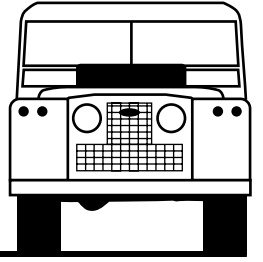


OTTAWA VALLEY LAND ROVERS



November 15, 2017

www.ovlr.ca

Volume XXXIV, Number 11



USA Centre Steer Replica at British Invasion, Stowe, VT 2018

P.O. Box 478
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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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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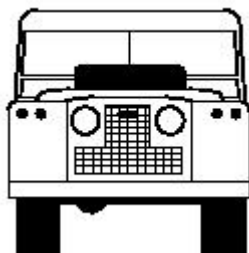
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OVL R Newsletter

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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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Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

November sees a lot of Rovers heading towards shelter now-a-days. My 80 inch ended up moving down to New Jersey for the Winter where some routine maintenance and improvements can be undertaken. Notably dealing with a weeping petrol tank, and if I am lucky, wrestling with changing the opaque windscreen glass for something modern and clear. The later is asking to dealing with an eighteenth century picture frame if you have never had one apart. It makes replacing the glass on an 86 inch onwards seem positively facile.

Rumour has it that when the first salt truck drive by our President's Defender one RoverNight, he took the sidewalk home, or so claims a former executive member.

Next month will see the annual Christmas Party. More details within these pages, but the short of it is that Bruce and Sue (Ricker) have volunteered to host the event this year out in Kanata, Saturday December 30th.

The Christmas Party is also the occasion where several of the club awards. My mailbox, as well as our esteemed President's, has remained suspiciously empty for candidates for some of the awards. As encouragement, there is a list of candidates for many of them already.

In articles this month, we have an OVL R event, an independent, yet OVL R aligned event, and a long running north eastern American event.

The British Invasion is a 500-600 car event that has taken place in Stowe Vermont since the early 1990's. Once popular with OVL R members, a dramatic venue change had a lasting impact on the number of Land-Rovers attending. In a similar manner, Michel has been absent from these pages since the late 1990's, but Rudolph, his 109 pick-up is still alive and undergoing refreshment. Michel Bertrand writes about this year's British Invasion and that some interesting vehicles appeared.

OVL R's fall event has been the Cedar Hill Rally. Traditionally organised by Andrew Jones, he has sent in an article in this year's Rally up by Pakenham this past October. This is another great rally before many will start to consider putting their vehicles away.

And the final article is on the seventeenth Guy Fawkes Rally in upstate New York. Hosted by Howard Smith, this is generally the final rally of the year for many people. Offering a multi-terraced series of fields to challenge people, and an impressive evening bonfire, this is always an enjoyable end to the rally season.

[Enroute to Guy Fawkes Dixon got to take a photo of his 80" near a B-52. -ed]



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)

January 15, 2018

285th 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.me

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

February 19, 2018

286th Monthly Social

Whispers Pub

Location: Richmond Road in Westboro


June 22-24, 2018


35th OVL R Birthday Party

Maberly, ON





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


 Ben Smith reports modest progress with the ailing Dora's engine rebuild. He says, "Valves lapped. Head torqued. Valves set. Next up is ancillaries."

 Over in California the Napa wildfires many Land Rover owners have had near misses with their homes and Rovers. Del Starret barely got out with his life, but was forced to leave his SIIA 109 behind. When he returned he found his house, garage and Rover burned to the ground. This photo was posted.



 Kevin Newell reports: Holy crap what an annoyingly difficult tiny little thing to replace on a Defender seat. When this little plastic thingy breaks the seat base no longer sits firmly in place. Changing this is a PITA.

 Bruce Ricker reports: I seem to have a bewildered nephew who saw fit to disregard sage unclar advice and purchased a 92 RR classic LSE. Seems he got just a couple of clicks on it before the tranny decided to go south. Now he is looking for a ZF hp22 slush box. He thinks the B. W. Xfer case is OK. Any leads would be appreciated

 Kevin Newell reports a mechanical failure starting at the Ceder Hill Classic: My right front wheel started groaning, out on the trail I thought perhaps it was a rock or grit stuck in the brakes. It went away. ABS TC lights came and went intermittently.

