

OTTAWA
VALLEY
LAND
ROVERS



January 2014

www.ovlr.org

Volume 31, Number 1

Winter Daze



Frank Ashworth's S1 going into the garage to start it's new lease on life and it just fit!

PHOTO: ANDREW FINLAYSON



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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.

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:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

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

OttawaValleyLandRovers

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

OVL R Forums

<http://www.ovlr.ca/phpBB2/index.php>

Newsletter Archive

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

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OVL R Newsletter

ISSN 1203-8237

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

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

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add 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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Upcoming Events

FEBRUARY 14-16, 2014

Maine Winter Romp
Benton, ME
Organizer: Bruce Fowler
www.winterromp.org

FEBRUARY 17TH, 2014

238th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

FEBRUARY 26TH, 2014

Annual General Meeting
Location: Barley Mow on March Road, Kanata
6:30 pm

March/April 2013

27th Maple Syrup Rally
Where: Shawville, Quebec
Organizer: Peter Gaby
Date TBD--watch the website

March 17th, 2014

239th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

JUNE 20-22, 2014

31st Birthday Party
near Maberly, ON

Elections, Elections, Elections

'Tis the time again as the weather grows colder that the writ of our valued Executive begins to come to an end after a successful year of activities. When OVLR was established as a chapter of ALROC, it was established under various guidelines. Some of the fundamental ones were the creation of an elected Executive, fixed Annual General Meetings of the local membership, full financial disclosure to the membership, a regular newsletter and regular elections of the Executive. This led to a sense of duty where members were encouraged to run for office, serve their turn, and rotate the Executive members to prevent burnout and keep new ideas flowing. After thirty years, OVLR is the second oldest Land- Rover club in the Americas, as well as continuously running two events longer

than any other Land-Rover club in the hemisphere. The following elected executive positions are open for nomination:

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

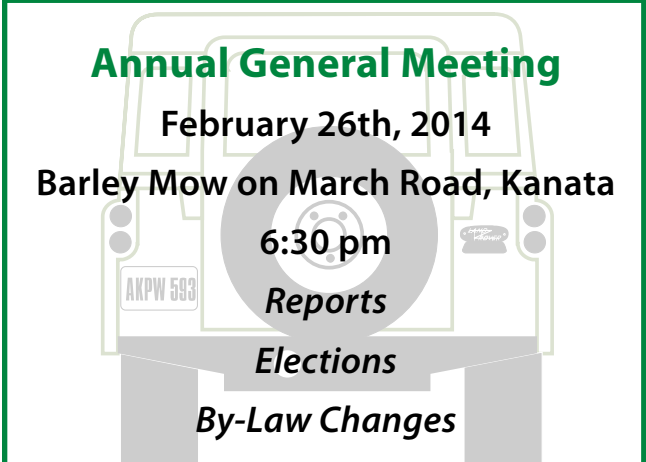
Events co-ordinator: As Events can be a large and onerous load, the Events Co-ordinator position organizes the overall Events proper, not the off-road portions. This person is responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. Plus any other events that the Executive chooses to hold throughout the year.

Off-road co-ordinator: Responsible for all greenlaning, off-road events and RTV Trials that the club will undertake. This will include everything from jaunts to LaRose Forest to the light off-road and RTV Trials at the Birthday Party.

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

If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known.

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



Annual General Meeting
February 26th, 2014
Barley Mow on March Road, Kanata
6:30 pm
Reports
Elections
By-Law Changes

President's Message

Hi folks!

Welcome to the first Newsletter of 2014.



January has been a month of endurance here on what I've taken to referring to as The Pakenham Ice Shelf: We are coming to the end of our second full month of what is shaping up to be a pretty spectacular winter. And for us, the (much colder than usual) cold temperatures have really limited outdoor activity to what can be considered "minimum essential".

So not a lot to report in terms of Land Roving this month: I've done a few small jobs on the 101 – which is pretty much in hibernation until things warm up a bit. But my love / hate relationship with the LR3 is on an upswing at the moment: Throughout the winter we have come to really appreciate the terrain response function – the snow / ice setting really is helpful in slippery conditions; Hill Descent Control has been called upon several times when traversing the wind polished glare ice that turned our laneway into a Luge track; and we've had to regularly raise the suspension to "off-road" to get over the windrows left by the township snow plough.

