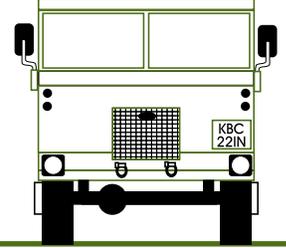


OTTAWA
VALLEY
LAND
ROVERS



August 2008

www.ovlr.org

Volume XXV, Number 8

The English Patient



See President's Message—page 4

PHOTO CREDIT: PETER MCGOUGH



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.

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

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

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

OVL R Forums

Please see:

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

OVL R Executive and General Hangers-On

President

Peter McGough
mcgou@msn.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Robin Craig
events@ovlr.org

Off-road Coordinator

Kevin Newell
linda&kevin@trytel.com

Past-president

Jean-Leon Morin
morinj@sympatico.ca

Club Equipment Officer

Dominic Perodeau
dominic@landroversalvage.ca

Archivist

Your Name Here

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Dave Pell
djpells3@yahoo.ca

Executive Member-at-Large

Andrew Jones
andrewjones@ripnet.com

Merchandising Coordinators

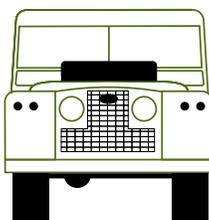
Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

All British Car Day Coordinator

Dave Pell / JL Morin.



OVL R Newsletter

ISSN 1203-8237

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 (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. 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 ad space is provided to members.

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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

Newsletter Content Editor:

Terry King
terrycking@rogers.com
Special issues:
Dixon Kenner
dkenner@fourfold.org

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net

Production Assistance:

Bruce Ricker
joey@igs.net

Beneath the Bonnet

OVLР Calendar of Events.....	3
President’s Message BY PETER MCGOUGH	4, 9
OVLР 25th Anniversary Scrapbook—Chapter Four BY MIKE MCDERMOTT	5-8
Amphibious Land Rover SUBMITTED BY MURRAY JACKSON	9
Notice of AGM SUBMITTED BY DAVE PELL	10
Classified	11

Hey man, what’s going on?

OVLР 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 Peter McGough for location. email mcgou@msn.com

Notices:

Oiler – October 11, 2008 — JL’s, rain date of the 18th (more information to follow)

Guy Fawkes Party – November 1st and 2nd — details to follow

OVLР Christmas Party – December 5th—location TBA

AGM – January 21st—nominations for the Executive closing October 1st (see page 10 for details)

President's Message

BY PETER MCGOUGH

August was a busy month for me on the Land Rover scene. We had a good and productive Exec Meeting on August 6th and no doubt there will be some announcements elsewhere in the Newsletter but just in case anybody thinks they can change their minds my notes say the following: The Oiler this year is at JL's on October 11th with a rain date of the 18th—directions to follow; Dom will be holding the Guy Fawkes party on November 1st and 2nd—details to follow.; the Christmas Party is on December 5th—location TBA and finally the AGM is on January 21st. Because of this, and I am sure more formal info will follow, we are calling for nominations for the Executive closing October 1st so ballots can go out in the October Newsletter.

The news on the Disco is that the original transfer case was beyond economic restoration, specifically as I had another later unit. With the able assistance of a fellow member, call that really doing the work while I watched, this latter unit is in and working. I still have to remove the auto box lockout for the low range but the high range appears little different for the manual 5 speed box



President Peter McGough —

PHOTO CREDIT: G. PELL

on the diesel. It's staggering how heavy some of the items on the Land Rover are. The transfer case doesn't weigh much less than a V8 engine block and the hand brake drum is huge considering that on most Land Rovers I have known it only works 50% of the time. I guess it's all part of the low centre of gravity culture.

An ex member has made a very kind donation to the club. Peter Lewis has given his late Series IIA (1969 I think) Short Wheelbase 3 door safari to the club so that it might be restored. We received a call from Peter's sister, Gillian outlining the request and detailing where in the forest the Landy could be found! I scouted it out a few weeks ago and was very pleasantly surprised by the condition. Overall it's a suitable case for treatment. The exec has decided to raffle the car with the winner undertaking to restore the vehicle. Details are still being worked on but I



think it will be great adventure for the Club and the lucky winner.