On the highway heading home at 140kph suddenly a roaring vibrating noise. Thought I had a flat. We then took side roads home going much slower. Today ripped it apart, and sure enough the inner wheel bearing blew... kaboom!!!! Glad I keep spares around... all rebuilt now.

Some Non-OVLR News & Rumours


 At a meeting with journalists in Palm Springs, California, Land Rover designer mentioned a few items about the new Defender.

He said that design work is complete and now it is the job of Land Rover engineers to take his vision and make sure it lives up to the original. He said that Land Rover engineers are "hellbent" on doing just that.

He said for the Defender to be successful it had to be true to its original mission. To do that it must have: design leadership, durability and engineering integrity. The journalists saw a sketch of the Defender's silhouette on a flat-screen TV which showed a vehicle with a flat roof and squared-off front end, like the original. But he said, "I am a modernist. I'm looking forward, not back." So it will look completely different.

McGovern also said that there would be a family of models. So look to short and long wheel bases, with different configurations.

What will the Defender look like? We shall have to wait and see.

 Land-Rover made some recent announcements. "As of 2020, every all-new product will have some form of electrification," Dave Larsen, director-product planning at Jaguar Land Rover North America, says during a recent Jaguar event here. It will take several years before all vehicles in each portfolio are affected.

Vehicles announced so far include Jaguar's first all-electric car, the I-Pace, which debuted in concept form at last year's Los Angeles auto show and will go on sale next summer with a 90-kWh battery capable of driving the 5-passenger utility vehicle 240 miles (386 km) on a single charge, Larsen says.

Also getting the green light are plug-in hybrid versions of the Range Rover and Range Rover Sport luxury SUVs, launching in mid-2018. The automaker has yet to reveal technical details about those powertrains but ensures an electric range of about 31 miles (50 km)."

General Servicing: Repairs, Humour, Tales & Trivia

Cedar Hill Challenge 8

by Andrew Jones

Hi folks

Sunday October 15th was the day we hosted the Cedar Hill Classic #8 ... can't believe we've done 8 of these things ... and typical for this time of year, it rained... Thankfully this didn't deter the hardier amongst us, and as usual the event went off very well.

As most of you know, we moved to a new home in June (between Almonte and Carleton Place) and for a while it was uncertain as to whether we'd be able to run the event. Thankfully the new owners of our old property, Jon and Terri Boocock were insistent that we should carry on as normal ... and enthusiastically welcomed the motley band of misfits that duly showed up ... so special thanks are due to them for embracing the event, not just for 2017, but also going forward in future years: Although not Land Rover nuts, they are both keen outdoorsmen, and have already cut a number of new trails for cross-country skiing and mountain biking. They have offered to cut new ones, and invent new challenges for OVL R too. So as the previous owner, and sponsor of the CHC, I'm extremely pleased that it has a future and can continue to grow and develop as a key element of our annual event schedule.

In addition to Terri and Jon, special thanks are due to Paul Davids and Heather Burns for the loan of their professional coffee making equipment ... the high quality "starter fluid" got everyone moving. Also, a big thank you is due to Peter Gaby, and Dave Pell who arrived under the cover of darkness to help set up the "pavilion" and cooking equipment.

The uncertainty around whether the event would take place, plus the recent cold snap and bout of heavy rain



deterred quite a few from attending, but we had most of the "usual suspects" in attendance.

It's always interesting to see which vehicles show up ... in previous years the Plushies and older Series trucks have been in the majority, 2015 was the year of the Defender, last year there was a real mixed bag and this year we had:

- Real Rovers: my S3 109 BATUS truck, Mike McD's ever youthful Series I.
- Plushie Rovers: the Newell mega-lux D110, Chairman Will's gorgeous D110, and Mo Manan's equally immaculate D110.
- Honorable mentions that didn't take to the trails: The infamous Gaby rust-bucket

Mk1 Jag scourge of the Ottawa Jaguar owners club, and Mr Pell's ever faithful Matrix

Was great to see Mike McDermott attending again ... long time prime mover of the club, and creator of the "Albatross" club trailer.

