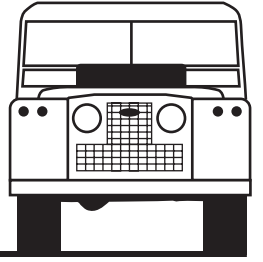


OTTAWA VALLEY LAND ROVERS



September 15, 2017

www.ovlr.ca

Volume XXXIV, Number 9



Crossing a bridge over St. Maurice River near La Tuque, QC

**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 \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). 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/groups/1477333665898918/>

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

Newsletter Archive

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

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OVL R Newsletter

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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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This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

September has arrived after a summer of events, and with it brings a series of events that fill calendars and make one make choices. For example:

The third weekend of September, the 16th and 17th traditionally have a pair of duelling events, both about four and a half hours from Ottawa. To the east we have the British Invasion. A long established event taking place in downtown Stowe Vermont. The other is the massive British car show in Bronte Creek Provincial Park in Oakville, just west of Toronto.

British Car Day - Hosted annually by the Toronto Triumph club, Bronte Creek is the single largest British Car show in one day in North America, with over 1,000 cars attending. Started in 1984, the event now attracts visitors from the US northeast and is a competitor for The British Invasion. Bronte Creek Provincial Park is about twenty miles from downtown Toronto, off the Burlock Drive exit on the Queen Elizabeth Way. The south entrance is for non-British cars and spectators, the north for British cars and vendors. There are quite a few vendors there. Information can be found on the <http://www.TorontoTriumph.com> website. OVLRL members from west of Kingston tend to goto Bronte Creek. The event is free for vehicles and spectators.

British Invasion - OVLRL used to have a large presence at the British Invasion, when it was held on a farm just north of Stowe. With the change in venue to the centre of Stowe, and towards a concours event for posh vehicles. It is about a 600 car event. This year though, the centre steer replica will be there along with some



other Series Ones. OVLRL members from east of Kingston and southern Quebec have tended to goto Stowe. The cost is US\$65 per vehicle, or \$15 for spectators.

These two events are followed by the annual Metal Dash event in Petersham Massachusetts. Hosted by Don Flye, it was originally a Series One gathering in 2006. It has expanded to include all metal dash Land-Rovers through to the end of the Series IIA, but not Series III. The cost for the event is a recommended US\$20 donation to cover the costs of the event.

Early October brings us one of the larger annual club based rallies. The Mid-Atlantic Rally. This year the rally is being held October 5-8th in Pembroke Virginia. This location is well to the south west of the old ROAV sits at Penlan Farm and Pearls Pond in central Virginia. This location has a lot of trails rated from beginner, on fire roads, to intermediate and advanced for modified trucks (or Series One's?). There will also be a RTV course. The site offers camping, with motels nearby. Meals are provided by a vendor. The rally costs US\$120.

Plans have commenced for the Cedar Hill Classic. It looks like it will be on this year, taking place on the weekend of October 15th. More news on the OVLRL Facebook and Shopify presences.


The beginning of Fall is also when members should begin to turn their thoughts towards who will represent the membership on the executive. A turn at an executive position is an excellent way to learn how the club operates and to put back into the club some effort for everything that the executive has tried to provide over the past thirty plus years. If you are not interested in a particular role, one can be moulder to suit your interests. Think about it.


The Socials continue every third Monday at the Prescott on Preston Street in Little Italy. There is always some interesting discussion going on. The Social generally runs from about six thirty to nine.

For your general amusement, a photo that is captioned, "the face that you make when you didn't double clutch second."




