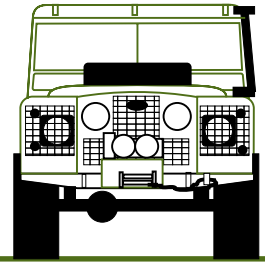


OTTAWA
VALLEY
LAND
ROVERS



July 2014

www.ovlr.org

Volume 31, Number 7

More photos from BP 2014

PHOTOS BY MARY KAYE AND
TED MATTHEWS



Dividing up for the offroads



Ted catches a big one at Bolton



Mike and Gerry find the line



Gerry does the wet work



Mary and Stan strike a pose



PO Box 478

CARP, ONTARIO CANADA KOA 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:

14.160Mhz @ 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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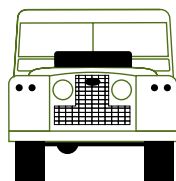
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OVL R Newsletter

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

August 8-10, 2014

OVLRL Montreal Off-Road Event – Chertsey, QC

August 18, 2014

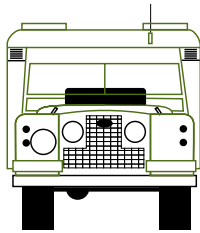
244th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

September 15, 2014

245th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)



Other Friendly & Neighbouring Clubs' Events

International Rover Polo Tournament

Aug, TBD, Pakenham, On.- OVLRL

M.O.R.E. Labour Day Weekend Rally

The maritime LR club, usually in Nova Scotia

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVLRL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

Note: Other Clubs' events usually require registration or one year membership purchase.

OVLRL Montreal Off-Road Event

OVLRL Montreal is holding its 6th annual birthday off-road on August 8-10. The event will be at the new off-road park in Chertsey Quebec.

Camping is available with a toilet facility but no water except for a lake. It's a beautiful setting and the off-road is beautiful. We usually have around 10 trucks from our club but this year with this new off-road park we have more room to receive people and we welcome as many people as we can accommodate.

The park charges 20\$ a day and you bring your own food; there will be a BBQ at your disposal. A campfire will be held Friday and Saturday night and off-roading will be all day Saturday and possibly Friday for a night run.

For information and RSVP contact me at patrick.
findlay1@videotron.ca

PATRICK F.

And from the internet — Land Rover unveils its newest addition to the line up



New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLRL!*

See page 2 for subscription details.

President's Message

Hi folks

Welcome to the July newsletter.

July was another busy month in Jonesworld, during which, once again, I was unable to attend an OVLR event due to work commitments, but I did succeed in squeezing a bit of recreational Rover-time into the schedule.

The annual All British Car Day (ABCD) has become a regular fixture on the OVLR event schedule, and once again we are indebted to Peter Gaby for facilitating a successful event from our perspective: (*see related article and photos inside for Peter's comments*). Kevin's LR attracted a good deal of interest, but Dave P. has yet to confirm whether or not the "bordello" succeeded in bringing in any additional revenue to bolster club funds...

Thank you to Peter, Dave, Kevin, Frank, Terry, Andrew W. and Andrew F. for chalking up another successful OVLR event.

This year our summer holiday coincided with our daughter Olivia's participation in the Vermont Summer Festival – a six week showjumping event at East Dorset



Vermont. We planned to take my father and step-mother with us, plus all of the necessary "stuff" Olivia needed for the show – except the horse – it was being trailered

there with three others. So I decided to take my M 100 (Iltis) trailer, and wanted to ensure that the LR3 was healthy enough to make the trip.

So early July became a race against time to ensure that Land Yacht and trailer were ready – trailer was easy – new lights, repacked wheel bearings, and some borrowed wheels whose tyres weren't cracked – thanks again Dave P. The LR3 proved a bit more challenging –



thought I'd cracked it with a comprehensive service and remedial suspension work – front control arms, track rods, anti-roll bar bushes front and rear. But a few days later Dom advised that it was making a funny noise which proved to be not funny at all... confirmed by Andrew F. as (unheard of in an LR3) rear bearing failure – so off we went back to the dealership to get both replaced – along with some other bits that had seized in the process of the bearing failing.



