

**OTTAWA
VALLEY
LAND
ROVERS**



September 2006

www.ovlr.org

Volume XXIII, Number 9

October should be Oily ...

Saturday, October 28 – Kanata Collision





PO Box 36055, 1318 Wellington Street
Ottawa, Ontario Canada K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. 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 ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

OVL R Executive and General Hangers-On

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OVL R Newsletter

ISSN 1203-8237

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 (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) 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.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. 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 directors, 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 independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: <http://www.lrfaq.org>

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

Advertising Information

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

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Hey man, what's going on?

OVL R Calendar of Events

Socials

CHANGE OF VENUE! The next social will be held at the Cheshire Cat on Richardson Side Road in Kanata on October 16th at 7:00 p.m.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please contact Jean-Leon Morin for location. morinjl@sympatico.ca

Annual Oiler – Saturday, October 28, 2006

The Oiler will be held at Kanata Collision in Stittsville on October 28th from 9:00 until 12:00ish. There will be free coffee and doughnuts & muffins. (see page 6 for more information)

Annual Christmas Party – December, 2006

A tentative date of December 2nd has been set for the Annual Christmas Party. Stay tuned for more details!

OVL R Forums

Please see:

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

New Members Wanted!

Invite your Land Rover
obsessed friends to join

OVL R!

See page 2 for
subscription details.

Atlantic British Parts

by Mike McDermott

Way back in the 1970s when Land Rover abandoned its North American market and left us all scrounging used Series parts from friends and strangers alike, there came a curious man. His name was Cliff Cochrane, recently laid off, holding down a temporary job with a wife, three kiddies and an addiction for reading the classifieds.

Lucky for us.

Shortly thereafter, Cliff and wife Bobby began operating Atlantic British Parts Canada Ltd., from their home in Waterloo, Que. Soon they were supplying all manner of genuine and aftermarket bits and pieces to keep the old dears running and looking good. The mail order business, a first for Cliff when he answered a newspaper advertisement for someone to take over the Canadian end of the US parent company, was our invitation in from the wilderness. ABP Canada was one of the OVL R's first corporate sponsors.

The move from Hemmingford, Quebec, where the US-based company had its Canadian office, was made with a rented truck, several cars and many helpful hands. Cliff picked up the lunch bill for the crew and got right to work.

Imagine, Land Rover parts that actually came in new boxes instead of from under a junk pile. Oil seals and bearings from a parts catalogue instead of the result of pleading with local automotive suppliers to find "anything that fits". Proper gaskets, instead of our own, hand carved from Canadian Tire sheet material. It was heaven.

Times change. Today, suppliers abound. The internet lets shoppers order directly from parts shops. Official Land Rover dealers are plentiful with sparkling showrooms and well stocked parts and accessory departments. Competition for Series owners' attention from a multitude of mail order houses means lots of choice and fair prices. Clubs and owners have learned to deal directly with suppliers in the UK for bulk shipments and better savings.

And so, after 27 years, Atlantic British Parts Canada has closed its doors. Slumping sales, rising costs, the stress of learning high tech ordering and accounting systems, have taken the shine off the

family business. Besides, the man who started it all is 77 this year. It's time for a change.

The parts shelved have been stripped and sold to another mail order house. The filing cabinets and boxes are heading for the dumpster.

There are memories in those files. Daughter Lee, who returned from Calgary in 1992 to help with the business, says getting rid of them was one of the hardest things about closing down. "We'll miss talking to many of our customers. We've known some of them since we started and many have become close friends. We met people from coast to coast, from all walks of life."

The mid-eighties were the busiest years for the Cochranes. Besides Land Rover parts, they expanded into spares and accessories for British sports cars. "That was good for us," says Lee. After initially getting supplies in affiliation with the US parent company, Cliff decided he wanted more independence and established his own contacts in the UK. "We were closely involved with Moss Motors in the States and Simmonites in the UK and we had a long relationship with them. At peak we were importing two or three container shipments a year."