As usual breakfast consisted of the celebrated CHC bacon 'n egg butties and lots of aforementioned starter fluid. Chefs de Cuisine this year were Botulism (Peter G) and Cholera (yours truly): it was gratifying to note that Botulism's attention to detail concerning food and food-preparation hygiene was particularly rigorous this year ...

Once again my ex-neighbours, Henry Deugo and Roy Munro gave permission to use their trails: And after a short, sharp downpour, we all mounted up and set off ... my co-driver for the event was Augustus (Gus) our young golden-doodle who impressed all with his chilled-out approach to off-roading, notwithstanding a midday bout of motion-sickness, where it became apparent that he'd eaten more than his share of the breakfast ham....



The trails were a bit greasy this year thanks to the recent heavy rain but we hit a weather window and enjoyed the Fall colours thanks to a brief sunny spell before the overcast and rain returned with a vengeance as we got back to base for lunch ... I'm extremely glad we pegged the pavilion as it got particularly windy for a while: So we packed the trailer during a lull in the rain, before heading back out on the trails for Lap 2 out to the hydro-line, returning via the Hunting Camp back-loop

All too soon, we were back to base again, and people were on their way home. Another super day, albeit one of our more conservative and low risk iterations. Given Jon and Terri's enthusiasm for the event, I'd like to do some advanced planning for next year and explore some options with then to make things more interesting and challenging.

But in the meantime, Thanks to Dave, Kevin, Terry, Mo, Peter, Mike, Jerry, Will and Gus for making it another grand day out.

Watch this space for future events

Best regards
Installing an oil gauge in a October 1955 86"

Oil Guage Installation in a 1955 SI

by Jeremy

When the engine knock came to my attention, I thought it'd be smart to install a gauge to monitor the oil pressure. I had won a used Smiths capillary gauge on eBay with a pipe and an adapter hose, for much less than an electric gauge and sender would cost. I cleaned it up and tested that it was calibrated, by putting a gauge-fitted air pump onto it.

To fit it to my 2 litre engine, I bought a 3/8 BSF <-> 1/8 NPT and a 1/8 NPT <-> 1/8 BSP adapter from Holden (a British firm specialising in Parts for classic cars. Holden.co.uk)

Then it turned out that my gauge is NPT throughout, and not BSP (check adapters in the block and in some castings, how a previous owner may have drilled and tapped the casting). I found by trial-and-error that the end of the hose that attaches to the engine is 1/4 NPT. As luck would have it, this is the thread of my air compressor fittings, and I had two extra ones that came on tools I've bought which don't fit my air compressor's hoses, and which I had swapped out for the different style fitting.

I cut off the "click"-fit end of the fitting and drilled out and threaded the inside of the remainder with 1/8 BSP to complete my adapter. I used teflon tape on all the threads, and a small washer of cardboard-ish gasket material in the joint at the gauge.

Note: As with me, you'll probably have to pretty up the bends in it when you have the engine out and can reach it easier.

I noticed when I compared the assembly to the workshop handbook that I'm missing a pressure-regulating nozzle inside the top banjo bolt. One more thing on my list!

The pressure was nearly 100 psi at startup with the choke on. When the cold-start light came on, I adjusted the pressure to be 55psi at 2000 rpm. After a test drive of 10 mins, the knocking sound started and the pressure dropped to 35psi. At idle the light then came on warning of low oil pressure (the gauge read around 15psi at that point -- I know my warning light comes on between 15 and 20psi), but this went out after revving the engine for a moment. I re-adjusted the bypass valve to read 50psi at 2000 rpm but I haven't done another test drive.

Because of the knock, I'm going to take the engine out and have the crank examined by a pro. The one connecting rod bearing I examined was mostly copper with little white metal remaining. I'm glad the pressure is that high, actually, given the knocking noise from the bottom end!

It's actually incredibly reassuring to have an oil gauge! I don't think I need a temperature gauge - I can feel that well enough through the bulkhead!