Notwithstanding all this work, the truck still felt not-quite-right, which we put down to unevenly worn tyres – due to loose suspension, (thanks again Andrew)

which was rectified with a nice new set of Continentals. Finally we were ready, and I'm pleased to say that the LR3 was great – it was packed to the gills, and in addition to hauling us all there and back without incident, did sterling work as a show hack, for a week.



Meanwhile, back in the garage I was able to (almost) complete the new carb installation on the 101. I included a new fuel filter, and fuel pressure regulator, with pressure gauge, and piped it all in with aeroquip-style braided stainless hose and fittings. The new throttle cable needs some finessing – thanks to the bulk of the 24volt alternator, but had it running last night – and it sounds fabulous....



... continued on page 5

President's Message *(continued from page 4)*

Once the throttle is sorted out it'll be ready for a safety and licensing – aiming for before the end of August...

Last word for this month is saved for another thank you – to Ben Smith who hosted another successful Blacker than Night event – attended this year by Messrs. Pell, Kenner and Morin – if the email traffic is anything to go by – a great time was had by all

BEST REGARDS
ANDREW



Girling Seals do expand when you use the wrong fluid. Check out the size the seal is supposed to be!

PHOTO BY ANDREW FINLAYSON

Photo Caption Contest

Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Robin Craig.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



June Caption Contest Results

ENTRIES FOR JUNE (JUDGED BY TERRY)

Winner for his efforts: Dave Pell

- 1) Ice cream, I love ice cream. They don't have this at the PX.
- 2) It was like taking candy from a baby... The camouflage worked like a charm. They never saw me coming.
- 3) Boy I hope nobody sees me. This is embarrassing... desert camouflage in the woods. That's ridiculous.

Runner Up: Robin Craig

Club Prez Andrew Jones shows off his habit of dressing up in silly costumes and playing with small pink things.

The Great War — Centenary

SUBMITTED BY A. JONES

4th August was the centenary of Britain's, and therefore Canada's declaration of war with Germany, which marked the start of the "war to end all wars", during which more than 9 million combatants lost their lives. The following, which is one of my favourite Great War poems, is included out of remembrance, respect and our grateful thanks to those who made the ultimate sacrifice so that we may enjoy the freedoms and privileges that often we take for granted: One of which is the opportunity to enjoy playing with old, and not so old Land Rovers.

Dulce et Decorum Est

Bent double, like old beggars under sacks,
Knock-kneed, coughing like hags, we cursed through sludge,
Till on the haunting flares we turned our backs
And towards our distant rest began to trudge.
Men marched asleep. Many had lost their boots
But limped on, blood-shod. All went lame; all blind;
Drunk with fatigue; deaf even to the hoots
Of tired, outstripped Five-nines that dropped behind

Gas! GAS! Quick, boys! – An ecstasy of fumbling,
Fitting the clumsy helmets just in time;
But someone still was yelling out and stumbling,
And flound'ring like a man in fire or lime...
Dim, through the misty panes and thick green light,
As under a green sea, I saw him drowning.
In all my dreams, before my helpless sight,
He plunges at me, guttering, choking, drowning.

If in some smothering dreams you too could pace
Behind the wagon that we flung him in,
And watch the white eyes writhing in his face,
His hanging face, like a devil's sick of sin;
If you could hear, at every jolt, the blood
Come gargling from froth-corrupted lungs,
Obscene as cancer, bitter as the cud
Of vile, incurable sores on innocent tongues, -
My friend, you would not tell with such high zest
To children ardent for some desperate glory,
The old lie; Dulce et Decorum est
Pro patria mori

Wilfred Owen

Sunny Rovers

PHOTOS BY A. WATKINS (ROVING REPORTER)

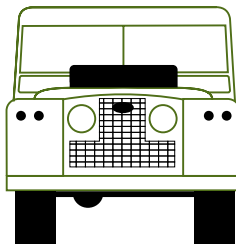
A few snaps from Antibes, of Land Rovers spotted for the newsletter.