I went over to Gillian's place on Saturday morning ready for a bit of a fight with the trees but Gillian's husband was ready with a huge fork-lift that made short work of the tranquil resting place, after I had put some air in the IIA's tires. Hand winching onto the trailer was done in short order. Gillian had such fond memories of the Land Rover

(continued on page 9)

OVLR'S 25th Anniversary Scrapbook—Chapter Four

It was a good year ...

ARTICLE BY MIKE MCDERMOTT

With apologies to George Orwell, 1984 was actually a pretty good year—especially if you lived in the Ottawa area and owned a Land Rover.

While the world was going to hell in Orwell's classic story of that year, Ottawa was about to become home of the first chapter of the Association of Land Rover Owners of Canada. Nearly ten years after Harold Huggins began gathering Land Rover enthusiasts together from all over the world, Ottawa area members of ALROC were ready to form a club of their own.

It was to concentrate on local activities, to provide hands-on help to friends and neighbours and their vehicles that the Ottawa crowd decided to step apart from the umbrella organization. ALROC's original purpose was to provide help in the form of information and communications to Land Rover owners who felt abandoned after the dealership network left North America. It had grown to nearly 300 members and attracted a sizeable interest from around the globe.

But the difference in purpose—one providing an exchange of information and communications to people far away, the other organizing off-road trips, social events and mechanical help right here—was obvious. Distant ALROC members felt they were missing out on things while the Ottawa gang was reluctant to share its off-road gear and tools, purchased with local money, with an ALROC member in Northern Alberta.

Then there were the politics. ALROC had an international membership. Local enthusiasts wanted to ensure they were kings of their own castle, that their elected reps were local rather than someone far



Ricky and Bob Hussey are dwarfed by our own friendly giant Andy Graham at a gathering at the Hull mansion of Transfer Box editor Walt Saveland. High taxes forced Walt to find ways to cut costs. Judging from Ricky's overcoat, one of them was heat.

away who had little knowledge or interest in things Ottawa.

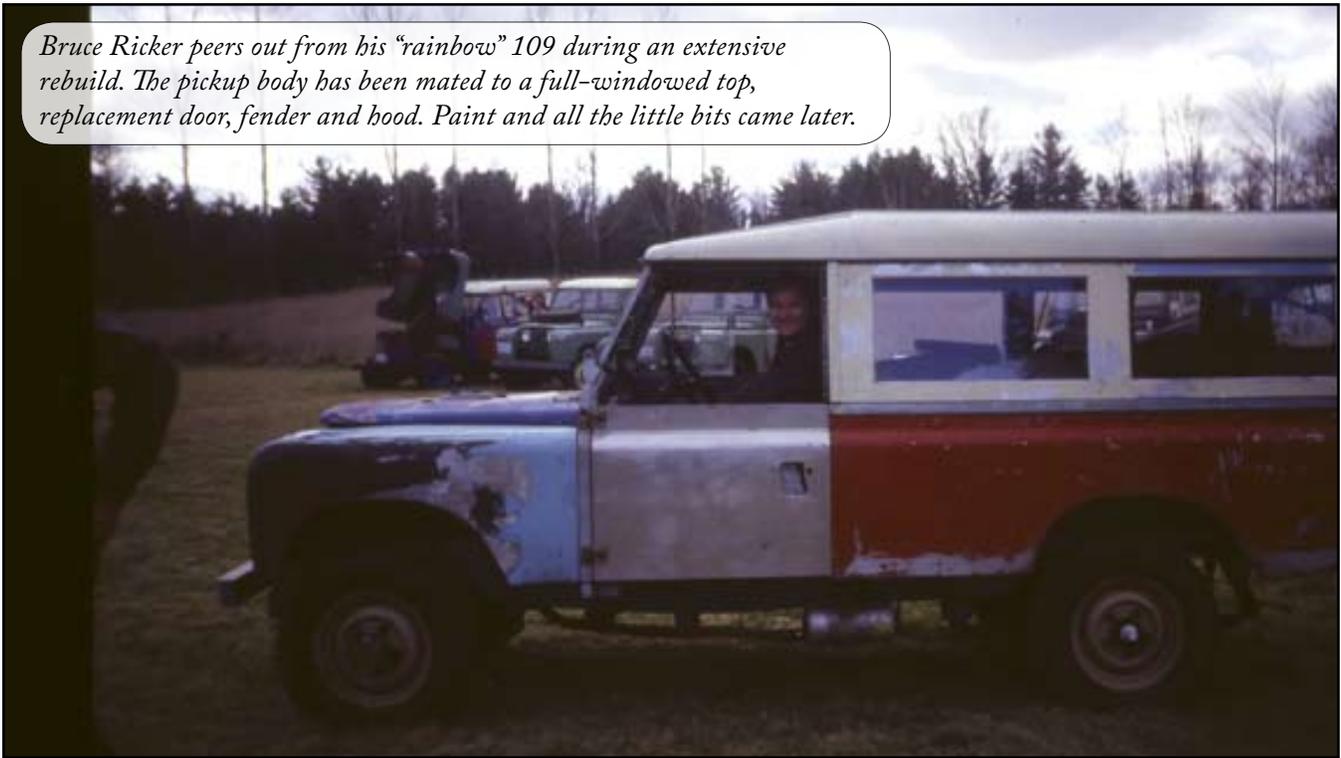
So, in the spring of '84, following the ALROC general meeting where it was decided we'd form a local chapter, we got to work on the nitty gritty. By May we had a plan and, on the evening of June 22, we gathered at the home of David and Olga Smithers to make it official.

