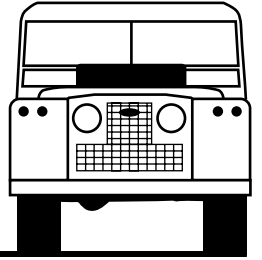


# OTTAWA VALLEY LAND ROVERS



May 15, 2013

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

Volume XXX, Number 5



*Mark Pankhurst at the Spring Tune with Bob Wood's former "galvanized shrine" Land-Rover*

**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 \$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  
OVL R/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>

## OVL R Forum

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

## Newsletter Archive

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

## OVL R Executive and General Hangers-On

### President

Andrew Jones  
[andrew.jones@explornet.ca](mailto:andrew.jones@explornet.ca)

### Secretary-Treasurer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Events Coordinator

Frank Ashworth  
[fashworth@gmail.com](mailto:fashworth@gmail.com)

### Off-road Coordinator

Kevin Newell  
[newellandscott@rogers.com](mailto:newellandscott@rogers.com)

### Executive Member-at-Large

Roy Parsons  
[royparsons@sympatico.ca](mailto:royparsons@sympatico.ca)

### Past-President

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

### Club Equipment Officer

Andrew Finlayson  
[andrewf@explornet.com](mailto:andrewf@explornet.com)

### Marshall Emitterus

*vacant*

### Archivist

Benjamin Smith  
[bens101fc@gmail.com](mailto:bens101fc@gmail.com)

### Auditor

Christian Szpilfogel  
[christian@szpilfogel.com](mailto:christian@szpilfogel.com)

### Returning Officer

Dixon Kenner  
[dkenner@gmail.com](mailto:dkenner@gmail.com)

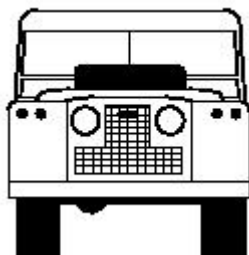
### Merchandising Coordinator

Gabrielle Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)

### Webmasters

Dixon Kenner  
[dkenner@gmail.com](mailto:dkenner@gmail.com)

Benjamin Smith  
[bens101fc@gmail.com](mailto:bens101fc@gmail.com)



## OVL R Newsletter

ISSN 1203-8237

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

**Submissions:** Articles and photographs may be submitted to the Editors, Terry King ([terrycking@rogers.com](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto:dkenner@gmail.com)) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

**Advertising Information:** \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free ad space is provided to members.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

**Editorial Policy:** The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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### Newsletter Editor:

Terry King  
This issue: Dixon Kenner

### Newsletter Production Editor

This issue: Benjamin Smith

### Production Assistance:

Bruce Ricker

Greetings,

Another month with the weather improving in a remarkable way, despite turns towards weather more suited for the late Fall. This month let me start by making it clear that the April newsletter, in the spirit of April Fool's Day did have a pair of articles in there that were most not written by those who's names were attached to them. Both Andrew Jones' Presidents Report, or "Musings from the Throne", and Frank Ashworth's "A Confession", were written by others and inserted into the newsletter for some fun. Some took them a bit seriously, our apologies.

May has a pair of small, yet quite enjoyable events. Both lightly attended, these two diversions were the Opeongo Colonisation Road Ghost Town Tour and the annual Tune-Up. The former was a pleasant afternoon drive heading west out of Ottawa along an old colonisation road, one of nineteen constructed in Ontario starting in the 1840's before the railroads. Terry King has a write up on the morning and early afternoon jaunt. The second was the annual tune-up. A few souls showed up to Andrew Finlayson's for a more social morning of banter about Land Rover, complete with coffee and dough-noughts, and later a barbecue lunch. That too is found within these pages.

Most importantly, within these pages, and on [www.ovlr.org](http://www.ovlr.org) are the next major event, which should be provoking some planning from numerous members is the thirtieth Birthday Party. Again at Silver Lake, this may be one of the last years near the light and heavy off-road trails, the Bolton Creek trail and other sundry trails that have been mapped out over the years. There is lots of information on the event, both in the newsletter as well as on the OVLRL website. The executive has been busily planning various things. Rumour has it that the RTV will move to a more ARC-like format, making it follow the same rules that we already see at

other events like Blacker than Night, or for those who remember Greek Peak, that set of rules.

As for instalments on some of the slight touch of restorative rejuvenation on the BGB, well, when the wings were off, a certain amount of rust was discovered discolouring the footwells. This will require a bit of fettling before the engine goes back in.


Sadly, no news on whether or not there will be a replacement for the annual Oxford Mills Car show down in Oxford Mills at the end of the month. Searches on the net turn up all sorts of conflicting information. Last year Chris Bryant called it quits after twenty years of organising the event.


Looks like there will be no new Defender for a while. Tata has some cash flow issues from some failed ventures, so Land-Rover will subsidise yet another company in the interim. Granted, looking at the Defender prototype (loved only by those with rose coloured glasses in some haze) this might not be a bad thing. However, an all aluminium Defender/Disco hybrid will make ruggedability challenging to repair after an accident, let alone desirable for the military.


Finally, for the thirtieth, an anniversary crossword puzzle from Murray Jackson. Some might remember that Murray got his start upon the pages of the newsletter about fifteen years ago. If you like automotive crossword puzzles, his "Motor-cross" is in a lot of newspapers across North America now, starting with the Ottawa Citizen every week.

<sup>1</sup>At the Tune-Up when asked why he was not driving a Rover that day. The five would be: (1) '59 SII 109 SW - ex mines and tech surveys; (2) '64 SIIA 109 pick-up; (3) '67 NADA; (4) '70s 101 FC; and (5) the LR3. It is understood that his lovely wife is not impressed with a Dodge Caravan in the interim!

## News From Land Rover

 News sources are reporting that financial issues with Tata has delayed the Defender replacement. The Indian owners are strapped for cash after market failures with the Nano and Aria SUV. Autocar magazine quoted Land Rover brand director John Edwards as saying the new Defender would not be ready for production by 2015 and that the current Defender would have to be phased out in 2015 because it can't be made to comply with future regulations. Rumors are that the new Defender will now be based on the same all-aluminium PLA platform as the next-generation Discovery, a lot less basic, presumably more expensive and built in Solihull's aluminium body shop. Also scrapped are plans for a new JLR engine plant in India and a Tata SUV with a ladder chassis and LR running gear that would carry the Defender badge. Effectively this abandonment leaves the utility, off-road and military market segment to Mercedes, Jeep, Toyota, Nissan and Isuzu.

 LRNA has recently reached one million fans on Facebook in just under three years of being active. To celebrate, LRNA has created a video with Facebook fan-submitted photos and has turned it into a cinematic tribute to the fans. The creative video features photos of Land Rover owners and fans at home, in their towns, with their pets and even how some fans have integrated Land Rover into their special occasions and family outings. The video can be viewed here: <http://www.youtube.com/watch?v=u1DG8vMhymk>.

 LRNA is regularly paying homage to its rich heritage with 'Throw Back Thursday' posts of vintage LRs and recently celebrated the 65th Anniversary by creating retro ads that have been modernized with current Land Rover vehicles on Facebook. Collectors of this newsletter can find many of the original on the back pages. An example from the 1960's can be found here: <http://tinyurl.com/pwx2qgr>.

# President's Message

## Musing From the Throne Room, Part 14

by Andrew Jones

Hi folks

Welcome to the May 2013 newsletter.

So these words have been written by me this month, not my anonymous ghost writer who stole the pen for April's article. But I'm sure you recognized the turgid bureaucratic style as belonging to our very own propaganda minister Herr Doktor Dixon Goebbels. [Actually it was Ben staring at an empty page 4 not Dixon. -ed] Anyway, apart from spending a significant amount of time over the last few weeks south of the border; I have managed to make some progress on the 101: But I have to admit I'm feeling nervous about whether or not it'll be at BP30.

