@rogers.com](mailto:terrycking@rogers.com)).



# Bensfold Backlog

by Benjamin Smith

It has been a few months since I took pen to paper on my own account. Dixon has been down a few week-ends to work on his 80". Mostly he has been concentrating on cleaning up galvanization out of his frame bushing holes and fiddling with springs. So far he has 3 of 4 spring bushes installed. We keep telling ourselves that it will go faster once it is a rolling chassis.

I have been working off-and-on with building up his diffs. I have one ready to go. The other is another story. The bearings were Timkin, but made in Canada. So they had been replaced at some point. Whoever rebuilt it didn't put any shims in under the bearing race so the head of the pinion was 0.016" too low. Pulling bearings and races is doable but you need the right pullers. Even then you may not have the correct one and will need to improvise. The photo shows the arms from two pullers attached and held in place with a hose clamp. It looks silly, but it worked!



When I pulled the inner race off of the pinion gear shaft, I found that under the bearing race was a long irregular groove that like was put there by a gas torch when whomever tried to pull the bearing race off, failed and switched to cut it off.

The other week it was time for another oil change in the silver Disco 1 today. 173,000 miles on the clock. The last few days the low oil light has stayed on longer on startup than usual. First off the oil was off the bottom of the stick. That is not good. Drained the oil, replaced oil, then pulled the oil filter. And noticed oil

dripping from the left cat. Ummm, that's odd. And that it not good. Turns out the valve cover is loose in back and it was running down the head in back and dropping into the O2 sensor. At least I know why it was low on oil. Plus perhaps why I get a random O2 pre-heater fault code.

Off comes the intake plenum. Now I could just tighten it down. But no I take it off. Inside I see lots harden black oil bits. Coating everything. Sigh. I spend a few hours cleaning the cover up and what I can clean in the gallery. It us better than it was. All sealed up. Moral of the story, don't look a gift engine in the valve cover.

Then I was able to finish the maintenance. Plus there was a vibration between 45mph and 65 mph that has gotten bad. But only in certain load conditions. If I accelerate hard it is there. If not, sometimes not. Time to figure it out. I tightened up a front wheel bearing that had a smidge of play. Tie rod ends were ok. Panhard and trailing arm bushes are not loose. While I was at it one of the rear shocks was replaced. But the suspension vibration was still there.

The follwing weekend I went off to tacke the front shocks. I found that they were loose with dead bushings. That should be an easy job. But not on a 17 year old vehicle. Of course the shock tower studs on the ring snap. It is easy to cut the top shock bolt with an angle ginder. The bottom nut is nicely hidden in a bracket. You get a 1/12 of a turn. But the whole shock spins. Next thing that you know you are holding the shock via a pipe wrench while you take off a nut with 47,000 1/12 turns. But they came off. Then you find that the bottom washer is rusted on and the only way to get it off hammering at an angle with a cold chisel. Eventually they come off. And all goes together.







# THE REDWING . . . FT/6 FORWARD CONTROL FIRE APPLIANCE SPECIFICATION

## ERRATUM

K.S.B. Pump Capacity should read : —  
350 g.p.m. and not as stated.

## APPLIANCE

**BODYWORK.** All aluminium body with full length fibreglass roof. Body sides fitted with drop down shutters. Rear enclosed by roller shutter.

**PUMPS.** Alternative pumps are mounted in the same position immediately behind the driving compartment.

**PUMP A.** K.S.B., 380 g.p.m. centrifugal two-stage with inbuilt water ring primer.

**PUMP B.** Coventry Climax 300/350 g.p.m. centrifugal with automatic water ring primer.

**TANK.** 140 gallon capacity, baffled and mounted at rear of appliance. Hydrant filler provided also water level indicator adjacent to hydrant connection.

**HOSE-REEL.** Mounted above tank, containing 120' x  $\frac{3}{4}$ " hose, fitted with shut-off nozzle. Isolating valve fitted to shut-off reel from pump. 180' of hose can be supplied if required.

