

OTTAWA
VALLEY
LAND
ROVERS



October 2007

www.ovlr.org

Volume XXIV, Number 10

Introduction to Lenny



*See article and more photos on page 4 —
photos and article by Geoff Burd*





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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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OVL R Newsletter

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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.

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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

Notices

November 3-4 — Northern Guy Fawkes Bonfire & Offroad Weekend – Madoc, ON

December — Annual Christmas Party at the Hungarian Community Centre, date & time to be decided.

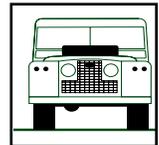
New Members Wanted!
**Invite your Land Rover
obsessed friends to join
OVLR!**

**See page 2 for
subscription details.**

Classifieds

YOUR AD HERE

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



OVLR Forums

Please see:

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

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.

Introducing ... Lenny

by Geoff Burd

After 30 years of unrequited love and a couple of years of hanging around the club like a lost puppy, I now have a Land Rover sitting in my driveway. Actually, "sitting" is the correct term as I managed to break something in the drivetrain on my first off-road outing and had to be towed home by Dave Pell. Oh well – hopefully it will be fixed by the time you read this.

"Lenny", as it was called by it's previous owner and which I continue to call it for lack of anything better, is a SWB Hardtop, registered as a 1988 but almost certainly a 1964 model based on the serial number and physical features. In the "for sale" ad on landroverexchange.com the former owner described it as "a truck for the serious Land Rover enthusiast. It is not a pretty, trendy little 'go to the grocery store' type truck. It's a classic Land Rover with character." That about sums it up-- it's definitely rough around the edges, but still a sweet little truck, and just what I was looking for. It's currently painted in Tremclad Green, but the body is reasonably straight and solid except for typical



rust on the door bottoms and tops. The frame has been rebuilt and the bulkhead is in good shape. The wiring is a bit of a rats nest, the instrument panel has been cannibalized, and it leaks oil from all of the usual spots (some more than others) so there will be lots to keep me busy as I maintain and restore it.

My plan going forward (in priority order) is:

- get and keep it running,
- get out on some trails and have some fun,
- replace leaky seals and worn bits as time and money permit (no rush – oil is cheap and the driveway is already black),
- eventually restore the wiring and instrumentation to more-or-less original form and function,
- maybe even paint it someday.



In the month and a half that I've owned it, the most stressful moment has been sitting in the middle of a busy intersection in Ottawa with the engine revving uselessly because the transfer lever had slipped into neutral (after a brief moment of panic I actually figured it out and even managed to make the light!). The most exhilarating was being towed home behind Dave Pell's "Fergie" (almost an "out of body" experience — flying along in an almost silent series truck just on the edge of control), and the closest brush with disaster was returning home from an

outing to discover that I had lost all but two of the wheel studs from one rear wheel (and one of the remaining ones was loose!). Still, I love it and will keep coming back for more. See you on the trails!



Rocky Mountain High, part 2

By Ted Matthews

Our group, fresh from the hot trails of Moab, turned east toward Ouray, Colorado. Ted Matthews, Mary Kaye, Sharlene Kopec, Sean Stewart and Pete Wood did the easy drive from Moab to this beautifully-restored old silver mining town 7200 feet above sea level. The heat wave was still with us!

After securing our accommodations we toured Ouray, checking out 3 or 4 of the 1870's- era hotels that had been restored to their earlier splendor, many old period buildings lined the main street along with these. There are a lot of Jeeps in this town, and for obvious reasons...

The trails near and above the town are steep, hug the mountainsides, many with snow at the summits. The two highest trails we challenged took us to over 12,000 feet and 13,114 feet above sea level. The steep sides of these trails drop off precipitously the shelves we use for a roadway cut into the mountain sides. Sharp, blind left or right-hand turns were common, often meeting oncoming traffic with little room to pass, these trails often complicated by steep switchbacks .

Our truck, beaten up somewhat by the incessant heat, even at altitude, started stalling at awkward moments, like when heading for a blind right angle turn with the straight ahead route a drop off. Power brakes and steering became momentarily unavailable until I could get started again...not a good feeling. One of these Colorado trails claimed the lives of 11 people on one occasion years ago.