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

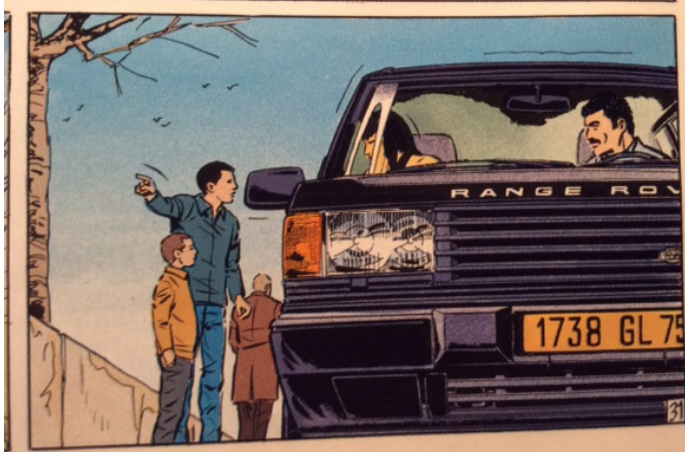
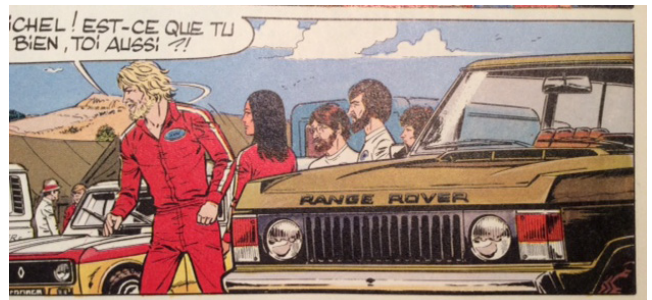
 Land Rover's newest addition, the Velar (price range \$49,900-\$89,300), we are told fills a "meaningful" slot between the Evoque (\$41,800-\$65,600) and the Range Rover Sport (\$65,670-\$111,350) in terms of capability and cost. The Velar is based on Jaguar's F-Pace SUV platform

 Yet again rumors are coming out about the Defender replacement. The current rumored plan is a demonstrator being released in 2018 followed by production in 2019. Sources in Land Rover are saying that it the

new Defender will be offered in all global markets, which implies that it would be sold in Canada and the United States. It is anticipated that the new Defender will be offered in two and four door versions with both petrol and diesel engines. *Automotive News* is predicting that the Defender will have a unibody construction. Some sources are predicting the the Defender will be built at Nitra, Slovakia instead of Sollihull. Will the new Defender be based on the D7U platform (Range Rover and Range Rover Sport)? Time will tell...

Some Non-OVLR News & Rumours

 For readers who may have taken a course or two in French, one of the books offered generally were Tintin and Asterix. One set before the War for the most part, and the other during the Roman occupation of France. But there is a third set. Jacques Vaillant, a French race car driver. There are quite a few books in this series starting in the Fifties to recently. As to be expected, a couple sport Rovers. Here is a selection:



17th Événement Pierre Gauthier

by Dixon Kenner



August is the month of EPG, or Événement Pierre Gauthier. EPG was started in 2001 as a family event with a focus on camping, family participation, and Land Rovers. The event is a week long (Saturday to Saturday), and changes location every year. Traditionally, the event has alternated between different places in Quebec and New Brunswick, but last year moved to central Ontario as a change of pace. The event started out as a week long expedition with new campsites each night, but over time had changed to a base camp format, generally a public campsite, with facilities, where families establish a campsite, with day trips out into the surrounding countryside. A history of all of the places they have visited and toured would make for a lengthy article.

Unfortunately, this year's EPG conflicted with Blacker than Night (see article in August 2017 Newsletter), so those that would have done both separately had to choose. Those who did both, it meant a drive to New Jersey, followed by a reset to Quebec in La Tuque via home or directly. Your author did both this year.

La Tuque is a small community, about a hundred miles north of Three Rivers (Trois Rivières). Nestled in the St Maurice valley, it is a spectacular drive north to the town. Beautiful countryside deep into the Laurentian Mountains and the Canadian Shield.

This year's event offered numerous trips into the Laurentian's along forest roads, gas pipeline and hydro

cuts, and trips to abandoned quarries. As an example, Thursday's drive was along a cut established when a gas pipeline went in. Offering hundreds of miles of undulating travel, with plenty of hill climbs and descents, water crossings with hard bottom, it allowed you to stretch your vehicles legs in the form of a lengthy light off-road with side opportunities for those interested in some challenges. Thursday's tour lasted about six hours before a return to the campsite for a community dinner and campfire.