British Invasion XXVII

by Michel Bertrand

As the summer comes to an end, time to plan for attending the British Invasion in Stowe, VT. Every year, hundreds of British cars, including a variety of Land Rovers from New England, Quebec, and Ontario attend, dripping oil across the scenic routes that bring them all to the town that is home to the Von Trapp Family. I decided to bring my 1991 110SW 200Tdi, a.k.a “La Chouffe” to the 27th edition, held from September 15th to the 17th. La Chouffe is a famous Belgian Beer, and I have christened my 110 soon after buying it in Belgium in 2006 as I was abroad on a business trip, but that story is an adventure in itself.

Stowe is a 3 hour drive from my home in Kingsey Falls, on the eastern limits of the Eastern Townships. I therefore decided to leave on Friday, find a campground nearby to get a good night sleep and be early on site.

As usual, I had some various spare fluids, basic tool kit, camping gear, passport, and some Yankee money. Unlike my first journey to the British Invasion in 1997, I didn't bring any Canadian Tire money to impress my American friends. The drive to the US border was uneventful, the weather was perfect, and driving on the country road was a great way to start the weekend. I stopped by my friend Mike Weson in Lennoxville, sharing some stories and having a look at his famous two-wheel drive Series I, which was used as a sort-of-golf cart on an air force base in the UK.

As expected, there was a huge line up at the US Border. As I slowly approached the customs officer's booth, my level of stress and anxiety increased, as usual, even if I had nothing to be worry about. I was expecting the customs officer to inquire on my 110, as it is usually a conversation piece wherever I go. Was I wrong! As I drove to the booth, the customs officer asked for my passport and the licence plate number. As I started to spell it out, he shouted: “Cut the engine off, I can't hear you”. The 200Tdi is a noisy beast, and having the exhaust pipe exiting on the driver's side makes quite some resonance between the booth and the 110... Of course, I obeyed



and answered the typical questions (Where are you from, where are you going, for how long, etc...) Then he asked two strange questions: “Do you have the registration for this (pointing at the 110)” and after I answered “Yes, sir”, he asked to see it. As I wasn't expecting this question, I looked through my wallet and struggled to find my registration. The customs officer lost patience and told me: “ You are holding my cue, have it ready next time, now GO!”. As I thanked him, I turned the ignition switch and.... Nothing. I turned it again, and still nothing. I looked at the customs officer, who was fuming and said out loud “This cannot be happening right now”, as images of Armageddon raced through my mind as to what would happen next. I can't really think of a worst place (aside from railroad tracks) to be stuck with a dead Land Rover. Then, on the third attempt, the 110 started, just like it did every time I turned the key over the last 10 years... I always believed that our Land Rovers had souls and that they trying to finding ways to communicate with us, well that might have been a statement from my Chouffe, complaining that I was using the Toyota too often to drive around.

As I drove away from the border, my level of stress





lowered and I gently roved on to Stowe, towards my campground by a quiet river. The camping in Morrisville was a relaxing venue, where I could connect with the nature, unlike the EPG camping in La Tuque, the previous month, where the campground was next to a paper mill...

I was happy to learn that I had won the 3rd place for the Defenders category, and I look forward to attend next year as the XXVIII edition will have Land Rover as one of the feature marques, hoping that other OVLR members will also show up for the weekend.

On Saturday morning, as the sun was shining on a beautiful day, I got on the site early, picking up my registration for the people's choice award. After I parked along two other Quebec-plated Defenders, I had a walk around where I could see up-close the famous replica-prototype along the other museum-level Land Rovers restored by the "High Meadow Farms". Some very unusual Land Rovers were to be found, such as an original 109 SAS "Pink Panther", a rare 101 Forward Control, and a strange Range Rover-Series Hybrid. Roughly 30-ish Land Rovers were on the show field, and I got to meet other Green oval fans enjoying our respective money pits.

[Extra photos of the Centre Steer replica seen at Stowe are shown below. The replica was built by Jim Marci of VT. -ed]

Not many vendors were attending. Most were selling BL and Mini apparel, but I managed to find a pair of used Free Wheeling hubs to fit on Rudolph, my 109.