Amidst a cauldron of steaming mussels, salad, garlic bread and white wine, 21 Land Rover lovers elected an executive and raised their glasses to the first local Land Rover club in Canada. McDermott was the editor and president, Jerry Dowell VP and Al Pilgrim treasurer.

Our goals were simple: Based on the success of Operation Frank, we'd put out six newsletters a year, hold an event each month ranging from socials in a park or restaurant, to pavement and bush trips. We'd host mechanical and electrical seminars, welding courses, off-road driving, winch use, safety and first aid.

(continued on page 6)

Bruce Ricker peers out from his "rainbow" 109 during an extensive rebuild. The pickup body has been mated to a full-windowed top, replacement door, fender and hood. Paint and all the little bits came later.



It was a busy agenda, but enthusiasm was high. By July, so much was happening we had to double the newsletter schedule to every month—where it's been ever since.

The first week we put \$242 in the bank from donations, a raffle and a garage sale. Dues was set at \$5 a year and it cost about \$15 each month to produce and mail the newsletter.

And the ideas kept coming in: Bulk buying of things like motor and gear oil, spark plugs and points made things a little cheaper when tune-up time came around. We worked a discount with a local sheet metal shop for purchase and shaping of aluminum panels. Same with a fastener company to replace all the rusting Whitworth bolts with galvanized or stainless SAE sizes during rebuilds.

ALROC treasurer Andy Graham became the first "Parts coordinator" and listed spares gathering dust in members' basements so others could buy or borrow in emergencies or when they simply wanted to know what something looked like if they were thinking of an addition to their vehicle.

We must have been doing some things right because an elderly British lady called one day to donate her 1970 Series II-A/88 to the club. With only 30,000 miles on the odometer, it was a beaut. Her only

condition: It had to go to someone who promised to keep it on the road and give it a good home.

So we held a mail-in auction with a two-man committee to pick the winner. Highest bid was \$850 but the Land Rover went to a member who offered \$600 and a promise to repair several other member's vehicles. The committee found the combined cash and service offer best reflected the club's goals as it benefited the club financially and provided several members with assistance they badly needed.

In August, members picked Ottawa Valley Land Rovers as our name, chosen from five titles submitted. That done, Neil Brewer got busy designing a logo for the newsletter and club correspondence.