Over the Christmas holiday, I made a new door for one of the horse stalls: Madame liked it so much that I've been "commissioned" to replace them all - six in total – before her birthday in early February. So on Saturday we hitched up the horse trailer and headed off to



Home Hardware to pick up a load of 2x4s and gate hardware, via the feed store to collect 15 bags of shavings. Once again the LR3 performed really well – both outbound, with the trailer empty,

and on the way home full. No drama, lots of traction, and reassuring braking too.

At the January exec meeting we agreed that as a minimum, the club would host / participate in the following in 2014:

1. Maple Syrup Rally – date to be confirmed – Peter G. to coordinate with Vern Fairhead
2. Birthday Party (BP31) – centered on weekend of June 21 / 22
3. All British Car Day – July – Peter G. to coordinate with organizing committee
4. Rover Polo Day – August or September - venue Jonesworld - Andrew J. to coordinate
5. Cedar Hill Classic (CHC5) – October 4th – Andrew J. to coordinate
6. Oiler - date and venue TBD
7. Christmas Party - date and venue TBD

Terry King also agreed to resume the editorship of the newsletter, effective this issue: Grateful thanks go to TK for stepping up (again): Let's really pull together and make his job easy this year by all of us contributing something that can go into the NL.

Work takes me to Asia a lot these days, and on my last trip to Taipei, a couple of weeks ago, I learned that in the Chinese calendar, 2014 is the year of the Horse. Apparently this means that events will move very fast this year, and great achievements can/ will be made. I hope that this applies to the wonderful world of OVL, and we see a higher level of participation by the membership, in the organization, coordination and attendance of events this year, than we have seen over the last 3 or 4.

The AGM is looming, and so far the Returning Officer has not been deluged with nominations for club officer positions: Or nominations for awards. Come on folks – there is still time...

I hope that at least those members who live within the greater Ottawa area will take the trouble to attend. It's your club, come and be counted. Let's make the year of the Horse is one that OVL can be proud of. Hope to see you there.



BEST REGARDS
ANDREW

OVL R Membership History

January 2014

I have been looking through the archives over the past few years to build the grand OVL R member list.

I know of 856 people who have been members of the club over the years. I am certainly missing at least a few. Here is the size of the club as I have been able to establish (members + associates).

Date	Membership Numbers
26 Sep 1984	33 <i>(members of Operation Frank)</i>
18 Nov 1984	33
28 May 1985	47
Nov/Dec 1986	51
15 Oct 1986	63
1988	54
5 Oct 1989	58
14 Sep 1990	72
Dec 1991	60
4 Dec 1992	73
Dec 1993	72
7 Mar 1994	89
Dec 1995	130
Jan 1998	210
1 Nov 1998	252
Dec 2000	241
Mar 2003	183
6 Jun 2007	151
7 Jul 2008	151
9 Jun 2009	160
4 Apr 2010	131
2 Feb 2011	137
6 Jun 2012	136
1 Jan 2013	113

Editors note: As of Jan 2014, we have 86 members and 28 associates.

(Ben's thoughts to the future)

I think that one of the issues is that we are not attracting new members. Old members wander off, sell their LR's or pass away. A club always needs a stream of new people joining. LR doesn't sell a car that people take out to a club (like they did with the D90 and Disco 1/2), but Defenders are still coming in. Those people should be joining the club.

Another idea is to reach out to people who were members before and get some of them to re-join. One way would be to send them a printed newsletter or two in the mail with a membership form.

The people who are still members of the club that were in that first batch in 1984 are Fred Barrett, Andrew Finlayson, Mike McDermott and Bruce Ricker (though only Bruce has been a member continually as the others missed a few years.)

As of 2013, the number of members who have been part of the club for the following number of years:

Years	Members
10+	44
15+	31
20+	24
25+	6

BEN
OVL R ARCHIVIST



Series hard at work in Norway.