The engine strip-down is just about complete - the front cover is off, and I'll extract the old cam before the weekend. Meanwhile a list of parts including, replacement cam, cam followers, new exhaust valves and guides, valve stem seals, valve springs, high volume / pressure oil pump kit, timing chain and gear together with a new distributor have been ordered - mostly from Real Steel in the UK, and the distributor from Petro-nix. Larry at West Carleton Automotive has been really helpful - he's going to machine the valve seats and valve guides to accept the stem seals: What an amazing place - for those who are not familiar - much of what Larry does involves building engines for extreme applications - anything from 500 - 800 cubic inches in capacity and rated at 1000+ hp. Makes the low compression 3.5 litre unit out of the 101 look a bit anemic.

I also spent an interesting couple of hours with Bruce R visiting Simon Scuse to look at / borrow some parts from his 2 101 prototypes - to be used as patterns for some bit's I'm missing. Thanks Bruce for facilitating - needless to say a new set of hood sticks is taking shape.



Away from crusty old LR's, the LR3 proved itself again on Sunday evening, when it was hit by a deer as Dominique and Olivia were on the way home from a horse show. The deer hit square on to the front of the truck, bounced off, and what parts of it that were found were declared dead at the scene... Olivia was unhurt but Dom hurt her hand when it was flung off the steering wheel as the airbag deployed. So I'm now "in negotiations" with Intact Insurance regarding next steps. The truck sustained superficial damage - broken grill, broken headlamp, split air conditioning condenser, broken bumper and assorted plastic bits. No panel damage and no fluid leaks.

I wonder what the outcome would have been had D and O been in my Jetta - been haunted by images of a deer carcass bursting through the windscreen.


Anyway back to the LR3 - it's on its way from Metro Towing's yard off Carp Road, to a wreckers yard in Arnprior for evaluation on Friday: I have a feeling in my water that Intact are maneuvering towards writing it off, but I'm determined that the current "flesh wound" - thank you Bruce - will be repaired and I can get back to the normal routine of having to wrestle the keys out of Dom's hands every now and again when I want to drive it. More updates at the Tune-up this weekend.

We are in the midst of the 2013 event season, with the Opeongo Trail last weekend, the Tune-Up on May 11th, and the jewel in the crown - BP30 approaching fast in June. The Exec and the small but dedicated band of hard core club activists are working really hard to schedule and organize interesting and entertaining activities and I hope that you'll show your appreciation by showing up and participating in force.

See you at the Birthday Party!



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


 Al Richer writes, here is a quick and cheap stand for gearbox rebuilding:

When rebuilding a Series gearbox it's difficult to support the box in the vertical orientation. The tailshaft sticking out the back, along with the studs that would hold it to the transfer case make it a difficult item to put on a bench in a stable vertical orientation.


There is a simple way to deal with this - and you have it in your parts bin.

A Series or RRC wheel hub is a great stand for this job. Placed studs-down on the workbench the centre hole (bearings in or out) gives good clearance for the tailshaft, and the gearbox output bearing housing rests neatly on the rear projection of the hub, leaving plenty of clearance for the studs.


Now, were I to do a lot of these I'd undoubtedly build a proper stand for this - but for the occasional bit of gearbox work this is a cheap and simple solution.


 Lori Kennedy writes, the things people find from time to time surprise you. Firstly the NOS wrapping. Inside was a set of deluxe vent grilles as found, the packaging and the contents. The 88" and 109" Station Wagon's came with these screens. Other models did not, though were an optional extra that could be added by the dealership.




 Recently Eric Zipkin had the gall to turn 40. We all remember him as the young lad at the Birthday party in 1997 with a Stage I and lovely lass at his side. Now this 20-something has turned 40, and his wife Ann, same lass from that BP threw him a birthday party. OVL R members Quintin Aspin, Ben Smith, George Bull, and Russell Dushin attended to help congratulate him (and drink the beer). Russell showed us all up by driv-


ing over with two of his kids in Nigel, his Series II 88" pickup.

 Andrew Hutton writes on the club forum: If anyone would like to come by and see our operation we're happy to have visitors here. We've been running almost 100% biodiesel since we started with some blending as high as 50% during January/February otherwise with only winter additives and we've been 100% happy with the results. If you're running a diesel you should be adding some kind of lubrication additive to compensate for the lack of lubrication in the ultra low sulphur diesel; as little as 5% bio will extend your engine life dramatically. The EU mandated a 5% blend specifically for this reason.

 In case anyone missed it Andrew recently admitted that all 5 of his Land Rovers are dead. The LR3, the 101FC, the NADA 109 and two more unspecified ones. The photo is from the deer incident.




 Bill Fishell writes that his moving forward with his S111 88 project. Currently he is sourcing a bulkhead to replace his pile of rust.


 Murray Jackson has been surfing the web and sent some photos.



# Some Non-OVLR News & Rumours

 The website Investopedia recently had an interesting article on the depreciation of vehicles. We all know they take a massive hit, of twenty percent or more the second the wheels leave the dealership lot, but what happens after that? Well, some hold value better than others, some plummet faster than Galileo's cannonballs off the Tower of Pisa. In a recent survey, in luxury brands, the model that fell the fastest was the Range Rover. To quote the site "This is a staid, timeless SUV that unfortunately used some very subpar electronics in a few model years. Word spread quickly and that new Range Rover that was purchased for \$60,000 can be now had for \$5,500." Others that also fell into this plunging class were the Cadillac Escalade, Jaguar S-type and Mercedes-Benz S-class. On the other end of the spectrum, for a variety of reasons, the Land-Rover Defender NAS 110 not only continues to hold the original purchase price, but can even exceed it, leading to an interesting series of games being played with those models where even the VIN plate have significant value.


 New book - Zero Six Bravo: 60 Special Forces. 100,000 Enemy by Damian Lewis. The Explosive True Story: Sunday Times No.1 bestseller. They were branded as cowards and accused of being the British Special Forces Squadron that ran away from the Iraqis. But nothing could be further from the truth. Ten years on, the story of these sixty men can finally be told. In March 2003 M Squadron - an SBS unit with SAS embeds - was sent 1,000 kilometres behind enemy lines on a true mission impossible, to take the surrender of the 100,000-strong Iraqi Army 5th Corps. From the very start their tasking earned the nickname 'Operation No Return'. Caught in a ferocious ambush by thousands of die-hard fanatics from Saddam Hussein's Fedayeen, plus the awesome firepower of the 5th Corps' heavy armour, and with eight of their vehicles bogged in Iraqi swamps, M Squadron launched a desperate bid to escape, inflicting massive damage on their enemies. Running low on fuel and ammunition, outnumbered, outmanoeuvred and outgunned, the elite operators destroyed sensitive kit and prepared for death or capture as the Iraqis closed their deadly trap. Zero Six Bravo recounts in vivid and compelling detail the most desperate battle fought by British and allied Special Forces trapped behind enemy lines since World War Two. It is a classic account of elite soldiering that ranks with Bravo Two Zero and the very greatest Special Forces missions of our time.

 David Place writes, for those who buy from J.C. Whitney, one of the largest after market vehicle supply stores in N.A., there is now a Canadian site with no brokerage fees and free shipping.


<http://canada.jcwhitney.com/?cpcid=jcwcanada>

 A bar in spitted in Africa



 Andrew Finlayson found a neat historic photo on the web:



 ROAM OFFROAD ([www.roamoffroad.com](http://www.roamoffroad.com)) tests the endurance and strength of their new chromoly 4340 axle shafts. Timm Cooper has fun trying to snap a set with his 1951 500+ horsepower Series I Land Rover. These poor shafts have sure taken a lot of abuse but they just keep on going! <http://tinyurl.com/btwo3bp>

 Another from Murray Jackson



# Openongo Trail Trip Report

by Terry King

On the beautiful Saturday morning of May 4th, seven modern day explorers gathered at the start point of what was to be a retracing of a road built in the 1850's for European settlers who were given land by the government.