**STOWAGE.** Two 8' or 10' lengths of 4" suction hose and a light alloy ladder may be carried on the roof. Up to twelve 75' lengths of  $2\frac{1}{2}$ " delivery hose may be carried in the rear hose racks. There is space for additional equipment behind the rear crew seats.

**CREW ACCOMMODATION.** Seating for 4 crew, 2 in front and 2 behind, with 4 door cab for ease of entry and exit.

**FINISH.** Painted red, all stucco aluminium left in natural finish. All external steel fittings heavily galvanised.

**EXTRA EQUIPMENT.** Twin flashing lights are fitted to the roof as standard. Siren, bell, etc., available at extra cost. Details and prices by request.

## SHIPPING DETAILS

LENGTH	16' 3"
WIDTH	5' 4"
HEIGHT	7' 4"
WEIGHT	4,557 lbs. approx.

## CHASSIS

**CHASSIS.** Welded fabricated box section with box section cross members, providing great torsional and diagonal rigidity. The body is mounted on outriggers welded to side members. The front forward control extension is fabricated in the same manner as the main chassis. Special front and rear springs and shock absorbers are fitted. Four wheel drive is provided, automatically selected when transfer box low ratio is engaged. Drive to front axle optional with high ratio engaged ; this is selected by an independent lever.

**POWER UNIT.** Four cylinders. Overhead inlet and exhaust valves. Bore 90.49 mm. (3.562 in.), stroke 88.9 mm. (3.5 in.), capacity, 2.286 c.c. (139.5 cu. in.). Maximum B.H.P. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. (17 mKg.) at 2,500 r.p.m. Compression ratio 7 to 1. Cylinders cast integral with crankcase. Detachable cast iron cylinder head carrying all valve gear. Forged steel 3-bearing crankshaft fully balanced and counterweighted. Copper-lead main and big-end bearings. A distributor cut-out limits the engine speed to 4,200 r.p.m.

**GEARS.** Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse.

**CLUTCH.** Single dry plate, 9" diameter, hydraulically operated by pendant pedal.

**BRAKES.** Hydraulically operated foot brakes requiring light pressure on the pendant pedal. Two leading shoe brakes on front wheels. Mechanically actuated handbrake operates on transmission shaft to rear axle.

**TYRE SIZE.** 750 x 16. T29A Dunlop Trackgrip.

**COOLING SYSTEM.** By pump and fan, thermostatically controlled. Capacity 17 $\frac{1}{2}$  pints (9.95 litres). Pressurised.

**ADDITIONAL COOLING** is provided by an oil cooler working in conjunction with the fire pump enabling long periods of pumping to be maintained.

**ELECTRICAL SYSTEM.** Lucas 12 volt. Coil ignition.

**FUEL SYSTEM.** 10-gallon (45 litres) tank with external filler at side of body. Solex down-draught carburetter with oil bath type air cleaner and silencer and integral centrifugal pre-cleaner. Mechanical pump and sediment bowl with gauze filter.

*The Rover Company are not responsible for the manufacture of approved equipment and/or body work, although they have closely examined specification and design.*

*Matters concerning Sales (including Shipping, Delivery, etc.), Service of Warrantee Claims are the responsibility of the Manufacturer (whose name and address is given on this leaflet) or his Agent.*

*In cases of difficulty concerning approved equipment, the Special Project Section of the Land-Rover Engineering Department is available to offer advice.*

*The information contained in this leaflet is correct at the date of publication, but is subject to alteration without notice.*

ALL ENQUIRIES SHOULD BE ADDRESSED TO

**CARMICHAEL & SONS (WORCESTER) LTD · GREGORY'S MILL STREET · WORCESTER**

Telephone WORCESTER 21383

M. 1775/10m. 1/62



# Rovers & Parts for Sale

## Series and Coiler Parts For Sale

I have just started to rebuild a '66 - 88", I already have a '59, a '64 coiler and a '75 - 109". My shop is a bit cramped so I was thinking it's about time I got rid of some stuff, any interested?

