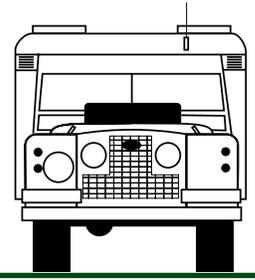


OTTAWA VALLEY LAND ROVERS



February 2007

www.ovlr.org

Volume XXIV, Number 2

“The BMW”



Photo by Dave Pell – see article on pages 4-6



OTTAWA
VALLEY
LAND
ROVERS

PO Box 478
Carp, Ontario Canada K0A 1L0

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 \$45 CDN per year, Americans and others pay \$45 US per year (*discounts available if you receive newsletter by email*). Membership is valid for one year.

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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.

Beneath the Bonnet

Calendar of Events	3
“The BMW” by <i>Dave Pell</i>	4-6
Colorado & Moab Trip	7
Classifieds.....	7

Hey man, what’s going on?

OVLR Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month 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

Maple Syrup Run

The Maple Syrup Run is tentatively scheduled for Sunday April 15th (also camping on the 14th). More details to come.

OVLR Birthday Party

The OVLR Birthday Party is scheduled for Silver Lake on June 22-24, details to be announced.

New Members Wanted!
Invite your Land Rover
obsessed friends to join
OVLR!

See page 2 for
subscription details.

Annual All British Clubs Darts Tournament

Saturday March 10 - 1:30 pm start

British cars, pubs, and darts They just go together.

All British car clubs are invited to participate in the annual British Car Clubs darts tournament on Saturday March 10 from 1:30 - 4:30 pm.

We will be playing at GreenFields Pub in Barrhaven. They are located at 900 Greenbank Road, Unit 12, Nepean. It is just a bit south of Fallowfield Road, near the Food Basics store. Their phone number is 823-9900.

Playing starts at 1:30 pm, so please try to arrive a few minutes before that if possible so we can set up the playing order.

Everyone is welcome to just show up on the day of the event, but if you would like to register your team beforehand, please send an email to me (dleblanc@businessaccelerators.ca) and let me know. Although it is not required, it would help me to receive an indication from those people who know they will be there, just to give me an idea of approximately how big to make the game ladder.

We'll have prizes for the winners and losers. Come on out for a fun social afternoon of beer and darts with the members of the local British car clubs.

“The BMW”

by Dave Pell

The time to introduce “The BMW” to the club has come. (Some might say it’s well past due). Some of the local members have already seen her, and many others have asked about her. I’ve been threatening Terry with the possibility of an article for the newsletter for some time. So, where to begin

I guess I should start by explaining what “The BMW” is and why I wanted one. Well, she’s a Marshall’s of Cambridge Series 3 109 Ambulance. To some, a big green garden shed on wheels, but to me, a unique (Read:weird) example of how versatile the land rover platform really is. When I was younger, I saw the Tamia Model kit of a 2A ambulance and thought that it was so neat. The big rear doors, opening the full width, and with the rear step, it’s just so cool. Needless to say I’ve always liked the body style and anytime I’ve mentioned to people that I was interested in one, they’ve looked at me like I was crazy. Which only made me want one more.

So I’m checking out E-Bay looking for cheap new-old stock parts and look what I come across – an S3 Ambulance up for auction, being sold by P.A. Blanchards in the UK. I add the ambulance to my watched items list, more out of interest than anything else. With 4 days left on the auction it hasn’t attracted much interest. So I email Blanchards and ask about shipping to Canada. They come back with \$3,200 US for a container to Halifax and \$3,000 US for a container to Montreal. The auction now has two days left and the truck is sitting at approximately 200 BPS (British Pounds Sterling). I discuss it with Gabe and say I’m thinking about bidding on it, and because we don’t have time to go over and inspect it, I figure we can put a crap bid in. If the truck is good – great, if it’s in rough shape, I can probably reduce my losses by parting it out.

So the long and short of it is, we decide to put a crap bid in of 500 BPS. (I’ve seen ambulances on the web for everything between 1,600 and 5,000 BPS). Never expecting to get the truck (Gabe is counting on me not getting it) I put the bid in and forget about it. So the next day I check my email and aside from a bunch of spam there is one real email “Congratulations on your the

Winning bid” ... I’m thinking, what the hell, what winning bid? ... Then it hits me like a 6,000 lb Series truck with drum brakes ... I’ve won the auction for the ambulance.