Len Cater and his friend Joanne had driven up from Brampton the night before to be ready for the 9:00 am start. Another out-of-towner, Kim Groenendyk, had planned to come, but needed to deal with an oil pump problem the day before liftoff, so had to cancel.

In typical OVLR manner, the organizer and trail leader, Kevin Newell discovered a coolant leak on a brand new expansion tank minutes before the start, so he and his wife, Linda, switched their gear over to Stan and came back to the start point. The other participants were myself, Andrew Watkins, Dixon Kenner, and myself. After a short delay we set off on the first leg of the journey, Kanata to Renfrew via the backroads through Galetta and neighbouring towns.

Even with the advantage of three GPS units and several maps, as well as advanced knowledge of the route, we often had to stop throughout the day and double back a hundred yards to find a turnoff. My hat is off to the original folks who made those trips in wagons. After one or two turnabouts we came across the plaque at Farrell's Landing at Castleford which marks the start of the original route, now intersecting with a snowmobile trail. We had to double back a little on the pavement then head for Renfrew.

We cruised main street in Renfrew (Raglan Rd.) during a spring fair of some sort, and so we stopped for a break and a sandwich. After consulting maps and electronics we discovered the continuation of the Opeongo Rd. at 100 feet from the Subway restaurant! It was indeed hiding in plain sight.

The next town mentioned on the route was Ferguslea, which still has a road named in it's honour but no sign marking the town that we could see. The biway into Ferguslea follows the route of the original Opeongo Line past several original log homes and rustic wood fences reminiscent of early Canada. The Kingston and Pembroke Railway (known as the Kick'n Push) came through in 1884, and for years thereafter passengers would disembark and overnight at the once-bustling Opeongo Hotel. We passed 3 or 4 houses and continued back to Hwy 132.

Dacre is next on the route and has several buildings and a small population. Of all the villages established along the Ottawa and Opeongo Settlement Road, Dacre remains the most viable. From here, traffic and trade coursed in six different directions, and the town boasted a church, a school, stores and two hotels. A motel sits where the whimsically named California House once stood. As we travelled through the town, we noted the piles of unpolished marble mined in the

Madawaska Highlands nearby.



Not far from Dacre is Balaclava which still has a mill from the last century, rebuilt on the site of the original. Balaclava began as a mill town built on Constant Creek in 1855. By 1860 a blacksmith shop, hotel and homes were added. The mill was acquired by the Richards family in 1868 who operated the mill for the next 91 years. The mill was rebuilt in 1936 after a good deal of the original mill was destroyed by fire. A sawdust burner was added around 1903 to comply with anti-pollution legislation (Tall stack downstream from the Mill). Up until this time, the owners of the mill simply dumped their sawdust into the river. In 1957, David Dick took over the mill however the supply of timber was very much depleted and the mill was only producing a few thousand board feet a year (compare this with one million board feet a week at the mill's peak). In 1959, the mill was shut down and the store closed. (see photo above).

From there we deviated a little from the suggested route and took back roads which were very dusty to look for Newfoundland. You can see in photo below what remains of one of the buildings in the area. It was on this stretch that we encountered the only mud for the day. Newfoundland was a community where 13 families made their homes up a large mountain ridge on a trail just off the Opeongo Rd. It was not an easy route, for



the trek to the site was a complete total of 6 km. Children had to walk this route every day to attend school down the mountain. The road to Newfoundland was situated across from what was called Davidson's Corners just north of Esmonde. This was the site where the Davidson family first built their home in 1849. Between 1860 and 1890 these families lived in the back part of the colonization road, trying to make a living on their farms. By 1948, the area was completely abandoned.



We doubled back a short while and came upon the church in Clontarf (photo). Following the demise of the lumber industry, Clontarf began to decline during the early part of the 20th century, although it continued to support

a small rural population. A new school was built during the 1930s. The community itself was stretched out along the Opeongo Road without any central point of origin and is difficult to find. The post office closed in the 1980s. The school still exists and has been converted to a private home. St. Clement's Anglican Church was built in 1892. Originally constructed of logs, clapboard siding and cedar shingles were added afterwards. Before the roads were realigned, the original road ran in front of the church and the reforested section surrounding the church. There are several old graves in the back corner of the cemetery.



You can see the hilly terrain in the photo, also taken in Clontarf, which is next in line to Foymount. It is still the highest elevation in Ontario (1,650 feet, or 500

metres) with a population but it appears to be ninety percent deserted, just a lot of former Air Force housing units. RCAF Station Foymount became fully operational in September 1952. In May 1953 the 32 Aircraft Control and Warning Squadron moved in to assume the Ground Control Intercept role. By 1963 computer technology had advanced to the point where interceptors were automated and controlled directly from Ottawa. Station Foymount was upgraded to intruder-detection only and the unit was renamed the 32 Radar Squadron. This high altitude was exploited in the 1950s, when a now-dismantled radar base was established as part of the Pinetree Radar Line, designed to detect Soviet bombers coming over the polar ice cap. We enjoyed a sweeping view of the Bonnechere Valley from the parking lot at the top of Sebastopol Dr. There were several steep climbs and descents which called for second gear in this area.

Not far up the road is Brudenell which has two original buildings from the 1800's still standing, the Hotel (photo right) and the General Store (photo below). Brudenell was located at the Opeongo/Peter-



son Rd. junction in 1881. It was lined with three hotels. Each had a tavern to quench the lumbermen's thirst. There were three stores, two blacksmiths, one sawmill, a carpenter, a church, a hall, a school and a population of 200. Daily stage coaches were run to Combermere. The Costello's took over. The hotel was known for miles around for its women, gambling, booze and sins. In 1893, Booth's railway was extended to the north and all the towns on the Opeongo went bust. Costello's Hotel and a store remain, though they are abandoned. Someone with a sense of humour is trying to sell the hotel, and there is power hooked up to the store, so perhaps these buildings won't be recognizable in the future.

The last stop we made was Wilno, where we took in the view of and from the impressive Catholic Church high on a hill. You can see the Ottawa River some 40-50 kilometers away to the north.

This was a perfect place to end the tour and split up from Len who was heading back west while we were going back east. Highway 60 to highway 17 and a few hours later we were back in Kanata where we started. All in all we covered 200 miles (320 kms) in about 7 hours.

A couple of final observations after the tour is that the entire area is incredibly settled and well connected today, a mere 130 years later. Back then, you took a boat from Ottawa up to the start of the road, then the horse drawn wagon to your homestead.

A second to be made is the Railroad that killed the colonisation road was in turn killed by the roads that followed and we travelled today. That railroad was ripped up recently and is now a right of way for fibre and other communications lines. (driving that rail bed might be the next adventure)







**OTTAWA  
VALLEY  
LAND  
ROVERS**

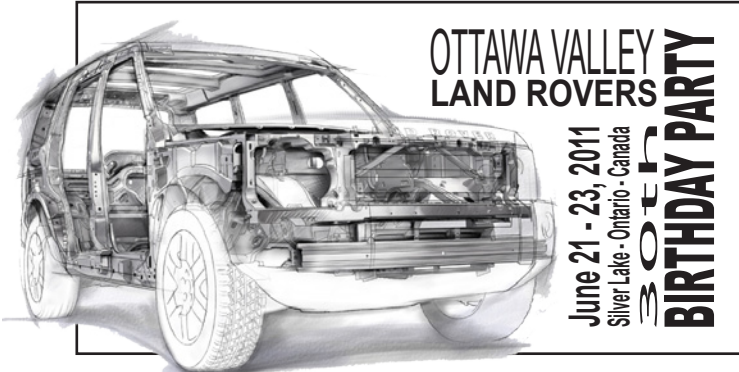
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2000L	Short sleeve (relaxed fit)	Light Blue	S - 2XL	\$ 18.00			
2000L	Short sleeve (relaxed fit)	Light Pink	S - 2XL	\$ 18.00			
2400L	Long sleeve (relaxed fit)	White	S - 2XL	\$ 22.00			
2400L	Long sleeve (relaxed fit)	Light Blue	S - 2XL	\$ 22.00			
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  
LAND  
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

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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

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

August 19th, 2013  
**232nd Monthly Social**  
 Prescott Hotel (Beach & Preston Streets in Ottawa)

## 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 OVL R event, but does attract a number of Land-Rovers as well as other marques of British cars.