- Two 88" hard tops
- 109" front axle - complete,
- 109" Salisbury rear axle- complete
- A few 4.7 diffs. and 10 spline half shafts
- 2 or 3 gearboxes
- Two 2 1/4 petrol engines
- 3.9 Range Rover engine.
- An 88" rear tub
- Miscellaneous wheels - 15 and 16 inch.
- Range rover classic front axle
- Salvageable Series 2A bulkhead
- And lots of small parts.

I am situated in New York State, in a town called Lockport, about 20 miles from Niagara Falls and Buffalo, Contact Bill Leacock (roverbilly@msn.com)

## 1963 Series IIA Forward Control 4-Door

It is not often that you look at Bring-A-Trailer and you see a truck that you know:

<http://bringatrailer.com/2013/04/19/1963-land-rover-series-ii-a-forward-control-4-door/>

It is also listed on eBay for \$19,500

[http://cgi.ebay.com/ebaymotors/Land-Rover-Other-/200916349561?ViewItem=&item=200916349561&force\\_v4exp=true](http://cgi.ebay.com/ebaymotors/Land-Rover-Other-/200916349561?ViewItem=&item=200916349561&force_v4exp=true)

Owned by the current family since 1972, this FC was originally fitted out by Carawagon as a mobile lab for London University. It was then converted to a flatbed and later to the current crewcab configuration. It has a Jaguar 6.2 straight 6 engine conversion. It is currently in Ridgeway, ON. Contact Al Carthew for more (or bid on the eBay auction)



## Series Parts For Sale or Trade

- Two good II/IIA grilles. One was painted black, the other is unpainted, both are straight.
- Two scout II boxes (for adding power steering to a series)
- LHD passenger floor. Not too badly corroded. Free.
- Super freaking nice SII seatbox (green)
- Nice seatbox lids (red)
- Pretty darn good left door top with glass, in primer
- 109SW roof sides
- Series pickup cab roof, bad shape, golf ball look-alike
- Surge brake master from the rover hauler. Perfect for an off-road trailer. 12K lbs capacity.

Contact Jean-Leon "J-L" Morin (Oilburner on the forum if you don't have contact info)

## Series/Defender Parts Wanted

- II/IIA bottom door hinges, pair
- Parts off super rusty SIII bulkhead (bonnet hinge brackets) or scrap III bulkhead
- Defender inner fender, right side
- Defender frame bits
- Defender door bits

Contact J-L Morin if you have them

## Series Parts For Sale:

As posted on the OVLRL forum by "serious" aka Keith Barrett:

Fenders for a SIIA, good condition, red.  
Fenders for a late SIIA or SIII, good condition, green  
\$250 for each pair.

107/109 middle bulkhead. Could also use on a 86/88 to make a "trayback". Very good condition. \$120.00

Tubs and bonnet also available.

Contact Keith via the forum or directly if you have contact information.

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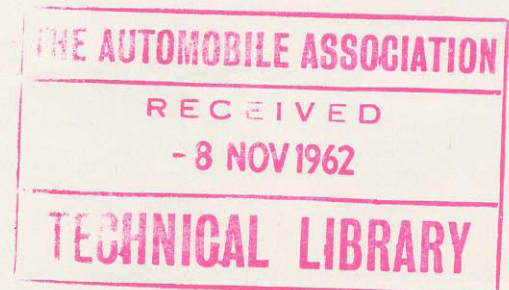
# THE REDWING FT/6 FIRE APPLIANCE

As approved by  
The ROVER CO. LTD.



*Threequarter Front View*

- Based on the 109" Land-Rover chassis converted to Forward Control by Carmichael & Sons (Worcester) Ltd.
- Seating for crew of four.
- Choice of Fire Pumps
- 140 gallon Water Tank.
- Fully enclosed Crew and Equipment Space.
- Fibreglass Roof, Waterproof, Rustproof.
- Four-door Cab for ease of entry and exit.
- Conversion makes the maximum use of Standard Land-Rover parts.



**CARMICHAEL & SONS (Worcester) LIMITED**

Second page of advert is on page 22