Friday's drive was a combination of forest roads and pavement. Starting in La Tuque, crossing a century old, one lane metal suspension bridge over the St Maurice River, the convoy wound through the forests up to the Gouin Dam, a century old hydro-electric dam. Crossing over the dam, the tour took forest roads north to Le Relais 22 Milles for an early dinner. Another enjoyable ride, though I discovered that the seals for a 65 year old windscreen may have perished, judging from the fountains of water coming into the Series One 80" that way. Door tops in thunderstorms? Door tops are for winter I keep telling myself as my lovely wife shakes her head from the passenger seat.

What was missed were other green landing and off-road opportunities, a Land-Rover olympics, and other events. EPG is certainly an event to experience, as you can come and go as your schedule allows, though the week long version is surely the preferable choice. There is no



cost to participate, though you do have all of your own expenses. Communal meals would have a cost, but you can also be self sufficient.

As an anecdote, it is amusing to note that an Ontario summer holiday determines when A New Jersey event

takes place, which in turn influences an event in Quebec/New Brunswick. Ahh, how interconnected the Land Rover community really is.



General Servicing: Repairs, Humour, Tales & Trivia

North Americans and Parts Interchangability

by Dixon Kenner

Thoughts on the origins of North American attitudes towards parts interchangeability

Note: this article contains imagery and text that could be considered heresy in certain quarters.

One of the challenges of owning Series Land-Rovers in North America is parts availability. Readers in Great Britain, Australia, the rest of the world must realise that Land-Rover (read British Leyland) abandoned the North American market during the 1974 model year (1). Getting parts through the BL dealership network was impossible. Spares for marques still being sold were challenging enough let alone for something that wasn't even sold. Further, for the Series Ones, Rover only sold a few over here after introduction. They passed off sales to the Rootes Brothers in 1950, who then sold Rover products to approximately 1958 and the introduction of the Series II. (2) Post Series One, getting a Rover dealership to get parts for superceded vehicle would have been very slow, if not impossible. This led to certain liberties being taken with British vehicles. It led to the creation of the first independent clubs (3).

The Association of Land-Rover Owners of Canada (AL-ROC), Rover Owners of Virginia (ROAV), Rover Owners of Southern California, along with other local clubs had been created by the mid to late Seventies. Not as groups of like minded enthusiasts, but more as mutual support groups to keep their vehicle alive. Because of this need, clubs were local, or regional in nature, were all generically "Series" oriented until the 1990's, and never differentiated between an early 1950 and a 1974. Further, Range Rovers were not imported in any great numbers before the return of Land Rover in 1987, Defenders appearing in 1993 to 1997.

One aspect of these clubs were the generation of alternate parts lists (4). What parts fit and were interchangeable. Bear in mind, back through the forties through even the Eighties, parts were often interchangeable between vehicles to keep costs down. The economies of scale and manufacturing flexibility and efficiencies that exist today did not exist back then. Hence, the use of cast iron General Motors wheel cylinders, the identification of OEM parts manufacturers and the generic part numbers for various items.

Club members would look through parts vendor books to find seals the same size as fit a Series Land-Rover, alternators that could be made to fit (like the AC Delco 10SI), brake masters from a Ford Crown Victoria and Rochester (General Motors) carburetors.

These lists were once very important to keep your vehicle running. Clubs would negotiate trading informa-

tion to keep lists mutually up-to-date. When the list first came to the Internet, flame wars erupted when people who wanted data for free met with people who had spent years researching lists.

Clubs also maintained stocks of used parts. Vehicles would either be donated, or on rare occasions, bought by the club to be broken for parts so that other vehicles would survive. Clubs also maintained stocks of tools to be borrowed, Whitworth spanners and sockets were a basic item, given that North America was never a hot-bed of that standard in the first place. British Standard Pipe? Only in very specific instances on a vehicle was that thread pattern found. Damage a fitting and you might be in a lot of trouble.

All of this to say, that while Great Britain may have a deeper heritage on the club scene for the apocryphal "Rivet Counter" vis-a-vis Land-Rovers, North America went the other way, with survivability and functionality being a basic goal. It also explains the breaking of so many vehicles to keep the diminishing fleet alive (5).

Today, it is very hard for some to understand that people broke up 80" for spares, just to get the rear licence plate holder or the Bakelite part in the centre of the steering wheel. But it happened. Look at my 1950, stripped to keep three others running.

In Canada and the USA, the substitution of parts became fundamental to the survival of the marque. All of which is interesting when one reads about some of the disdain for what has happened over here with Rovers. It explains why Series vehicles, especially Series Ones and the 80" rarely have the correct tail or marker lights.