*Light Off Road, Birthday Party 2011*

## 30th OVL R Birthday Party

The big event for the club is only a few short weeks 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...”

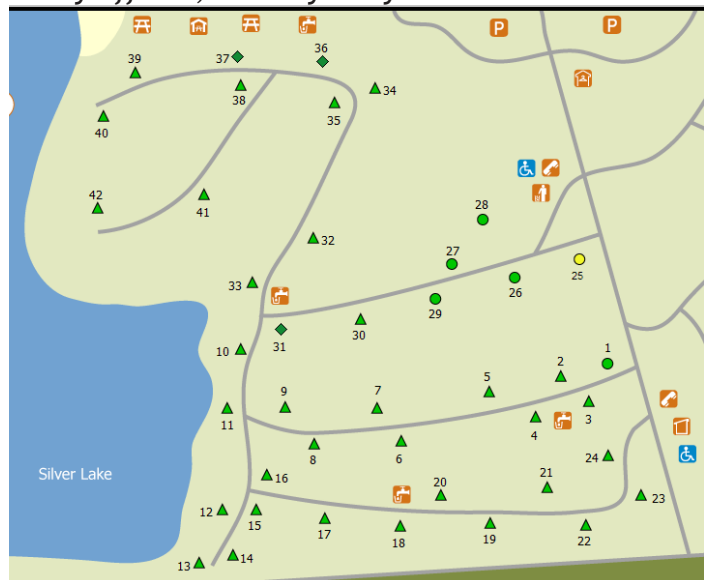
Have you sent in the form to the left? Have you registered your campsite at Silver Lake Provincial Park (real toilets and showers with swimming and playground available)? Members typically concentrate in the Dawson Campground (see map below) with the “party” site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>  
 Or are you camping in the Decon’s field?

By now the weekend of June 22 to 23 should be on your calendar. Also book the Friday the 21st off from work. Plan to head out to the Deacon’s place near Maberly. Your Land Rover is ready by now, right? June is right around the corner!!



*Heavy Offroad, Birthday Party 1995*



*Silver Lake campground map*

# Spring Tune Up



*Left to Right, Top to bottom: Bruce Ricker's Sedgwick, the guys admire Paul David's D90, three Series: Sedgwick, Mark Pankhurst's SIIA 88 and Roy Parson's SIII 109, Andrew Jones and ?? listen to Andrew Finlayson, neat sign, Paul's D90 again, Roy Parsons working on the D90, Bruce Ricker and Mark Pankhurst conver in the corner.*

# Opeongo Colonization Trail



*Left to Right, Top to bottom: Kevin Newell's 88", housing project, part of mill in Balaclava, Terry King's Disco and Kevin's 88" on the road, cabin near Newfoundland, Len Cater tries to blend in with the Land Rovers, and then 4 more shots from the trail/road.*

# The Annual Tune Up

By Dixon Kenner

Saturday, May eleventh saw another instalment of an event that is older than the club, dating back to the days of ALROC<sup>1</sup>. Again this year, the modest event was hosted by long-time club member Andrew Finlayson out near Woodlawn, one of Ottawa's more picturesque areas. Unlike last year where modern vehicles dominated and lined the drive for a chance for some expert laying on of the hands, so to speak, this year Series vehicles dominated, though, unlike some years, the Series vehicles there were in a state of tune that would make many a modern coiler jealous.

One notable Series IIA in attendance was the galvanised Land-Rover from Bob Woods "Shrine of the Galvanised Land-Rover". In hibernation for more than twenty years, Mark Pankhurst has resurrected it and it is now one of the cleanest and tidiest looking 88's around. It



attracted its fair share of attention, giving Roy Parson's restoration of the military 109 some competition for almost-new looking Land-Rover. The Series were rounded out by Bruce Ricker's Sedgewick, who managed to emerge from the Winter slumber before Clifford did. Clifford is probably still dreaming of his blue star, and things the sub fifty degree weather is quite uncivilised after many a year in Saudi Arabia.

The one vehicle that did make it into the garage was a coiler. Paul David's Defender 90 was in the shop for

a learning experience associated with the mysteries of the clutch. With the help of Roy Parsons, Andrew Finlayson explained to Paul how the D90 clutch system worked and how to bleed said system, upon which the system was dutifully purged of the old, and rather dark, fluid and a lighter shade of amber put in.

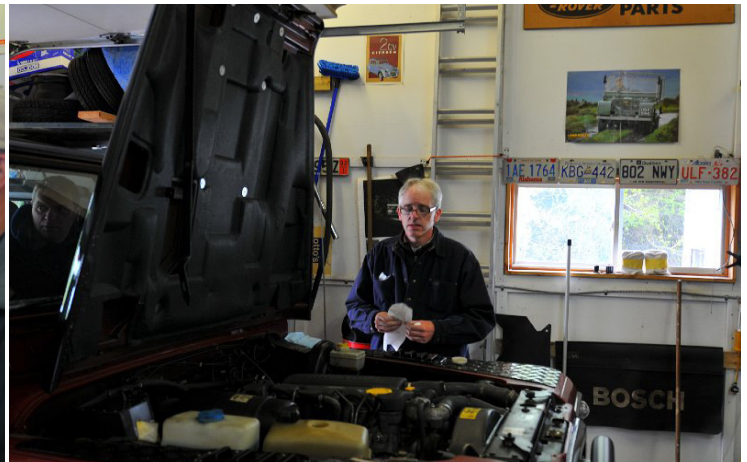
As for some of the other expected Rover attendees, well our esteemed President, Andrew "Full House" Jones found that his fleet would rather be resting today. He did say that he had been by the legendary collection of early 101's out near Almonte and borrowed the hoop set from Simon Skuse one to fashion one for his 101. The 101 hoops are approximately ten foot, six inches long. Galvanised tubing comes in ten foot lengths.

For other vehicles, Dixon's Big Green Beastie rests without an engine, he did not have any good excuses why the Dormobile wasn't there. Rob Ferguson's Discovery was slowly coming together, but the motive power for such a journey was also still a "work in progress".

Before a lunch of burgers and chips were served, a discussion on tapping aluminium was had. How to tap aluminium in a fashion that makes leaves nice threads. Well, there are several things that can be used. Beeswax, varsol or "Rapidtap". All will make for a much nicer job than one tapping dry.

All in all, another brief and very enjoyable morning for those few who wished to venture out in the sudden "Fall-like" weather that landed upon Ottawa on the Friday. This year, unlike previous, there was no retreat to the Cheshire Cat as they had a slight temperature imbalance during the Winter, but one person did report that rebuilding was underway, with a tentative completion date around Labour Day. The TRSS reported that while there had been some unsubstantiated sightings, as recently as this past Wednesday before the Tune-Up, he was scheduled to work, and thus his legions of fans were disappointed as it is understood that he has some wisdom comparing Morgans to Series Land-Rovers.