I was able to relieve the tendency at low RPM's to want to overheat by trying to keep the Disco moving at as fast a rate as I could (this helped reduce the stalling problem as well), and by putting quantities of glacial ice on our ARB bumper so that this cold air could be sucked into the radiator.

We did mostly 'difficult' rated trails and these were quite scary in a good many sections, and even when you were not on the 'edge' you always felt you were a long way up (on two occasions we were actually at the very top of the mountain) looking out over miles of scenery below and

into the river valleys that snaked around the mountains; with our trail we had covered way below in the deep distance, too.

Our Disco 1 was hurting, overheating, leaking transfer case fluid, leaking brake fluid (out the top of the reservoir due to the steep approach and departure angles, stalling, all eventually lead to the decision that our trail days for now were over, and Mary & I decided to do a leisurely limp home, seeing the sights on the way and stopping for a couple of pleasant and expensive days in Chicago, but the high value of the Loonie helped..

Sharlene and Sean broke off and did some spa-ing and sightseeing around Colorado in the 101. Pete Wood stayed around Ouray for a couple more days trying to get him and his Disco 2 into trouble on some more mountains.

Colorado is an exciting, heart-pounding place to be 4-wheeling. The scenery is beautifully refreshing. The trails originally mostly started out as donkey trails or narrow-gauge railway roadbeds, but are now maintained by the National Forest Service. On these trails, there are lots of old mining ruins to view and photograph,

Mary & I agreed that we would go back to Moab for a third time someday, maybe returning to Ouray, Colorado if we needed to get the s__t scared out of us again!

(See September's newsletter for photos of the trip.)

Interested in an Expedition?

An enthusiastic group of Land Roverers are planning a 2-week expedition, departing the Labour Day long weekend 2008, to the wilds of Newfoundland & Labrador, in a mix of vehicles ranging from Series to possibly an LR3.

There is room for a few more hearty souls possessing a worthy truck. We may have two convoys (a slow one and a faster one) for this camping and/or motelling event. Some interesting side trips are on the agenda, too!

Interested parties should contact matthewsted@aol.com for further details!

Big Trip to the City

by Fred Barrett

It was a nice morning, thin cloud, blue in places, 12 degrees C. A nice morning for a drive to the big city, the big O. We wanted to be part of the British Day at Britannia Bay, that gathering where all manner of Motors from far and wide were driven or trailered for show. Molly, our 1957 107, had performed marvelously at our OVLR Birthday party and this would be an opportunity to present her to the elite!

But storm clouds of badness were blowing in. The run from Maberly to Carleton Place (CP) went fairly well. Molly wouldn't idle but I knew that that meant a leak in the vacuum system; ignore and keep the revs up. She stalled at the busiest intersect in CP. I flicked the starter switch. Silence. Concern. Too heavy to push. My wife is afraid of steering wheels anyway. What to do? Luck! Two retired firemen stopped in their pickup and, using the cable from my winch, pulled me to a parking lot. There, after shorting the solenoid and only producing sparks, they gave me a pull start. Bloody starter motor blown! Thank God for retired firemen! But this is only the beginning

We left town to return home, with revs kept frighteningly high to ward off stalling. As Molly climbed the hill going west out of town, the revs gradually began to slow. Slower they went until with a final puff the engine quit. Nancy climbed out, viewed the tragedy and pronounced, "Where's a Land Rover when you need one?" Just at that moment, Paul and Jess pulled up in their yellow Defender. "You got a problem mate?" Paul asked.

We couldn't get Molly to start again. We pulled and popped the clutch too many times and decided to park her in CP. Paul and Jess were already late getting to Dave Pell's to pick up the cooking trailer that was going to be used at the British day to feed everyone. Nancy and I piled into the back of the Defender and off we went. Several sore butts later but glad to have a ride, we arrived at Dave's where rides and trailer were sorted out and off went to Britannia Beach.



After we set up the cook trailer, I wandered off to check out the display tables. There was a really nice historical book on Land Rovers. It was only \$20.95. I reached for my wallet and stopped dead when the vendor said "That'll be \$209.90 plus tax". Oops! I resumed my stroll. I came upon a table with a sign that said "LUCAS ELECTRONICS".