Last days of air suspension for P38?



New defender with all the kit - no signs of of road - cappuccino anyone?



Defender sub with RD CLASSIC rims.



Matte bronze diesel D4 looking brand new



Best use of a P38 - parking illegally needs ground clearance sometimes.

All British Car Day

ARTICLE: P. GABY PHOTOS: T. KING

The ABCD show was a great success with a record entry of 200 + cars.

The regular team of OVL R grunts did a Herculeon job of banging out 400 burgers, we kept looking at the lineup and thought it would never end, finally after a couple of hours flat out we closed it down.

All went without a hitch, ABCD had everything in place for us and during the “burn off” a constant rotation of serving helpers.



Stan on the block



Stan gathers a crowd

Kevin did a couple of trips to the site, first with the Albatross and second with his Series 3 pulling the portable field “Bordello” which was set up in a prominent location sporting the club banner.

Kevin’s LR attracted a good deal of interest and tied in the cooking trailer directly with the OVL R’s, we received many thanks from the fellow exhibitors for our cooking efforts.

We finished the day taking in a refreshment on the Bordello patio and watching the Jaguar club concours awards ceremony, likely about 50 awards for twenty cars the highlight being a 98.9% by the Russian judge for best Chrome Spokes.



Matt’s 110 (former and future member)

... continued on page 9

All British Car Day *(continued from page 8)*

I should have entered the “Rust Bucket” for best “Patina on a Coil Spring: award.

In closing a great thank you to the team in supporting this event

Peter



Chefs feeling the heat



MG's and Healeys etc

Vermont Overland Rover

ARTICLE: K.NEWELL

PHOTOS: B.SCOTT

July 25-27 near Springfield Vermont at Lillybrook Farm, Vermont Overland held its first annual gathering for Land Rovers. The event was well attended, most participants were from the local area and New England states but enthusiasts but from as far away as Ohio and Ottawa attended.

Peter Vollers is the driving force behind Vermont Overland and he and his friends have been able to use the Lillybrook farm as the base for the events hosted by Vermont Overland. Peter has held a few hard core Vermont Overland Trophy style events over a few days each year challenging human and machine. VO does not discriminate about vehicle type, but many who participate in their events are Land Rover owners and enthusiasts. This particular event was specifically for Land Rovers and their owners.



I contacted Peter and decided to head down and enjoy the Vermont hospitality. The weekend was a huge

success with excellent trails available for the novice driver and hardcore off roader involving much winching and technical driving.



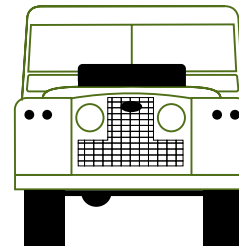
As we now do at OVLR, Peter has digital maps of rural greenlanes for download onto mapping devices and smartphones. These trails are right of ways and usually only one



vehicle wide but excellent trails to discover what Vermont has to offer. The trails lead to and from small towns, Inns, pubs and stores and range from gravel road to goat trail to stream tracks requiring rock crawling. These are great trails not to be missed. Covered bridges, great scenery and great company and as Land Rovers go, dog friendly.

The weekend also saw a frame off rebuild of the hosts Series IIA with the generous support of Atlantic British, Red Barn Engineering and many other helpful hands. As usual there was an auction, great food, and great friends; this was an all round fun event. The camping was peaceful and friendly and not crowded.

If you are looking for a fun and engaging event for you and whole family this is one worth checking out.



Installing a Winch Rope Thimble

ARTICLE AND PHOTOS K. NEWELL

Winch rope thimbles are a relatively new addition to the winching arsenal of tools. Essentially a thimble is attached to the lead end of the winch cable or rope to use to easily secure snatch blocks, clevis pins, D-rings, shackles, hooks and the like or a myriad of other attachments.