<sup>1</sup>Association of Land Rover Owners of Canada



# General Servicing: Repairs, Humour, Tales & Trivia

## Landrover Math

by Andrew Watkins

An old friend once said on his wedding anniversary, "how do you quantify bliss". This got me thinking about numbers and life. Having recently turned 48, and realizing that this age has the most divisors until 96, which, frankly would be a stretch for me, I need to get on with my goals. So far, I have managed many of them, but some important ones have escaped my efforts. The story is told a million times by landrover people about how the bug found them. What cynched it for me was the purchase of a case of beer from the back of a nice series 2A in Zambia in 1990. I had my photo with it, and too much time afterwards, travelling on the back of an old Bedford truck to escape the dream. One day I was going to have a Series.



Life intervened, and it was a lost idea for a couple of decades, but there is a thing called a 7 year itch. Every 7 years it surfaces, and any number containing 7 or whose digits add up to 7. When you are young, there are one or two per decade (7; 14, 17). 25 is one, when I was in Zambia. By the time you hit your 40's, practically every year is one (42, 43, 47, 49). But it was not until 47, that I purchased a P38 Holland and Holland from long time OLVR member, Peter Gaby.

There is no crystal tumbler, perpetually refilled, fine scotch bar in the back, as some would believe. This came in the LR322 Overfinch version. There is all sorts of talk of the guns being so pricey, that they throw in the H&H Rangier for free - who knows! All I know is that it is a lot of fun to drive around, and it has nice "bridle" ("dark brown" to you and I) leather and some real pieces of walnut on board. More to the point, being a 2001 model, some of the sketchier electrics were not German enough for BMW, and the names like Bosch start to appear on some components in the 2000 model year. I was, and remain a bit in fear of the big (\$3000?) electrical glitch one day, that will write the car off.

But so far, have found maintaining enjoyable, with

modest component costs to date, where everything I have needed, has been available on the aftermarket. The oil filter is very common size, and though the headlamp bulb looked like it was custom and worth a bomb, it was \$10 at Canadian Tire. Brake rotors and pads all round were about \$400 for the parts, and easy to change. It seems too good to take offroad, but it is too tempting not to, as I found out last OLVR Birthday Bash, launching myself on to a dark bush track following Francois in his Unimog at 10 at night. What a blast that was. The power from the 4.6L engine, combined with the traction control system lifts an in-expert driver, like me, up a notch. So, a bit of light 4WD has been a lot of fun fo far.

Back to business with the dream though. Did I say that 49 is the ultimate 7 year itch? Well, that is coming, and I feel that a Series is less than a year away. A lot of good Landrover history has been based around mid-life crisis. Maurice Wilkes was 43 when he created the Landrover in 1947, after driving a jeep at his farm. Henry Ford was 45 in 1908, when he conceived the 4 cylinder one piece cast engine block, which concept remains at the heart of the Series. The only bit that doesn't fit mid-life crisis is the Bantam Jeep designer, Karl Probst, who was 57 in 1940, when the Jeep was layed out in "2 days". This sounds a bit of a biblical number, as there were years of work before and after, but 2 days it is. This was a very different crisis.

The appeal of the Series now is the very robust drive-train, which seems to last, due to the amazingly strong gearbox design, along with a corrosion protection system (leaky oil seals), and the aluminium body. The ability to understand what you are looking at, and possibly even fix it without a \$5,000 diagnostic computer is very alluring. It seems many aftermarket parts are



*A Forward Control, Salima, Lake Malawi, July 1990  
(does President Andrew recognize the origin?)*

available for very reasonable prices, all the way up to high prices for some things. I am a Cold War “Late Boomer”, so the idea that the vehicle has no onboard computers and could withstand an electromagnetic pulse, then be serviceable afterwards is appealing (I may not survive to start the Landy, so it is a bit of a specious boast).

I had never heard this expression until 2 days ago: “the road to hell is paved with good intentions”. Some shadow of this seems to be in my future, as I’m sure it is not an easy road. But it all seems in reach, now. With none of the mathematical logic of my reason to temper my actions, I am soon about to start “Landrover Math”. Just as the US Army decided, in almost indecent haste, to accept the Bantam proposal for the 1/4 ton vehicle

in 1940, after fussing with kerb weight specifications for many years, a the seemingly illogical set of propositions embodied in Landrover math (cost, time, end result, ...) suddenly makes perfect sense to the prospective Series owner in a crisis. Perhaps I will fashion a nice walnut bar in the back of a Series one day, if I thought the crystal would survive the shock and vibration test, or not be carried away by Ontario mosquitos.



Hong Kong Police Series III, October 1989



Rideau Challenge, May 2012 with the H&H.

## Series III 88” Tree-damaged Rebuild

by Alisdair Sinclair

My last update was in the October issue of the newsletter. At that time efforts were made to determine the extent of damage to the chassis, see what repairs were necessary, and prepare the too long neglected 88” for a move across town to its new home in Westboro. There has been a lot of progress over the winter, and since the new year, though never as much as one hopes. The move brought the usual to do lists and home projects and the Rover was ignored with occasional bursts of energy and progress usually delayed by something else broken, snapped, lost or resulting in the dreaded “one step forward, two steps back” shuffle.

By the end of March our progress accelerated. For the lions’s share of the winter Dixon and I would alternate giving each other a hand on our respective projects. With the engine out of the BGB (Dixon’s 109), it was really noticeable that the passenger footwell was in some need of a lot of TLC. The more we poked and prodded, the bigger the hole got. It is quite a bit easier to repair footwells with the engine out of the way. A skilled welder was summoned and due in Ottawa, but delayed, and so the BGB went into a holding pattern and we busied ourselves with 88” on an almost weekly basis.

To rewind somewhat into February, the two projects were in lock step for a while as we prepped the trucks for engine removal. This was helpful as we applied

lessons learned the previous week to the next, and we were able to make fairly good time. Winter is not the loveliest time to do this in an unheated car shelter and my uninsulated garage, but we made it work with propane heaters and lots of layers, though annoyingly Dixon’s old heater worked flawlessly and my new made in China POS never ran at full force until the removal





# Series III 88" Tree-damaged Rebuild

by Alisdair Sinclair



help of a long piece of pipe (read Land-Rover special tool)

we managed to remove the remains of the old engine mounts. European Auto kindly loaned me a double flaring



kit to fix the clutch line that had been snapped when the engine came out. With the line reflared, the slave could be reinstalled. Attention then turned from the engine area to the old engine. We removed the intermediate housing inclusive of clutch plate, diaphragm, flywheel.

One bolt was missing its' head, the top left to be exact. Why it was missing became apparent very quickly. The bolt was completely corroded onto the housing. It took a little help from a large hammer to get the intermediate housing off from the block. We then tried to remove the oil filter from the spin-on adapter. No go. It was not going to move. We even went as far as to drive a crowbar through it, to turn and just ended up removing all but the base plate, which remains firmly affixed to the adapter. The evening ended with the legerdemain of turning the new engine around in the back of the 88 and cleaning it up to receive all of the transferable parts.

Engine preparation continued to the next week. One faux pas must be revealed. Despite the expert witness of myself, Dixon, Steph, and Watson we managed to put

and re-installation of the fuel flow valves late in the winter. In preparation for the engine removal the floors, transmission tunnel and seat box all came out. The gearbox was undone. Later, the crane came over from Dixon's with the help of a co-worker's truck.