SUBMITTED BY ANDREW FINLAYSON, CREDIT GOOGLE

Working on Stan

While it is difficult to get out and work on my tdi during the winter, it is much more pleasant to go to Kevin's garage and turn a few wrenches on Stan to do some maintenance. With the new electric heater, temperatures are usually 14-17 C which is almost as warm as inside a house.



The transmission had been sticky in first, the clutch was slipping a bit this past fall, and several leaks, transmission fluid among them had been identified. So it meant pulling the interior and then the drive train.

This past weekend, we split the transfer case from the transmission which we had removed the week before. It is a lot more accessible with the interior out than working in a Discovery with a finished interior, trust me. You can slide the engine hoist right in through the door opening and pull everything out.



With the occasional fluid spill, we got things apart enough to view the seals that would need replacing, and hook up the replacement transmission that was on the shelf.

With three pairs of hands (friend Andy (D90) was also there) we did the seals and got the transmission and



... continued on page 7

Working on Stan *(continued from page 6)*

transfer case re-connected in a few hours. With that done, and with the new clutch pressure plate already in place, we decided to tackle the re-install next time. In order to do that, the front drive shaft has to come out first to give a little more space, then he/we should be able to get things re-installed.

But that is next time, cheers.

Request for a dig thru your archives:

Howdy

If anyone has a copy of the Jaguar Rover Australia military 6 X 6 brochure from 1989 / 1990 that was given out and if so could you contact me please?

Thanks

Contact Robin at robin@waterfordpg.com



New Members Wanted!

Invite your Land Rover obsessed friends to join OVLR!

See page 2 for subscription details.

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Rovers & Parts for Sale

SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas, so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.
- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

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Matthew Whitcomb, 303.295.8008 (office phone)

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Jan14



FOR SALE

Right and Left DISCO 1 front fenders in good-to-fair shape, some body fill required, no corrosion.

Ted Matthews
Matthewsted@aol.com

Jan14

FOR SALE: 1990 DEFENDER 110 2.5NA TITHONUS Ex FFR

Ex MoD FFR 12v system with extra 24v generator, battery box and wires , vg overall condition. 8600km on the clock since full rebuild (project tithonus defender).

Engine, axles and transmission, body, flooring, seats (Exmoor Outlast), frame, A1. Spare tire mount on hood. Has LR Wolf hard top, full Safety Devices roll cage with mounting points for roof rack and side spare wheel carrier, side mirrors, 5 Wolf HD rims with Goodyear G90 7.5/16 @ 8600km, runs great, asking \$20,000.

Also Included. Wmilk hood basket. Kit for mounting spare tire to roll cage on side and sling. Diff and steering guard. 2 Interior littlelights to be installed...

British MoD release papers available.

Also for sale; identical defender '94 (right hand drive) comes with same accessories as above, needs inspection.

Only need one vehicle so one or other must go.

Montréal,
QC H2T
Kijiji:
491748330



FOR SALE: 1985 DEFENDER 110

Diesel, 164000 km, 5 speed manual

\$18,000 as is or \$20,000 cert

call 647 214 2558

Mississauga, ON

Kijiji:

490242654



FOR SALE: 1991 DEFENDER 90 CONVERTABLE

Defender 90 Soft Top Ex Military British Truck, Left hand Drive, only 94,000 km, 2.5 Naturally Aspirated Diesel Engine, Manual transmission, 4x4 engine in excellent running order.

\$15,700

Montreal, QC

Kijiji:

548200885



FOR SALE: 1955 SERIES I UN-RESTORED

This beauty comes to you fresh from the garage it has been up on blocks in for the last 30 years. It was bought running in good condition 30 years ago, pulled into the garage and put up on blocks with the intention of restoring it, and

left, waiting for you! The pictures tell the story, it has not been messed with, only a few parts were taken off, like the mirrors, the hood mount for the tire, antenna

and some of the break parts. These were carefully stored and come with the vehicle. The only parts I noted missing are headlight rings and the passenger seat cushion.

43,008 km

Thunder Bay, ON

\$4999.99

Kijiji: 547205848



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