I was initially frightened by this open, oxymoronic declaration to the Prince of Darkness but, pulling myself together, I went over to the counter. Lo and behold, right in front of me eyes, was a LAND ROVER Series starter motor. The very nice fellow behind the counter said that I could make off with it for \$75. Which I did! In the meantime, Dave had phoned Dixon Kenner and he had made a special trip to drop off the tow bar. Jason Dowell had also arrived at the grounds and said that he would get his trailer to bring Molly home from Carleton Place. We assured him that that wasn't necessary

Early in the afternoon, after a heavy rain, everyone packed up and left. We headed to Dave's to drop off the cooking trailer and also make up a bracket to replace a missing one for the tow bar. Dave had to drill a few holes in the piece of metal bracket to match the trailer hardware. I have never seen a drill bit glow white hot in my life. I checked my face later that night and, sure enough, I had sunburn.

We piled out of the back of Paul and Jess's Defender at Carleton Place, with Dave close behind. Molly was still there at the parking lot. Yeah! What? I expected some car thief to appreciate her beauty and steal her?

The tow bar fought us. It wasn't going to fit or attach properly. Gee! What else could possibly go wrong?

Jason Dowell chose that moment to pull into the parking lot pulling the most beautiful trailer in the whole world. Everything would be OK now. We

continued on page 7

Big Trip to the City *(continued from page 6)*

pushed Molly onto the trailer, tied her down and went home.

Notice something about this tale? No, not the bouncy twists of bad luck, good luck and coincidence. Molly made it home because OVLR club members pulled together to make it happen. Many thanks!

Epilog:

The next day, the new starter slide into place easy as pie and cranked at a right speedy pace. The motor still wouldn't start. But that was to be expected because as a wise Series owner once said "Failures always happen in two's". I found no spark and surmised that it was the coil. I replaced the blown \$68 expensive racing coil with a 20 year old \$1.98 coil from my other LR. The motor started instantly! And it continues to do so to this day.

The tow bar has been refurbished and a new bracket and new bolts added to the kit.

I still can't get over that glowing white

Looking for a Special Land Rover

OVLR received the following request from England to help with trying to locate an old Land Rover: We don't have much to go on, but it doesn't hurt to ask !

Hi there,

I'm trying to track down a Land Rover (original Great Britain reg number MUW647D) that was driven around the world, then sold in Ontario.

My father-in-law once owned it.

Does your club, or any other, have a listing of reg numbers?

He doesn't remember the model number, but does remember that it has a long wheelbase and a hard-top.

He's also got a picture of the four young lads who did the trip with the vehicle, taken in London by a newspaper just before they left, sometime in the sixties. *(ed note: The picture hasn't arrived but should be here for a future issue)*

Thanks very much for this,

Simon Turnbull
simon.turnbull@gmail.com
+ 44 (0) 774 756 4172

Northern Guy Fawkes Weekend Notice

Hello All,

The First Annual Northern Guy Fawkes weekend in Madoc, ON is nigh, on Nov 3-4. If you read this before then and plan to come, please let Dom or myself know asap. There will be a trail ride Saturday morning/afternoon, followed by a cook-your-own dinner on the club kitchen grill (it's perfect for hamburgers, sausages, chicken, etc). After that there will be a bonfire with the ceremonial burning of the Guy Fawkes effigy. There is room for tents and small trailers at the back of Dom's property for anyone hardy enough to camp over, but there are motels nearby if you want to go that route. Or you can just come for the day !



N.B. It is up to you to bring or buy everything you need to drink and eat for the weekend. Groceries, LCBO, Beer Store, Tim Horton's are just 5-10 minutes away.

Details are:

Where: Land Rover Salvage at 104971 Highway 7, west of Madoc phone: 1-888-473-5260, contact: Dom or Scarlett Perodeau

Arrival Time: Saturday 9:00 am, set up your camp

Trail Ride: 10:00-???? pack your own lunch (depending on demand there will be a Light, Medium or both)

Dinner: cook your own on the club grill

Bonfire: 7:00 til whenever

The fee is \$10 per truck to cover costs (propane, permits, etc), payable at the door.

To register, just send me an email, saying how many people and trucks in your party: tking@sympatico.ca

Any additional questions ? Contact Dom or Scarlett Perodeau info@landroversalvage.ca

Cheers,

Terry King






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