Two months earlier Harold Huggins had loaded his 66-109 to the roofline and headed back to beautiful BC from whence he came years before. In his honor, OVLRC held the first of many "Hugging's Days", this one in Vincent Massey Park, where, nearly a decade earlier, he had gathered the first Land Rovers together to form ALROC. It was a classic event including a city-wide treasurer hunt, driving skills competition and fresh Lobster dinner under an evening sky. (Cost back then for lobster—\$5 a pound).

That summer also found us deep in the Calabogie woods with an Orleans military vehicle club. With

(continued on page 7)

several “Deuce and a half”—six-wheel-drive trucks and a few 1950 Dodge Power Wagons, they could tear up a lot of bush. Not designed for “Tread lightly” work, they were fun to watch but not in the same category with our beloved LRs. We did however, share many laughs later when we all got together at a legion hall to watch the movie.

We followed that trip with a light version at nearby Larose Forest, when four-wheeled vehicles were still allowed there then headed for the first OVL R frame oiler and tuneup in the Fall.

Meanwhile, Pilgrim had resigned from the treasurer position to take over the new Events-coordinator job, reflecting the growing number of activities we were having. Before the year was out, the workload had increased so much that his position would be divided to include a Projects Coordinator to handle rebuilds, wreck stripping and all the little bits that were in danger of falling through the cracks. Bob Hussey stepped up for that one. Dave Johnson replaced Al as Treasurer and our executive grew to five.

North American parts suppliers were beginning to realize good relations with ALROC and OVL R was a direct link to customers. As a result club discount arrangements were made with Atlantic British Parts houses in both Canada and the US. Rovers North in Vermont, with which we would later build a strong relationship, came on board soon after. Interest was also growing in arranging bulk purchases directly with suppliers in England for large items like frames and hard-to-get body parts.

The “Wrecking crew” meanwhile had collected several vehicles for parts, traveling as far as Smiths Falls, Joyceville and Davidson, Que. A day of hot torches, lots of WD-40 and cold beer meant more parts in our inventory for members and money in the club pot.



Al (Bates) Pilgrim supports new footwells being fabricated for a ground-up rebuild. It'll be mated to the existing dash panel before the legs are welded into place.

And parts were in demand: Rebuilds that year included Bob Hussey, Pilgrim, both Dowell brothers, Mike and Dave Smithers, Neil Brewer, Andy Graham, Mark Pankhurst, Tom and Derrick Hammond, Bob Wood (who's still at it) Michel Gagne, John Smiley, Fred Barrett and John Pritchard to name a few that might be familiar to today's members.

The club's growing tool supply, available to all members, included Whitworth-size wrenches for the early series vehicles, clutch alignment tools, welding equipment, brake bleeder and adjustments tools, workshop manuals for all series, parts catalogues from several suppliers, frame spraying equipment, wheel spindle nuts socket and a neat little magnet thingy to fish broken bits out of the differential. And one of our most used tools—a custom towbar, designed by Peter Whitworth and built by Mr. Hussey that's still doing service after 25 years.

We held our first general meeting and election in January after only eight months, rather than June to begin keeping budgets and records on a first-of-the-year basis. Dues remained at \$5 and the executive was returned for another year. We took in almost \$2,300 with expenses of nearly \$1,700, leaving us with close to \$600 in the pot.

(continued on page 8)

Our little newsletter, now printed with Land Rover colours—yellow paper with Neil Brewer’s new club logo in green—was averaging four double sided sheets a month. Andy Graham, who headed the printing shop at the old Perley Hospital, volunteered to handle production with McD as editor.

Two winter expeditions—one to a Smiths Falls farm and another to Flower Station—provided some winter bushroad experience and one-day camping during the winter of ’85 for the hardy while the rest of the bushies prepared for the Spring assault on the Calabogie mud.

Some members had become quite adept at finding their way with map and compass (no GPS back then). With that in mind, 11 Land Rovers attacked the Spring mudder from two directions in a three-day event. The plan was to meet at a predetermined spot nine miles deep in the forest. That was the year of “that rainy weekend” and while we got within a quarter mile of each other, a swamp where the road had been meant the meeting was limited to our two-way radios. It took all of our training and experience, not to mention winches, come-alongs, jacks, chains,

ropes, shovels and soggy clothes to get back for work on time.