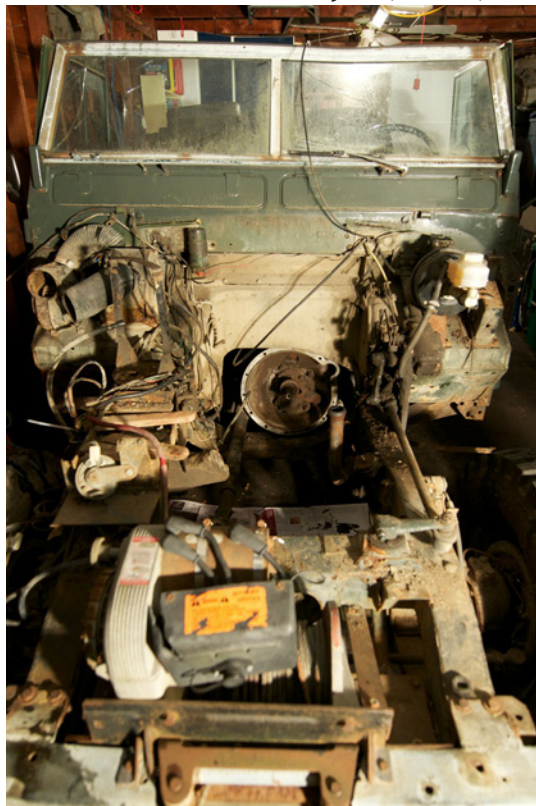
Before pressing the crane into action we ensured we had undone all of the hoses (water to the heater, petrol, vacuum to brakes, a pair to the radiator), wires (coil wire, harness for alternator, oil pressure, thermostat, oscar valve), accelerator linkages, choke cable, nuts (engine mounts, exhaust downpipe) and important items mating the engine to the frame, or body. Well, all but one.

As the front continued to come up, progress on the back was not as swift. A few more cranks on the crane and progress accelerated with a <Bang!> as the clutch line separated at the rear bracket. Oops. We forgot about that. I am told this is, and I quote

: "An optional piece that is not on that many engines that have been in and out before." Obviously previous owner Jason Dowell's attention to detail was superb during the last rebuild as everything actually came out quite nicely with no major irritants. The snapped line was easily repaired replace and is by no means a reflection on the quality of assistance on hand (!! ) or volume of refreshments served...

The engine came out nicey after that. With the engine out of the way we were able to assess some items that needed replacing. We took the opportunity to install new transmission and motor mounts and generally tidy the engine bay and front portion of the frame. Again, we were pleasantly surprised at the condition of things. The frame is in quite nice shape and even the bulkhead is not that bad.

April progress was steady/ With the



the fly wheel on backwards. We should have known that something was amiss when it came off the old engine the previous week using a socket, but would not go back on using a socket. That was not only embarrassing but a PITA to put right. This development put a damper on the evening and much discussion, finger pointing, and profanity ensued, followed by refreshments, conviviality, and general consensus amongst the group that we would all A) Excel in management positions and B) Make fine appointments to the Senate.

Given it is early in the year, other faux pas are sure to occur. This nearly brings things up to date. The next instalment will cover the refit of the engine, an act done out on the short driveway, with quite a cast of overseers and casual onlookers.

# Heart Surgery on a 41 year old

by Kevin Newell

Last summer I decided the oil had been in the sump of my 1972 Land Rover for long enough. While driving Stanwood (my 300Tdi powered Series III) to Canadian Tire to pick up some motor oil he suffered a sudden loss of power. This was strange as the motor has never failed since the transplant many years ago... but still the motor ran. It just would not rev beyond 1,000 rpm and would not drive faster than 20kph. I stopped, shut it off and had quick look under the hood and saw nothing evident. I thought maybe a turbo hose or intake pipe blew??



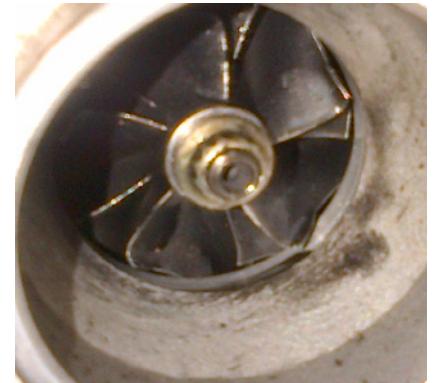
Luckily I was just less than a klick from home and turned around and gently nudged him home. No funny noises, no strange sensations were felt as I limped him home. Once in the lane way I popped the bonnet again and had a good look. To my horror I saw what the issue was! The lower oil cooler line had blown off the rad. I frantically pulled at the dipstick and the carnage was confirmed... Not a drop was in the sump! I twisted off the filler cap and smoke calmly swirled skyward, angelic, like the dying essence of a Land Rover spirit venturing forth towards its maker, the gods of Solihull were calling... My heart sank. Holy sh\*t! (not that I am religious) I mean OMG!!

Now as many of you know I have been a paramedic for most of my life (the past near 30 years now) and my brain went into rescue mode... My buddy Stan needed help and fast! I determined that a quick transfusion was needed. I rushed into the Tiffany Place garage (where many a Land Rover is often seen most weekend's being toyed on or repaired) to fetch some much need life blood. Gack! All I had was some near empty Castrol, Mobil, Shell and BMW stuff on the shelves from my other cars. I took them and poured it all mixed into Stan's near life-less body, 10-30, 20-50, 0-40... whatever I had it went in. More smoke puffed out of the filler neck as the life blood went in... Not good. I checked his pressure (okay his level,



but you get the medical references right?). He was still just shy of low! Ahhhh! Still no pressure, I need more infusion he needs a pulse and pressure or he's done. I jumped into the next car in my lane-way and rushed to the rescue department (Kanata Canadian Tire). Picked up a couple of gallons of Rotella and rushed back. Poured that into his heart and did like all medical practitioners... I prayed to Hippocrates.

I let him cool down for a few hours and then, he fired right back up but now I had a distinct squeal at the turbo at higher revs. So I drove him the rest of the year no issue, just the noise and put him to bed in November for the coming harsh and cold winter. I went out monthly and he fired up each time no problems. In April this year I went to retrieve him from his long slumber and he would not rev and I could not get the speed higher than 80kph. So with Terry King following me home I made it back to the scene of the original insult. Back at the Tiffany Place garage I resolved that the turbo was boded but good! Disassembly began, as you can see by the picture the exhaust and intake was just fine and the turbo well, my suspicion was right. The blood letting had in fact caused irreparable damage to Stan's left ventricle (check out the turbo vanes all bent and scored) the turbo was seized.



I had bookmarked on my iPad a place in Shanghai last year that manufactured new turbos for the International 2.5 Powerstroke (which we call the Land Rover 300 Tdi). This power plant is shared with Chevrolet, Mercedes and Ford throughout the rest of the world. I ordered it Monday via fleabay. It arrived Thursday that same week with no additional charges from the shipper. Less than \$400.00 CDN all in!

I pulled the ancillaries and exposed the organs to repair Stan's broken heart. The new Turbo fit like a perfectly aligned mitral valve (medical geeks will know what that is). I zipped him up again and let him rest for day. I went out to check on him and his new heart. He got a transfusion of proper blood and then we defibrillated him (actually I just connected the battery and turned a key). All is well in Stan's world and he loves his new heart, he pulls like a Rover V8 and has his gusto back.



# Sahara Safari



## PART 1: LOST IN THE DESERT !

ONE EVENING DURING THE EARLY PART of last Autumn the attention of many "natives" of Kent was arrested by an overcrowded, overloaded fifteen year old Landrover hurtling along the London to Newhaven Road.

Anyone following the progress of the Landrover would have noticed the rather puzzled expressions on the faces of those on the left hand side of the road compared to the more knowing looks on the right hand side. You see, the notice on the right hand side of the Landrover, "The City University Africa Expedition" was written in English, but on the left hand side in Arabic. Therefore if any reader happens to hear of the legend that people living on the right hand side of the London to Newhaven road can understand Arabic, the City University Africa Expedition could well be the source of it!

We had left the University at midday, and through the excellent driving and navigational ability of the four members of the expedition, managed to reach Newhaven by nightfall. "We" were Nick Turnbull, Mohammed Watfa (Mo), Patrick Reynolds (Pat), Benjamin the Faithful the Landrover (Benji) and yours truly, Chris Wilson.