Another owner I know (who also owns a 1951) has a 1972 SIII. Circa 1992 a rear Spring lead broke and he went to replace it, only to find that the previous owner had cut the stock spring mounts off, welded some flat plates on to the frame and substituted GM Suburban springs. Much work was required to reverse this with the availability of parts. The most extreme example that I have seen is an 80" in the Maritimes, with custom windscreen, wooden drivers door (it opens and closes nicer than the original passenger door), pendulum style brake and clutch, a Morris engine and other interesting modifications.

Another interesting aspect is that in Great Britain, there is a heritage of trialling and swapping engines and drive trains in Series Rovers that dates to the Sixties. That behaviour over on this side of the pond is very frowned upon. People dropping Chevy V6 engines into their vehicles, causing the bulkhead and frames to be cut and modified was viewed as vandalism (6). Two of my

three 80" vehicles were failed candidates for this kind of thought (7).

Engine swaps were done to keep something alive, and not for "mud bogging" or RTVs, which really never have existed here, except on an exception basis after 1998 in certain select clubs (Ottawa Valley (OVLV), Virginia (ROAV), and others. Until recently, the 1.6, 2.0, and 2.6/3 litre Rover engines were considered unmaintainable because of spares unavailability and were replaced. The rise of the Internet over the past fifteen years has resulted in a sea change in awareness, parts availability and interesting and mixed impacts on the Club scene.

What this has changed is the more derelict Land-Rovers have been dragged out of barns and back fields to see the light. People are restoring old Land-Rovers and bringing them back to the original specifications. Some or which are rivet-counter perfect and fetching eye-popping (for us) prices.

The change in information and parts availability has also meant that clubs are not as important as people can find other Land-Rover owners globally and find advice on the Internet. Thus, clubs have been waning for a decade. Where this ends up, who knows, but while greater awareness and information floods the Internet, communities of interest are forming there and where once a vehicle might be sacrificed, the owner will now know of other organisations, like the 1948-53 Register, which were once only rumoured.

Footnotes:

1. BL would eventually abandon North America in 1981.
2. A good account of the early years of the Series One in North America can be found at <http://www.nasor.org> with the link to "80 inch in North America"
3. The first club in North America was the Rovers Owners Association of North America. Created in 1972, it was formed as a branch of the U.K. Rover Owners Association. ROANA folded circa 1978.
4. See <http://www.ovlr.org/OVLV.alt.parts.html> for an example.
5. An interesting example was the British car show, British Invasion at Stowe Vermont I believe, where on opposite sides of a fence a Jaguar owner was being berated for "damaging the value of his car" by making an easily reversible and invisible safety modification, while at the same time one Land-Rover owner was showing another how to take a hacksaw to cut some part for better functionality.
6. There are minor exceptions to this. The Chevy "Iron Duke" marine engine was a common replacement for a tired 2.25l engine. There is an easily available adapted plate ("Scottie's" was the first, "RD" and others later) which made dropping this engine in a very easy job, which combined with common parts, sustainable.

7. A fourth candidate, the remains of a 1950, was recently rescued from this fate after the new owner was educated on the challenges ahead, specifically when it came to rear drive/prop shaft angles and u-joint longevity. This vehicle will now be restored, or so is the plan.



September 18, 2017

281st Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

October 15, 2017

Cedar Hill Classic

South, Pakenham, Ontario

Contact: Andrew Jones

October 16, 2017

282nd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 5-6, 2017

187th Annual Guy Fawkes Rally

Cherry Vally, NY

Contact Howard Smith

Facebook: <https://www.facebook.com/groups/876733419125879/>

November 20, 2017

283rd Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

December 2017

Annual Christmas Party

Location: TBD

Organizer: Bruce Ricker December 18, 2017

284th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

February 2018

Annual General Meeting

Location: TBD

February 17-19, 2017

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.org

Facebook: <https://www.facebook.com/groups/819284711551578/>

Rovers & Parts for Sale

For Sale: 1960 Series II 88”

North American Specification Station Wagon. Just under 13,000 Miles from new & 1 Family Owner from new. Unique in such original condition this left hand drive example was first supplied new to a gentleman in Massachusetts USA. The vehicle was then passed onto his daughter in the mid 1970's who then lived in New Hampshire. During this period they also lived in the UK and only spent their summers in New Hampshire it was only used for local trips to Peterborough, the nearby town and for visiting neighbours and friends. They had a second vehicle and so didn't use it all the time it was mostly stored in a barn on the property, hence such a low mileage. During the winter months a family friend looked after and maintained the Land Rover making sure it was always serviced and kept in working order. When the family moved, the Land Rover was shipped back to the UK. The last family owner was the gentleman's granddaughter, therefore it has been passed through a total of three generations.