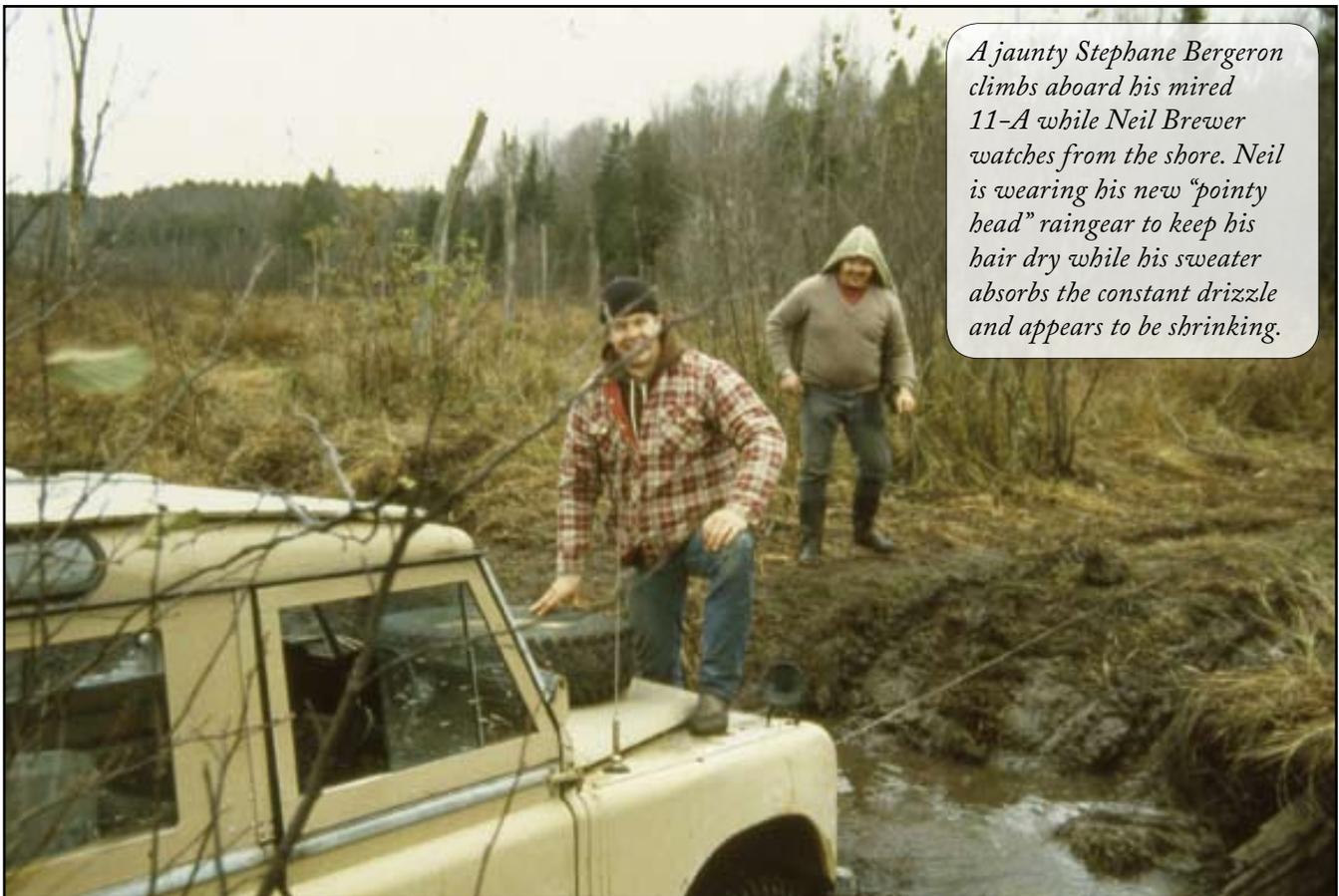
Ya gotta love it.