The benefit of a winch rope thimble is that it is readily available at the fairlead and the cable is not somehow secured to the bumper or a winching point on the

vehicle to ensure it will not flail about or be messed with when parked.

One of the best things about a thimble when on a rope is that it gives the rope end a bit of weight so you can toss it to the person who is stuck. Using a shackle or hook or clevis can be very dangerous and can easily injure. This thimble has no sharp edges and is rounded and conforms when held for easy and comfortable handling. This one is unique in that it is a two piece thimble and has been tested to 40,000 pounds and did not break. The anchoring steel bar broke!



Installing a thimble onto your winch rope:



Slide out the rope retaining pin:



Remove the circlip:



Unique two piece construction

... continued on page 13

Around the World

In 1957 two Canadians arrived in Britain to take delivery of a long wheel base Land Rover. This was the first step in a two year adventure; a trip that would see the Series One carry them “AROUND THE WORLD” (a phrase they would paint above the windscreen).

They had prepared for their adventure. As teenagers, Bristol and Bob had spent their Saturday mornings as members of the Junior Field

Naturalists Club at the Royal Ontario Museum in Toronto, Ontario. They were intrigued by what they saw at the ROM, and dreamed of exploring the world from whence the specimens had been gleaned. They became “learned”. They did some travelling. Bob started drawing what he saw, exploring North America and visiting Europe. His art, work, and trips, focussed on the natural world. Bristol too, was ready. He had become a biologist. They had saved enough money to get started. They would work at research stations along the route, earning enough to get them a little further down the “road”. And they arranged to send specimens back to the ROM, to add to the collections that had first inspired them.



The Series One also was ready for the trip. Pilchers had fitted the brand new chassis with an ambulance body, specially modified to carry the adventurers in relative “comfort”. Fina provided some sponsorship, keeping fuel in the main tank, and in the 2 forward mounted jerry cans (which were named “GIN & “TONIC”).

WAC337 (“THE GRIZZLY TORQUE”) carried them through Africa, Nepal, India, Southeast Asia, Malaysia, and Australia. Their trip is retraced on the Series One:

“CANADA” “BRITAIN” “GHANA” “NIGERIA” is painted on the driver’s door, with sketches by Bob to represent each leg of the journey. “CAMEROONS” “FRENCH EQUATORIAL AF” follows, and the rest

of the story is told down the left side, across the back, and on the right side. The body of the Land Rover itself records the journey.

In India they swerved to avoid a bicyclist and The Grizzly Torque ended up resting on its side. But a passing bus stopped, and the passengers helped right it, and they were off again.

In Australia they visited the Snowy Mountains, following the trails of the eighties from the hydro-electric project.

... continued on page 13

Around the World *(continued from page 12)*

A video; “From the Pacific Rim to the Serengeti” was made of their excursion.

The trip cemented the foundation for the lives of the two friends. They are both still very involved in the natural world. Bristol Foster is a renowned biologist: see “Foster’s Rule”. Robert Bateman’s wildlife paintings are highly acclaimed: his commissions include a wedding gift to HRH The Prince Charles.

WAC337 did come back to Toronto; but it has since ventured away, somewhere. So if you see an unusually bodied Series One, have a close look at the (now) green paint around its waist; there may be a story under there. It has travelled a long way; it deserves to be honoured.



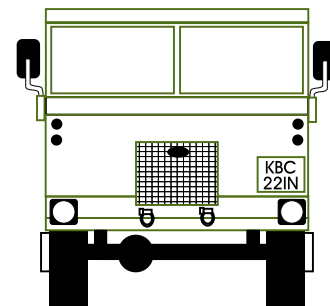
Installing a Winch Rope Thimble *(continued from page 11)*



Slide the winch rope eye inside the thimble and reassemble the pin into place with the circlip:



Neatly tucked away now, but ready to use, no dangling or exposed winch rope, no shackles, no sharp edges.