To find an unmolested example has become very hard, but to find one that has had just one family owner, only covered 12,800 miles, retains all of its original panels, its original chassis, engine, gearbox, and even all of its original factory interior and accessories well that's unheard of.

The vehicle has all its original tool kit, jack, jack handle, starting handle, Lucas spares. The original Owner's manual, service agents book, US title, Service History, UK registered since 2013, Mots.

The vehicle is also fitted with a very unique item, only ever seen in sales brochures, a Land Rover "Kodiak" VI Fresh Air Heater which includes Fresh air controls, temp control and heater. The blower under bonnet has a mesh air intake at front grille, period fan, all accessories are wired through the ignition. The vehicle also benefits from the original stamped wheels being re powered coated, original date stamped August 1960 radiator.

The vehicle still retains all its original Lucas headlights, lenses for indicators, side lights and brake lights which is nice to see as these items are now obsolete.

For Sale: 1955 Series I 86”

This Series I has had only three registered owners. The first owner kept 'UYA 712' from 1955 to 1960, and the second owner from 1960 to 1964 when the Land Rover passed to his widow, who dry stored the vehicle for some 40 years. Since its acquisition in 2015, the vehicle has been comprehensively restored.

Immaculately presented and to original specification, the engine has been extensively rebuilt using genuine parts, while the chassis has been sand blasted, galvanised, and refinished in two-pack paint. The transmission likewise has been fully reconditioned at a cost of some £1,600. Bodywork is mostly original, with some reproduction panels used where required. The body was re-sprayed in deep bronze green by a master craftsman, the associated painting receipts totaling some £5,000, while the interior received new seats, controls, and paintwork. A new original-specification braided wiring loom has been installed. This Series I is offered with an original 1956 'Buff' type logbook and the aforementioned restoration invoices totaling circa £20,000.

Registration no. UYA 712, Chassis no. 57105465
Photos at <http://www.bonhams.com/auctions/24122/lot/206/>



For Sale: Sankey Wide Track Trailer

Swap or sell. I have a list of various bits I am looking for. Cash price is \$750 CDN negotiable if someone moves on it fast. Located on Howe (near Kingston, ON, CA). I could possibly deliver it on another trailer as I have not checked bearings and won't tow it myself, not that I think there is anything wrong just don't do that kind of stunt any more. Condition and full detailed description and pictures all available on request. Just not on hand right now. Contact: robinonhowe@gmail.com