Meanwhile, Andrew Findlayson and David Johnson had spent the early Spring compiling a club directory listing member names, their vehicles and any ancillary equipment they had. By the time it was published, we had grown to 51. Quicker than we realized, we had more than doubled in size, amassed a pile of badly needed parts and equipment, arranged supplier discounts, organized rebuilding weekends, taken our Land Rovers where never before, met some great people and had a hell of a time doing it.

When June 22 came, we celebrated our first year on another farm near Kemtptville with Land Rover games in the fields, a tour of historic Burritt’s Rapids, a stop at the Rideau Canal locks and a chilly dip before returning to the farm for Pilgrim’s “baked in the dirt” pork and beef rib dinner. Wonderful!

Yeah, it was a good year alright.

TEASER FOR NEXT MONTH—ALROC GEARS UP!



A jaunty Stephane Bergeron climbs aboard his mired 11-A while Neil Brewer watches from the shore. Neil is wearing his new “pointy head” raingear to keep his hair dry while his sweater absorbs the constant drizzle and appears to be shrinking.

Amphibious Land Rover

SUBMITTED BY MURRAY JACKSON

When you get a moment, check out this website about the land-and-sea Land Rover.

See especially the part about crossing the Behring Strait!

<http://www.capetocape.org.uk/>

*Cheers!
Murray*



President's Message *(continued from page 4)*

and of club events that the departure was in some ways very emotional. The Rover was last used in anger during the 1986 ice storm in Ottawa (actually bigger than the 1998 ice storm). It was the only vehicle in the area working and with chains on the wheels Gillian was tobogganing up and down the hills on Thomas Dolan Parkway.

I received good feed-back on my request relative to the Birthday-party. In particular, thank you Jean-François in relation to the off roading events and the grading of the suitability of trails to various vehicles from standard to modified.

Stay Safe.



*Peter
mcgou@msn.com*

Notice of AGM

Pursuant to the bylaws this is the first notice of the AGM and call for nominations.

The AGM will be Held

Wednesday January 21 2009
Start 7:30 PM
Location: To Be Determined

In accordance with the bylaws, I am requesting that the Nominations for the Four elected officers be received prior to October 1st via email at djpells3@yahoo.ca or via snail mail to David Pell—Returning Officer Ottawa Valley Land Rovers P.O. Box 478, Carp, Ontario K0A 1L0

The four elected positions are:
The President,
Events Co-ordinator,
Off-road/Field Co-ordinator,
and Executive Member-at-Large.

Notes:

1. We are requesting Nominations to be closed early this year so that Ballots can be sent out in time to be returned prior to the AGM.
2. It is possible to self nominate.
3. Nominations will be accepted for singular or a full suit of officers. (You can nominate members for one, two, three, or all four elected positions.)

Excerpt from the bylaws:

Officers

1. The officers of the corporation shall be a President, Past President, Secretary-Treasurer, Events Co-ordinator, Off-road/Field Co-ordinator, and Executive Member-at-Large and any such other officers as the Board of Directors may by by-law determine. The same person may hold any two offices.
2. The President, Events Co-ordinator, Off-road/Field Co-ordinator, and Executive Member-at-Large shall be elected at the annual meeting. The Secretary-Treasurer shall be appointed by the Elected Directors for a term concurrent with the Elected Directors tenure, subject to ratification by

the membership at the Annual General Meeting. The Past-President shall be the last serving President completing a full term of office.”