Having planned the expedition for nearly a year it was indeed hard to believe that we were finally off. However, we arrived at Dieppe early on the morning of August 26th, and the reality of the situation was driven home when we attempted to explain (in "O"

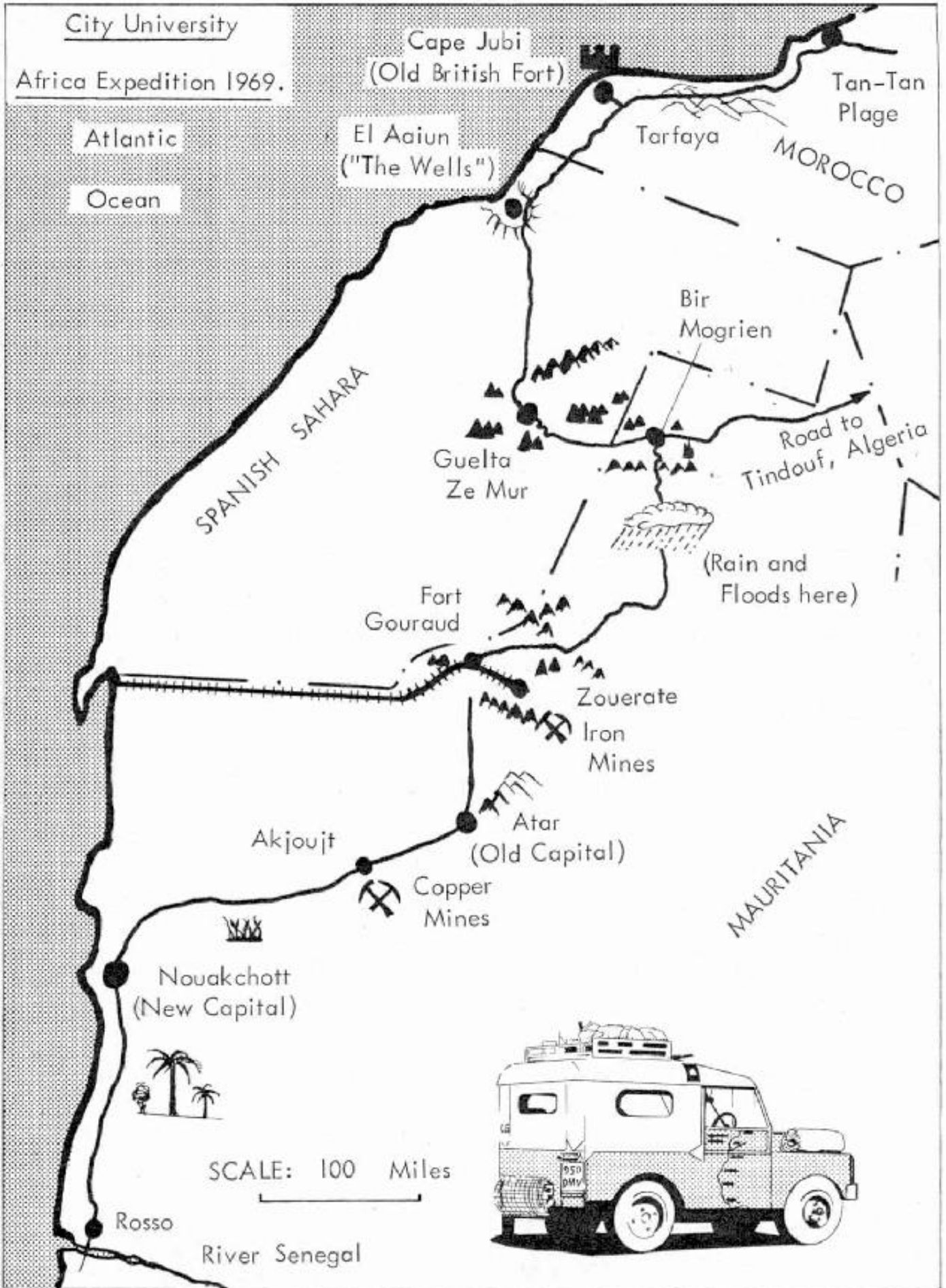
The City University Africa Expedition photographed in the Spanish Sahara. Left to right, Chris Wilson, Pat Reynolds, Mohammed Watfa and Nick Turnbull.

level French) who we were, and where we were going. Then, leaping into Benji, we set off for Paris, trying to remember to keep to the right hand side of the road, which was rather difficult at the beginning of the journey. In Paris, while Mo and I went off to get a Visa for Mauritania, Pat and Nick took Benji's steering mechanism apart to find out what was knocking. Although several theories were put forward, Benji's steering knock was never located, and he knocked all the way to Senagal and back.

The journey down through France and Spain was punctuated with various incidents which generally revealed our severely limited camping ability, and also revealed certain supernatural powers possessed by Pat. For example, when we crossed into Spain we were faced with the difficulty of buying petrol when no one could speak Spanish. This didn't seem to worry Pat very much however, who simply got out of the Landrover and said, "Fill Her up." The rest of us were sitting in Benji wondering when Pat would realise he was talking to a Spaniard. But to our utter astonishment, the Spaniard meekly did what he was told without hesitation. Pat then paid him, bade him goodnight and thanked him and climbed into Benji and drove us away. After some five minutes of silent admiration, someone ventured to ask Pat how he'd done it. It was only then that Pat realised he had been speaking to a foreigner, and the whole thing began to puzzle him as well. The miracle had convinced the rest of us,

City University

Africa Expedition 1969.



however, and from then on Pat spoke all the Spanish, ancient Hebrew, and forgotten Berber dialects that we ever needed, and occasionally performed other miracles just to show there was no ill feeling.

A week after leaving England we crossed from Spain to Morocco, thereby fulfilling one of the main objects of the City University Africa Expedition—to reach Africa. The next thing was to get to the right part of it. Our plans involved making a number of preliminary studies of hydro-electric and irrigation schemes in Morocco before tackling the desert, and the first ten days in Morocco was spent doing this. For me, Morocco was both intriguing and disappointing. Intriguing because here was a different continent on which had evolved a different kind of civilisation under the influence of the Moslem religion. But disappointing because all the ancient splendour of Imperial Morocco was hidden behind the superficial mask of the tourist industry. Because Mo could speak Arabic, we were able to get to know several Moroccans, and when it came to buying anything, Mo could drive as hard a bargain as anyone in Fez, Marrakech or Casablanca.



Lost in a sea of sand—thousands of miles from home!

Having visited Dams near Tetoan and Marrakech and visited the old cities of Fez and Marrakech, we went to Agadir to prepare for the desert crossing. Old Agadir was destroyed by an earthquake in 1961, which killed most of its inhabitants. Now it is a brave new city and a thriving winter holiday resort. But there is no "atmosphere", and behind the concrete shells that were built as shops or houses, there is an eerie silence. Still after nine years many of the inhabitants who fled the city have not come back again, and the concrete shops and houses that were built for them are empty. We spent three days getting together supplies and giving much love and attention to Benji. On the fourth day we relaxed, and the following morning we set out for the Sahara desert, leaving civilisation behind us for the next 2,000 miles.

It was a bright but not entirely cloudless day, and there was a cool breeze coming in off the sea. Benji was now heavily laden, carrying all our gear, food for fifteen days, thirty gallons of water and forty five gallons of petrol. It was nearly three weeks since we had left England, and now suddenly the Sahara was becoming real to us after months of planning. We passed through Goullimine in the early afternoon, which has two large notices on the side of the road proclaiming "Gateway to the Sahara" in Arabic and French. Then Tan-tan eighty miles further on, and Tan-tan Plage, a collection of Bedouin tents and a small airstrip which is used by personnel going out to an Esso oil rig, some sixty miles off shore.