Rovers & Parts for Sale

1973 SERIES 3 88" LAND ROVER

This is a project that I cannot finish at the moment, frame off rebuild that needs to go back together. It is basically a rolling chassis with body off. Rebuilt frame / new outriggers / new front horns/ new rear horns / new springs / new shocks / new brake lines / new stainless steel muffler and hangers / new brake master / rebuilt alternator / new motor mounts / new door posts / rebuilt engine (lower half) and much more I'm sure that I can't remember. Over \$6000 invested so far with new parts and labour, "wife says get that thing out of my garage". Looking to recoup a little, asking \$3200.

Call Sean McGuire 613-612-7622



FOR SALE

Large Brownchurch roof rack for sale – fits D1 and D2s. I have a Disco 2 and bought it for a trip. Used it once... now gathering dust.. Anyone interested ?

May be a good base for a roof tent... ?

See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info.

Asking \$600

Pete – peter.wood@alcatel-lucent.com

June14

BARN CLEAR OUT

I have assorted LR parts, mainly Series Three 88" Station wagon: Roof, body sides, doors, Bulkhead, seat-box. Short engine, axles.

Free to a good home. Just come and collect them. If interested call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

FOR SALE

Disco alloy wheels (5), body and other parts available:
mrtedmatthews@gmail.com

May14

FOR SALE: MINI COOPER

2006, 116,400 km
A/C, Auto., Power Windows,
One owner. \$6500
Call Ahmed: Tel: 514-591-6499

July14



WANTED

Am preparing to start rebuilding work on my NADA 109 station wagon. So if you have any of the following and are interested in selling them, please let me know: NADA 6 cylinder engine or engine parts – especially the exhaust manifold, 109 S/W rear side doors in good condition, front door bottoms, in good condition, Salisbury rear axle, or pair of military axles for SIIA or SIII.

Call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

FOR SALE

Series tropical roofed-cap with Alpine windows, with windowed sides and back, includes Series 3 windshield and new glass, new back hatch (no glass) and tailgate. Contact mrtedmatthews@gmail.com for photos – looking for offers!

May14

... continued on page 15

Rovers & Parts for Sale *(continued from page 14)*

FOR SALE

1990 200 tdi defender 90. Right hand drive. Imported from England 7 years ago. Registered in Quebec. Engine rebuilt right down to the main bearing 4 years ago. Turbo rebuilt and transmission replaced 2 years ago. Clutch replaced last summer. Modified the exhaust system to one muffler. New last summer. Rust proofed every year since I brought it over. Driven one winter (I wouldn't recommend it unless you replace the heater). Block heater installed. Mud tires with lots of life left in them.



The roof-rack needs a little modding to fit properly. There is some rust but nothing major. I did some body work on it over the winter. Waiting for the proper paint to touch it up. Some extra parts. An extra set of rims. Off-roaded but not heavily. A few dints and bumps here and there. Needs a little work. Brakes are still OK but need work soon. There is a slight shudder at certain speeds. When I grease up the universal joints it goes away but come back soon. I assume one of them needs replacing. Asking \$15,000

Will Richards
514-631-0902 / 514-220-3508 will@ultravisual.ca

May14

FOR SALE

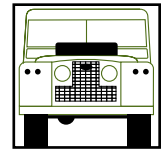
1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200
1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340
Chris – 819 570 1595, email info@swisscrafter.com



Mar14

YOUR AD HERE

FREE ad space to members. Send information and/or photos to the editor. Ads run for one month--please notify the editors each month to extend.



After a few years of work, Tinker is moving again under her own power – minus bumper and a few other bits.

PHOTO K. NEWELL

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need expert help?

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Parts Dept: Allan Taylor
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<http://www.offroad101.ca/>

+1 613 261-0699



PHOTO: DERRICK HAMMOND

Photo of my 3 sons Jacob, Ryan and Mitchell with our 1964 Series IIA 88. We were using it to assist in the demolition and reconstruction of a lean to at the back of our garage. Once again, our Land Rover came in handy with work around the property!