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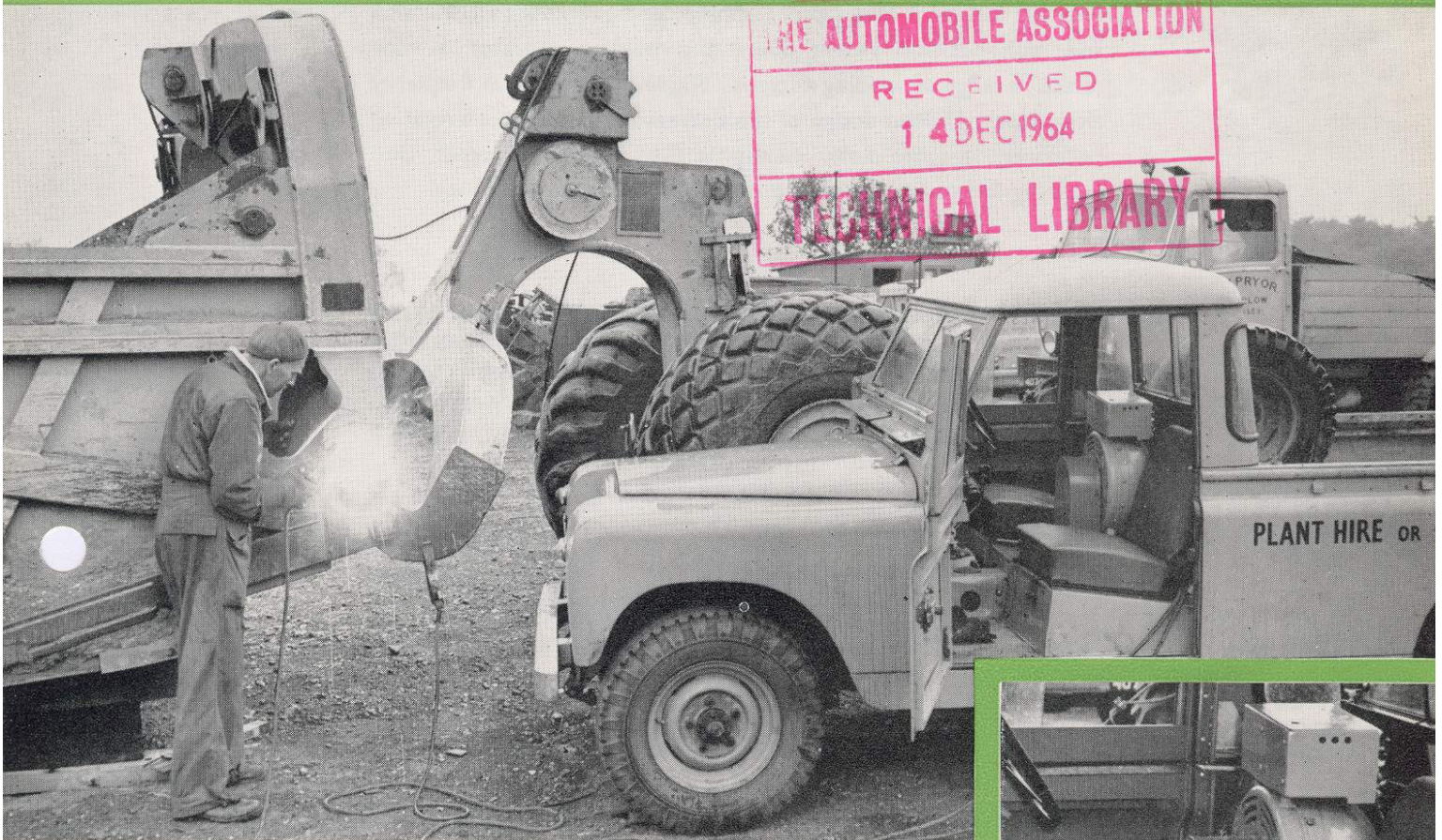
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Ads run for one month--please notify the editors each month to extend

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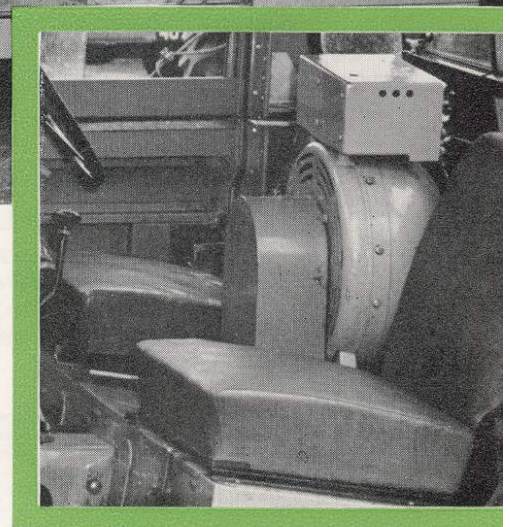
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ROVER**



Available for Series II 88" and 109" Land Rover normal control, Petrol or Diesel.

Now you can have a built-in mobile welding unit for fast on-site welding. It is compact, completely self-contained and fits snugly in place of the centre seat. No other space is taken up and no structural alterations are required. Driven by power take off from the Land Rover, it will tackle any size job. Welds up to a 4 gauge (6 mm) rod, and with the special cutting rods now available, it can cut steel without any additional equipment. If required it can be easily removed from the vehicle and replaced by the seat.



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