At Tan-tan Plage, the already narrow road ended abruptly. We had a short farewell service for tarmac roads with Benji's back wheels on the tarmac and his front wheels already three feet into the Sahara Desert, and then set off into the sunset. Had we been the

heroes of some great feature film one might well have expected "The End" to appear magically above Benji at this point followed by some curtains and "God Save The Queen" as he disappeared into a cloud of dust. But although it was picturesque, it was really only the beginning.

The map illustrates the desert crossing. Tan-tan Plage at the top of the map is nearly 200 miles south of Agadir.

At first the track we followed was reasonable, we could move at about 15 miles per hour. After the first few miles it began to get tricky however, and our speed was reduced to walking pace many times. We stopped when the sun finally dipped into the Atlantic on our right. There was quite a wind coming in off the sea, and as the hot day changed to the cold night, the air started to deposit salt on everything. By ten o'clock we all felt sticky and uncomfortable, and the severe water rationing we were on meant virtually no washing. Furthermore we were apprehensive; having covered seven miles in three quarters of an hour, we averaged just under ten m.p.h. If the desert was to be like this all the way, it would take three weeks to cross on a 100 mile a day basis, which would be pushing it!

The next morning we made an early start, being determined to cover a good distance, but the going was slow. There were several large creeks we had to cross, which meant detours of up to one mile. In places there was soft sand and we often needed Benji's low ratio four-wheel-drive ability to keep going. All this meant our petrol consumption was way above what we had anticipated, and this brought the point of no return nearer and nearer. To add to it all, we saw two or three old cars that had become hopelessly stuck. Their drivers having abandoned them, they lay helpless baking in the sun. We were driving along a coastal strip, the sea on our right and the steep side of an escarpment on our left. Very little vegetation grew here, the most common thing being an apparently lifeless grey cactus plant. In the early afternoon the hills on our left gave way to a gently rolling plane, and by about three p.m. we reached our first sand dune. Here we stopped to celebrate, because the track had got just a little easier, and Pat had created a new land speed record of 22 m.p.h! From the top of a large sand dune, the desert really looked like a desert, as in "Lawrence of Arabia". Somewhere beyond the sand was Tarfaya the last town in Morocco.

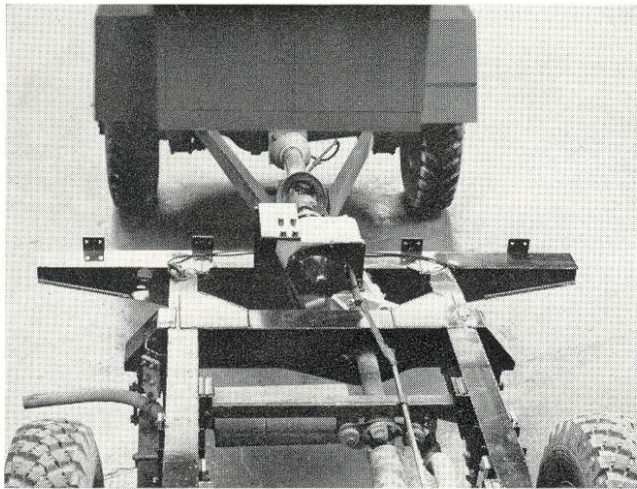
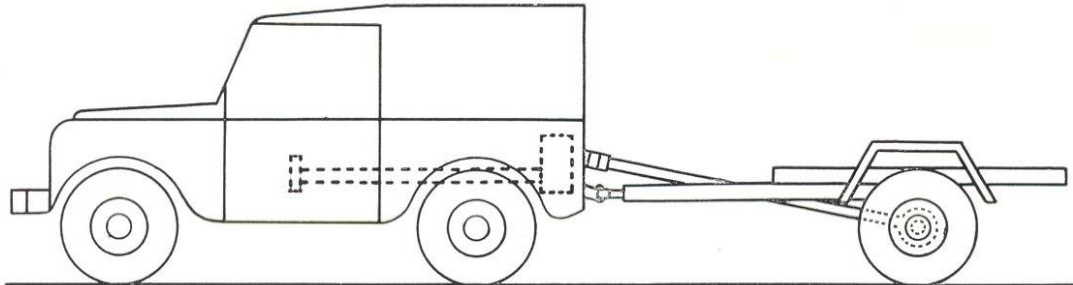
We set off again in a jubilant mood, navigating by compass in and out of the dunes. We followed any track which led in the right direction. But soft sand is mysterious stuff, and is always on the move. There was just one set of tyre marks that we were following and these looked pretty old. Suddenly as we rounded one sand dune, the last pair of tracks disappeared under a very large dune. Then it struck us all like a thunderbolt.—we were lost! **(To be continued)**

**"TANKS"** *continued from page 496*

Has Russia no light tank? Yes, one, the "Plava juschtschiz Tank"—which means amphibious tank. It is large, with a boat-like hull, and carries a 76.2 mm gun. Its armour is very thin, and it is propelled in water by water jets. It has been used in Vietnam, in swamp conditions, but proved very vulnerable. They have not developed a parachute tank, although the Red Army was the first one to seriously study this type, back in 1933.

What of the use of tanks in action, 1945-70? They were used in the Korean war, at first by the North Koreans in mobile operations, and when these were checkmated, they were used by both sides as a sort of

# SPECIFICATION



**General:** Power driven 1 ton capacity trailer for use with either the 88" W.B. or 109" W.B. Land Rover.

**Dimensions** (Chassis only):—Overall length, 9' 7". Overall width, 5' 2". Overall height, 3' 2". Weight, 9 cwt.

**Chassis:** Welded construction. Main members, cross members and draw bar of 3" x 1½" rolled steel channel. 3" diameter eye bolt coupling with over-run and parking brake. Draw bar bolted to chassis main frame and removable for shipping.

**Undergear:** 109" W.B. Land Rover rear axle complete with free wheel hubs. Standard Land Rover semi-elliptic road springs with Aeon rubber hollow spring assistance. Variable rate shock absorbers. 750 x 16 tyre equipment.

**Transmission:** By a shaft from vehicle to an intermediate double thrust bearing on the front cross member of the trailer. Drive to the differential is achieved by a standard Land Rover propeller shaft.

**Bodies:** The trailer chassis can be utilised for the fitment of various types of bodies and equipment ranging from standard and military type cargo bodies to 200 gallon capacity tanks and equipment such as generators, welding sets, compressors, etc.

**Fittings:** Two stop/tail lights with reflex reflectors, flasher lights, registration and trailer plates.

**Finish:** Brown chromate primer.

**Conversion to Land Rover:** Land Rover fitted with centre power-take-off to main gear-box. A modified transfer gear-box is positioned forward of the chassis rear cross member with its splined output shaft above the body floor. The transfer box input shaft is driven from the power take-off by propeller shaft. Tow jaw fitted to vehicle rear cross member.

All the material, excepting centre P.T.O., for the above conversion is supplied as a kit with assembly instructions.

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The good: Engine replaced 5 years ago and converted to carbs, new headers, synthetic oil for all changes, transmission and transfer box swapped last year, HD driveshafts with 1350 flanges (front double cardan), 4.75 differentials from Great Basin with a pegged TrueTrack in front and Detroit rear, new Huskey 10,000#

winch, Rovertracks HD axles, upgraded CV joints, roof rack with 4 Lightforce 170s and 2 x240S, Rovertym 3" lift and 2" body lift, custom rock sliders, 35" KM2 tires. The bad: Floors need to be redone, will not meet Ontario emissions, brake lines need replacement, as well as dings and dents.

Asking \$5,000 firm or will break to sell parts. Will consider a trade. Also have a black 1998 Disco 1 for \$500 (complete and ran well when parked)  
Contact Patrick Findley (patrick.findlay@videotron.ca)



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Second page of advert is on page 22