"Many different kinds of customers too", she said. "The sport car customers were usually quite different from the Land Rover guys. There was one sports car fellow in Nova Scotia who was a really hard guy to deal with. When it came to negotiating prices, he had the British exchange rates in front of him when he called and he'd get the best price out of me no matter how long it took. Then it was always a fight to get paid. He told me once: 'You've got to know who you're dealing with.' He was a Scottish ex-banker."

She compared the fellow to a bunch of Land Rover guys from Newfoundland. "They'd just phone up, order the parts and say the moose hunt was coming up or something and they needed their Land Rovers on the road asap. They paid right up. Great bunch of people to work with."

"Dad was the buyer and mom did the books. Accounts were kept in an old fashioned ledger. Mom and I did all the packaging and shipping.

continued on page 5

Atlantic British Parts (continued from page 4)

Computers were something we never got into. It probably hurt us.”

“People would phone and say: ‘ Punch in my name on your computer and pull up my file.’ I’d just laugh. Dad had trouble using a cell phone. Mom once looked at a computer system for us but came home and said it wasn’t for dad. He doesn’t have the patience and computers just weren’t his thing.”

And retirement? “Mom has no trouble retiring but I think it will be a little different for Dad. He’s never been one to sit around long. When he was laid off years ago - he was working for a company that made trim for fridges and stoves and it downsized - he tried several things, including building log homes. He even thought about taking the family to Australia. I was a petulant 15-year-old and had no intention of leaving Canada and my friends so he had to find something else.”

“Dad’s very curious and always loves to read the classifieds, just to see what’s out there. That’s

where he saw the opportunity to take over the Canadian operation of ABP. He won’t sit still for long.”

Cliff talks about his 12 by 36 foot house trailer in Florida in a great park right on the Gulf near Tampa. “I play golf regularly with a guy who’s 84 so I’ve got a way to go yet,” he says, noting that he’s in pretty good shape.

“Even my old ‘74, Series Three still works well. My car wouldn’t start when we got back from Florida while ago so I went down to the barn, turned the key on the Land Rover and it started right up. Imagine, after nearly five months.”

“Started right up”- a phrase spoken by many almost three decades ago after finally getting the parts they needed, thanks to the Cochranes and ABP Canada.

From all of us who remember those times – thanks, good luck and happy Roving, Cochranes.

Editor’s Greenie Points



Photo 1



Photo 2



Photo 3

Last month I dug up 6 old photos and I asked the readers to help me identify either the person in the photo, the photographer, or the event. I was counting on the answers to fill in the blanks, so all I know is the following:

Photo 1: Birthday Party 2003

Photo 2: Ben Smith at a Birthday Party (Thanks Dixon)

Photo 3: Birthday Party 2003

Photo 4: an unknown Birthday Party participant

Photo 5: Kevin Willey in Bullwinkle at a pre-2003 Birthday Party (I knew this one)

Photo 6: unknown

So with ONE correct answer, the winner is ... Dixon Kenner !



Photo 4



Photo 5



Photo 6

20th Annual OVL R Oiler

The 20th Annual Frame Oiler will be held Saturday October 28th, details below.

The Event:

This is an opportunity to ready your vehicle for our salt infested winter with a sprayed on undercoating for a fraction of the cost of a retail shop. If you want to do the family Bentley or Corvair, that's fine, but Land Rovers take priority on the ramps.

We will have a compressor, ramps, oil, and all of the paraphernalia on hand. The idea is to thoroughly coat the inside and out of your frame, door-posts etc, to inhibit corrosion. This kind of oil is very tenacious and not easily displaced by the brine you will be driving through. In order to have a proper application, it would be best to hose down the innards of your chassis, in order to remove mud, clay, cow manure, bull... etc. Do this a couple days in advance of the event as the oil works best on a dry chassis. If you have not cleaned the underside of your Land Rover before, a guide can be found in Maintenance - Cleaning page



< <http://www.lrfaq.org/Series/FAQ.S.cleaning.html> > in the FAQ on our website. If you are doing this in preparation for storing your Rover for the winter, some pointers can be found on the winter storage < <http://www.lrfaq.org/Series/FAQ.S.winter.storage.html> > page in the FAQ.