The awards ceremony took longer than planned, and the People's Choice awards were postponed to Sunday morning and it was time for me to head back home, hoping that the Prince of Darkness wouldn't strike as I drove through dusk.



Guy Fawkes Rally XVII

by Dixon Kenner



The annual Guy Fawkes Rally in upstate New York (near Cooperstown) is a small, traditional Land Rover bash, with friendly faces, varied trails and a great atmosphere... Generally, the last Land-Rover event of the year in the northeast for many before the Christmas season is upon us.

The rally generally starts Friday, though if you are self employed and want to help, Thursday is perfectly acceptable too!. There will be work in progress, a shelter/tent thing to go up, wood to saw and stack for the small welcoming fire pits. Scouting new trails is always fun and generally getting "Jiggy with it". Collecting firewood, dropping dead trees et cetera. Lunch and dinner are whatever people bring and toss together. Marmite is not compulsory.

Saturday was the main day. Breakfast at KC Diner at the end of the road. After that, back to the farm for the day's antics. Over thirty trucks appeared for the event, and the children were encouraged to help Howard make the annual "Guy".

Trucks headed out for a spot of off-roading on the hundred acre property. There are some tricky bits requiring some skill to navigate (the ravine for example is always a challenge in navigation) to pure mud slogging (upper terraced field) with all the fun and games of the myriad trails connecting the three levels of fields. Only



a couple of vehicular casualties this year. Brandon's modified 107 trayback had to be towed down after losing a driveshaft, and Bruce Fowler managed to find a piece of ledge that spectacularly modified a rim on his RR Classic.

This year, rather than the previous two years challenge to find various stamps in the forest, this year saw a winning challenge. Eleven teams pre-registered for the challenge, which took place in the upper tier of the multi-level farm (it's a geology thing...).

The challenge appeared to be simple. There was a dead weight consisting of a pair of eight foot posts bolted together, that needed to be moved into a box some sixty feet away. But, there was a fence placed between the object and the vehicle, so a straight pull was impossible. In two heats of four, eight teams raced against the clock, and penalties for small infractions (the dead weight had balloons around one end, break a balloon and a thirty second penalty was applied), or disqualification for grave (stepping over an active winch



line).

The Team Orange managed the task in eleven minutes and thirty seconds. Second place to Team Vermont. The longest, about half an hour. The average was around twenty minutes. In giving out the prizes, event organiser Howard noted how it was fascinating to watch the man-man teams argue versus the husband-wife teams. One of the two could be quite amusing to watch!

One requirement of all vehicles was to seek out all of the windfalls and downed trees from last year's event and drag them down to the bonfire pit. Thus, the day ended with another enormous bonfire, though this year with a more subdued start. As the bonfire became established, the weather reasonable, the night runs in the woods began.

This event saw several lightweights appear and one 101FC. There were a number of Series vehicles present from a 1951 80 inch and a heavily modified 107 trayback to several Series III's. As usual, there were quite a few Defenders and other modern Land Rovers. No Velars though to venture onto the thick, muddy trails.

As usual, a highly enjoyable and traditional small scale event that I wish there were more of throughout the year.



Rovers & Parts for Sale

For Sale: 1954 Series I 107" PU

4 cyl 4 speed 4x4. Complete car for restoration. No rust on the frame. Engine turns freely. This is one of the rarest land rovers. \$2,600. Located in Sicanous, British Columbia. 250 803 2377.



For Sale: Hand Crank

Land rover series starter hand crank and crank dog \$140.00. OBO. All you need to hand start your series land rover will install for a fee. Located in Calgary. Kijiji advertisement no. 1309181799 [*\$140? These sell at the OVLRA auction for \$20...one of a kind. -ed*]

1952 Land Rover Series 1 80"

Blue colour, 2 owner, BC Transmission needs little work the rest is good it's own winch. Will be cool project for the winter. Location: Halifax, Nova Scotia. Kijiji advert number 1317850383



For Sale: 1955 Series I SWB

\$18,000. Located in Evansville, Ontario. Call Brian at (613) 754-2641 for details.



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