As well as:

Duties of Voting Officers

1. The president shall be the chief executive officer of the corporation. He shall preside at all meetings of the corporation and of the Board of Directors. He shall have the general and active management and final decision among the Board of Directors for the affairs of the corporation. He shall supervise the corporation's activities; finances, administration and he shall promote its image. He shall also be responsible for liaison with other corporations, associations, clubs, or persons for the running business of the corporation. He shall see that all orders and resolutions of the Board of Directors and of members are carried into effect.
2. The Past-President will guide, give advice, and assist the President as he undertakes his duties.
3. The Events Co-ordinator shall deal with Events proper, not including the off-road portions. The Events Co-ordinator is responsible for the overall co-ordination and running of large “family” oriented events such as the Maple Syrup Rally, the Birthday Party and the Christmas Party. In the case of the absence or disability of the President, he shall perform the duties and exercise the powers of the President and shall perform such other duties as shall from time to time be imposed upon him by the Board of Directors or the President and be responsible for committees.
4. The Off-road/Field Co-ordinator shall take responsibility for all greenlaning, off-road events, and RTV Trials that the club will undertake. This will include everything from short afternoon events, to the off-road components of the larger “family oriented” events.
5. The Executive Member-at-Large shall be responsible for those duties assigned to him by the Board of Directors and to assist the President, Events Co-ordinator, and Off-road/

Classifieds

FOR SALE

I bought a Rover 3.5L V8 engine from the UK a while back. It was a reconditioned by the Ministry of Defence UK and intended as a complete drop in engine during conflict. But there were parts I did not need such as alternator, fan, exhaust manifolds and some brackets. They have been laying around for years but I am reluctant to dump them. Is there anyone around the Barrie area that would be interested in them? A modest contribution to my 1955 Aston rebuild would be appreciated but not mandatory.

Regards

Barrie

Barrie Robinson

(705) 721-9060

<http://www.britishv8.org/MG/BarrieRobinson.htm>

<http://www.britcot.com>

FOR SALE – 3 - 80 INCH LAND ROVERS

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.

Call Sean McGuire 613-612-7622

Asking \$1800 or will trade for antique or high end firearms.

FOR SALE

1973 series III model 88 – mostly original parts (its old, rusted, and leaks oil everywhere). It is currently on the road and I am doing some work on the brakes. I guess it would be a good rebuild project, or maybe it would be just good for parts.

Paul Plousos

(613) 692-4938

paul.plousos@rogers.com

FOR SALE – LAND ROVER 1973 SERIES III, 88

Frame completely rebuilt, has new outriggers, new front horns and new rear bumper.

New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. Comes with full top and pickup top, also tail gate and rear door. It needs finishing and I need my garage.

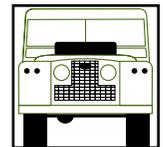
Call Sean McGuire 613-612-7622

Asking \$3600 or will trade for antique or high end firearms.

YOUR AD HERE

FREE ad space to members.

Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Does your Land Rover need expert help?

Come see the experts at Land Rover Ottawa

- Huge inventory of parts & accessories in stock
- Same day service available on most repairs
- 10% discount for all Club Members
- Monthly special club offers—call for details!

Dave - Parts Dept: parts@landroverottawa.ca
 Ted - Service Dept: tedrose@landroverottawa.ca



Your local authorized Land Rover dealer

Land Rover Ottawa
www.landroverottawa.ca
 1300 Michael Street, Ottawa ON, K1B 3N2
 Tel: (613) 722-7535 Fax: (613) 722-6868



Located on Hwy. 7 halfway between Toronto & Ottawa

Land Rover Parts

New OEM parts in CDN\$ — cheaper than paying customs and brokerage fees from our rivals!

We are constantly parting-out selected, good quality donor Land Rovers — full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!

Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers – so you can trailer to & fro!

Visit our online store at
www.landroversalvage.ca
 or call us
613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic
 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

Ottawa's 2008 All British Car Day



Watch for the full article and more photos in the September issue! (Photo by Dave Pell)

Calling All OVL R Awards

Yes, the time has come for all of the OVL R awards to be sent home for updating, refurbishing and general maintenance. Please if you have or know the whereabouts of any of the following awards please let me know and we can arrange to have it be returned so that the proper updating and refitting can take place in this the 25th year of OVL R. The awards are: The Lugnut Award, The Towball Award, Gasket Under Glass, The Silver Swivel Ball and The Golden Wench Award (any others that I have forgotten?) please let me know.

Contact: Andrew Finlayson dcaf@magma.ca