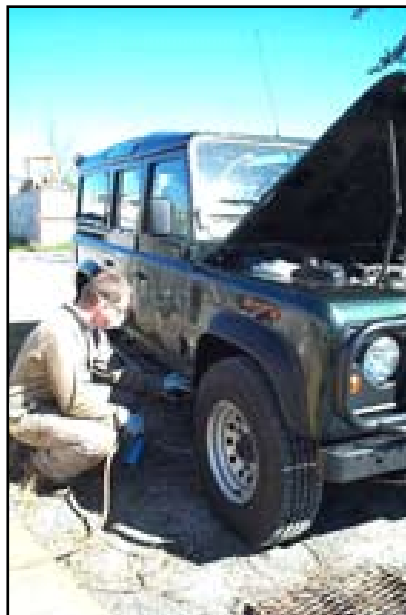
As usual, coffee and doughnuts for early morning arrivals will be available.

When:

Saturday, October 28th.
9am-12pm is the official, but you can come earlier to get your truck in line.

What:

Bring, or wear clothes that you do not mind getting a bit oily. In fact, depending on your skill, they could get very oily, so overalls might be a good idea. You are responsible for oiling your own vehicle, unless of course you can bribe someone else to do it for you. Bring a clean Land Rover. The oil you put on will work better on steel, rather than damp mud.



continued on page 7

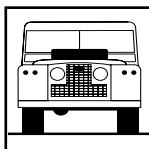
Classifieds

FOR SALE

Series One Land Rover Discovery Engine Complete but dismantled (partially) in good condition.
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FREE add space to members.
Send information and/or photos to:
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Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for photos.

20th Annual OVL R Oiler (continued from page 6)

Reservations/RSVP:

None required but it would be nice to email David Pell [djpell3@yahoo.ca] if you know you're coming.

Cost:

At this time, it is assumed that the price will remain at the same place it has for the previous twelve Oilers, namely \$25.00. This all inclusive price gets your Land Rover up on a set of ramps, a spray gun in your hand, and an interested audience to see how well you manage. From there, how well you do is up to you.

Getting There:

Roy's Shop: Kanata Collision is located at 5862 Hazeldean Road, just east of Stittsville. To get there, take the Queensway/417 west to Terry Fox. Head south on Terry Fox to Hazeldean Road. Turn right (West). Approximately a mile and a half later and you are there. Kanata Collision is on the left.

Photos from the 2005 OVL R Oiler



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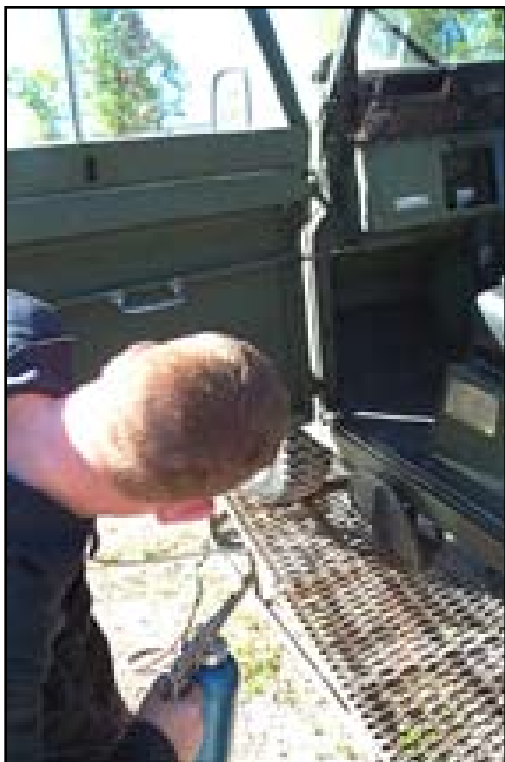
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**Annual OVL R Oiler
Saturday, October 28th**



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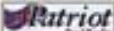
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