I contact Blanchards, pay for the truck and ask them to make arrangements for the container, talk to some of the local members to see if they need anything to be put in the container, delay the shipping of the container a little bit so Peter and Ted can get some parts to Blanchards to stuff in the back of the ambulance, and over she comes.

On May 7th I get an email saying the container has been stuffed, and is now in Liverpool. I’m thinking in 3 or so weeks it will arrive in Montreal, so I’ve got lots of time to figure out the customs, clearance, and how to get her from Montreal to Carp. Boy was I wrong.

On May 11 I get a fax saying the container has arrived and to make arrangements to empty it. You get 5 days and then the shippers start charging storage (approximately \$100 a day). I impose on a friend with a car-hauling trailer and make plans to pick up the truck and the parts. The plan is, I’ll go down early to pay the duties, taxes, etc and get the container unloaded. Then Peter will drive down later the same day to meet me. We’ll load up the truck and head back to Ottawa. The beauty of the plan is how simple it sounds, nothing is ever as easy as it sounds.

The day before I’m going, I called the shipping company and everything is good. Next morning, I’m driving to Montreal, make a call to check and a spanner has been chucked in – the food inspection agency has the container now. We’re unable to get the container opened that day. I call Peter save him from heading to Montreal, we’re reset and we’ll try again next week.

So plans are made for next week. I head down to straighten things out, and have my wallet lightened by about \$1,100 – \$580 for the longshoremen to put the container on the ground, break the rear seal and push the truck out and \$500 to the shipping company just because they can.

continued on page 5

"The BMW" (continued from page 4)



So the moment of truth is here, the truck's been in the country for over a week, it's been almost a month since I've bought the truck and I'm going to see her for the first time. The doors on the container are opened – she's beautiful in an ugly big green way.

The old girl won't start in the container so we push her out, get her parked beside the container, out of the way of the container operations. I put some gas in and try starting her while waiting for Peter to arrive. Turn the key and nothing, the starter solenoid isn't moving. So I try the manual hand crank, ¼ turn and the engine is purring, drive her around a little, shut her down and wait for Peter.

Peter arrives, we drive the ambulance onto his car trailer, figure we've got the weight about right, the back end of the Rangie is dragging a little and it looks like it's climbing a hill. We set her in gear, set the brake and lash her down.

We start off slowly, head out of the port, stop at a gas station, put some more air in the trailer tires, and off we go – Peter in the lead, I'm following in my wife's Corolla. We get up onto Hwy 40 and slowly come up to speed (a Rangie pulling 6,000 lbs of ambulance doesn't have great acceleration) 60 kph, 65 kph, 70 kph, Montreal traffic is fairly light and is easily passing us. We get up to 75 kph, everything is going fine. "The BMW" and trailer look to be towing nicely. Peter brings the speed up a little more, we're now going just under 80 kph and everything is still OK. Lets go a little faster, at 80.0001 kph the trailer starts fish-tailing, and I mean fish-tailing

really bad. I've seen trailers fish-tail before but never like this. One minute every thing is going smoothly, the next I'm seeing the side of the ambulance, but what's really weird is I'm seeing the opposite side of the front of the Rangie popping out on the other side. This is as close to a religious experience I've had in a long time – I think both Peter and I are praying that he doesn't lose it completely (I'm also worried about how I'll explain to Vern that I killed Peter in Montreal). I'm helpless to do anything but watch as Peter gets it under control.



What was even more amazing was watching the traffic part – I know it pales to Moses parting the Red Sea but it was still pretty amazing watching Montreal drivers giving anybody space on the 40.

Peter get it under control and we continue off the island staying under 80, at Hudson we stop for a bite to eat, move the ambulance forward a bit and make it home safely. Enough excitement for Thursday night, we park the setup at Peter's and the next Saturday Peter drops the truck off at my house.

Ted Rose shows up to pick up his parts as well. The starter is still not working correctly, but it's easy to start with the hand crank, and I'm able to drive around my yard, the brakes need a little work. The engine just purrs – on inspection it looks like the British military put a brand new engine in before de-commissioning the truck.

continued on page 6

“The BMW” (continued from page 5)



I start working on the brakes, to get the truck ready for safety check and try to register the truck. To register a UK truck you need a British Certificate of Registration, the problem is the truck has never been registered in the UK. It's ex-mod (it even still has the Military plate on her.) After a bit of running around, finding a license office willing to help and getting a bunch of paper work, I get it registered (unfit, but registered). I finish the brakes and borrow an A frame tow bar, pull “the BMW” to the local garage with Fergie and get a safety.



I'm now able to plate the truck and drive her on the road for the first time. The seating position leaves something to be desired if you're over 5 foot 10 inches tall –but I'm not – or if you've got long legs – but I don't – so it's OK. Now driving her for the first time under her own power on the road I find the 1 inch anti-sway bars help with the body roll but I figure they need to be about 4



or 5 inches diameter. Boy am I glad that I decided before ever driving her that she wouldn't be off roaded.

So you're probably asking yourself why I call her “The BMW”, aren't you? As most of you know, I've a rather dark sense of humor. I started thinking of a female name (the only name I liked was Princes Fiona, but as Fergie, my 109 2 door ex-mod truck was 58 GF 50 in her military life and the ambulance was 01GN 23, I thought I should use a name that starts with N ... Nancy. I know too many Nancy's who wouldn't be impressed, ditto Norma and so on and so on. I remembered in the move MASH they referred to the ambulances as “meat wagons”, and since it's a Land Rover, it's a British Meat Wagon or BMW. The name kind of appeals to my sense of humor and it started to stick. So she's now “The BMW” It's also fun to watch people's faces after talking about “the BMW” with them for a while and they see the truck for the first time.

You're probably also asking what I'm going to do with her. Well, JL, no I'm not using her as a garden shed.

Seriously I want to eventually restore her to a similar condition she would have been in while she was in active service from 1978 to 1999. When I got her home the inner door skins had gotten wet (very wet) at some time and reeked, so they've been removed and will someday be replaced, but not for a while. The brakes have been fixed, the bulkhead will need to be replaced as soon as I get a garage big enough to work on her. (A couple of years away).

continued on page 7

"The BMW" (continued from page 6)

I've made one change that isn't stock but as it's related to the seatbelts and comfort I can live with it. The BMW came with one three point static belt on the driver's side and anchor points on the passenger side but the belt was missing. I wanted a seat belt for the passenger side before going anyplace with my wife in the truck. (Rob Ferguson can attest to the usefulness of seatbelts in a series truck.) So I started to call around, looking for a three point static belt assembly. Mark at Wise Owl said that they have a way to put inertia belts in a truck while not mounting to the bulkhead behind the seats. If you've seen a series ambulance you'll know there is no room behind the seat, in fact the seat back is actually moved forward from the regular position in a series truck.



I forgot to take pictures before driving it out to a friend's place and storing it in the barn for the winter.

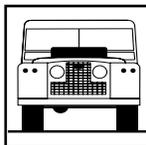
Classifieds

WANTED - YOUR OLD LEAF SPRINGS!

Got old leaf springs gathering dust in your garage that you do not want? I will take them off your hands. Send me an email and I will pick them up.
Brian Scott
bjjscott@sympatico.ca

YOUR AD HERE

FREE add space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



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.

Colorado & Moab Trip

MEMBERS OF OVLR & LRAA are planning a July 2007 14-day trip to do the trails in Colorado & Moab. We have 6-7 trucks currently interested in this challenging quest, and can accommodate a couple more.

The trails we will be doing will be mostly in the 'difficult' rating, requiring toughened trucks with good recovery points, brakes, tires and some underbody protection. Trails in the Colorado Rockies will essentially be old mining trails to an altitude of about 12,000 feet (there may be snow, so cold weather gear required); trails in the Moab, Utah area will be a combination of elevated and desert floor trails, so hot weather clothing required.

For a list of target trails for doing write to matthewsted@aol.com, and you can view some of these at www.funtreks.com (Guide to Colorado Backroads, etc & Guide to Moab Backroads, etc).

OVLR Forums

Please see:

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

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