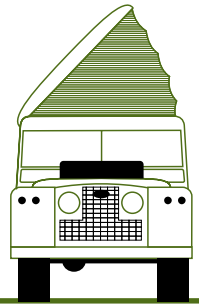


OTTAWA
VALLEY
LAND
ROVERS



June 2009

www.ovlr.org

Volume XXVI, Number 6

SUM(MUD)ER Edition



*Dave Bobeck
still smiling
after mud
wrestling with
Bolton Creek.*

PHOTO BY
DIXON KENNER



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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.

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>

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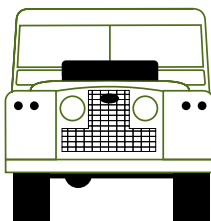
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OVL R Newsletter

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.

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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:

- July 11 All British Car Day (ABCD), Ottawa, ON. www.britishcarday.ca
- July 19 Brits in the Park: The Classic British Motor Event, Lindsay, ON. www.victoriabritishcarclub.ca

Classifieds

LOOKING FOR

I was wondering if any of the membership knows where I might be able to find a bikini type canvas top for my lightweight?

Cheers, please reply to:

Jason Beschorner – milhafton@gmail.com

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLР!

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

I thought I would look over last years after Party message and see how we compared. It started out "Thanks to the rain Gods for the excellent weather during the Birthday Party. OK we had to sacrifice Terry K ... but I think it was worth it." Funnily enough Terry K sacrificed himself (or at least his Disco) this year and the rain held off. Keep up the good work Terry! Others (Kevin Newell) might say that I abandoned the group, led by Terry, after he was extracted from the Bolton Creek Bog by a double vehicle tow (Kevin and John Parsons) but in fact Andrew Finlayson and I simply continued on to our supper engagement with Verne at the Maberly Inn, after having winched ourselves around the by-pass of the Bolton Creek mud hole. Clearly, the very capable Kevin and John had it all in control! The quail's eggs were warming up!!! What choice did we have?

Four days this year and although a longer commitment by the executive, for me, the event was held at a more relaxed pace and from the feedback I received lots of folk enjoyed the longer access time to the off-road sections.

Yet again, huge thanks are due to Dave Pell and the other executive members. A special mention is due to JL for coming out on Saturday morning especially to set-up the RTV. Also to Fred Barrett who took me around the RTV in a Series I, 107 pick-up and with the turning circle



President Peter McGough

of a small aircraft carrier it was not entirely suited to the rigors of a devilish RTV. He eventually needed a tow back to civilization, which I was happy to do. During my circulation with Fred, I was struck by how really amazing, from the earliest to the newest, Land Rovers are in difficult situations.

The K&P trail extracted a small token from the Range Rover when, having forgotten to remove them, one of the covers from my large Bosch lights floated off into the bull rushes, during wading. I was so happy that I had gotten my bow wave right when the CB crackled with the news of the departing part. I was able to replace it for not too much Lucca from Autoimports in Ottawa.



The Range Rover performed really well (if not the driver) with its new soft springs. I would highly recommend them. I think they are early disco diesel



specs and also give a 1" lift. The brakes worked also after having wasted four hours and 2 litres of silicone fluid using an auto bleeder of the pressure type, followed by an auto bleeder of the vacuum type.

Neither worked. With the help of Verne and the ... DOWN ... UP method the job, was done in 15 minutes.



The winching demonstration given by Kevin

Newell was very well done and well received and Kevin also gave us a bonus demonstration on "the most dangerous tool in our recovery armoury," the hi-lift jack. The tales of injury and misuse were truly frightening. John Parsons, who had



continued on page 5

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

travelled from Vancouver to be at our Party (honest), demonstrated the lifting bag as a safer way to lift a vehicle and more effective in softer ground. With all the hot air in the club you would think that this is a must have device!

Thanks also to Ottawa Valley Offroaders for the loan of the teeter-totter which provided hours of fun for the assembled, and nobody lost an eye.

Again, a big thanks to all who helped with the set-up and the tear down and to Gabe who surpassed herself with the quality of the merchandise on offer. We also sold copies of the 25th Anniversary book, by Mike McDermott, which is a great tribute to the folks who have sustained this club over such a long time. Well done Mike and thanks. We still have some copies



of this book left and Dave Pell will be happy to supply them to those who missed the opportunity at the Birthday Party.

We had a great auction, ably administered by Ben Smith, and through the help of our Sponsor, we were able to add to our coffers. I don't have the final count yet but I expect it will be similar to previous years.

As I said last year, "The Executive is taking suggestions for some kind of Fall event". Perhaps this can take the form of a Calabogie event but again, without the volunteer support, this can't happen.

Cheers and thanks for a great Birthday Party.

*Peter
mcgou@msn.com*

25th Anniversary Scrapbook McAddendum

BY MIKE MCDERMOTT

Keen-eyed readers of OVLV's 25th Anniversary Scrapbook get a star for finding all the errors in spelling, grammar and photos.

The prize?

You have to read it all again—200 times.

I don't know why you're upset anyway: I gave you two ways to spell Savanna (h) so you'd have a choice. People who've never seen the expedition trailer up close and personal would never know the slide on page 29 is reversed. Same thing for "Doc" Watson and his surfing Series I on page 32. Since Doc is from "over 'ome," he looks more natural in a RHD anyway.

And the Range Rover at the top of page 42? Still looks like a Freelander to me—in the dark, without my glasses, lying like a rug. And the bottom photo? Now THAT'S a Freelander.

The rest of that silly spelling and grammar stuff will all be corrected if demand for the mag is so high we have to do another printing. So get out there and buy up this lot so we can get on with it. Besides, it's a collector's item now. Remember those stamps with an erroneously-etched mole on Her Majesty's nose? They're worth millions today.

Anyway, it could have been much worse. Good thing I used to do this stuff for a living eh.

Sigh.

Oh, and to Gordon Bernius, Ron Tysick and anybody else I overlooked in thanking for their contributions—thank you for your contributions.

In any case, I'd like to clean things up in case there's a next time. Please send corrections or comments to: mikemcd@gamma.ca

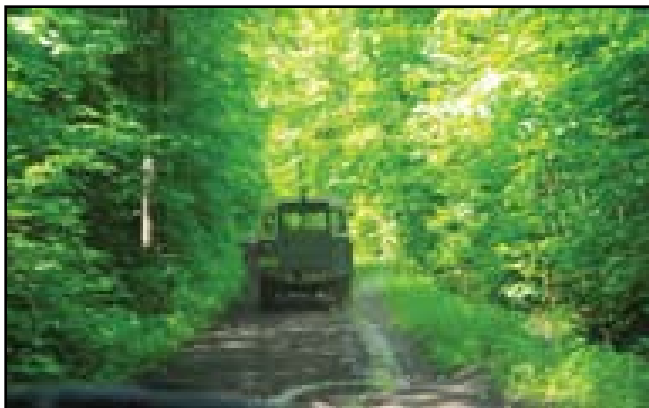
2009 OVL R Birthday Party

ARTICLE AND PHOTOS BY DIXON KENNER

A perfectly enjoyable Birthday Party this year, Peter McGough, Dave Pell and the rest of the executive team did an excellent job as usual! This year was a little different, starting Thursday evening, with a day's worth of activities on Friday, rather than the more traditional event centred on too many activities on one day.

That said, my plans were to await the arrival of Dave Bobeck, who was driving up from Washington DC in his newly acquired, early, Land Rover 90, and then heading out to the provincial park Thursday, assuming that everything worked. At this juncture I must come clean and state that some, minimal mind you, "maintenance" (I am checking the OED on definitions here) work was done on the Big Green Beastie. I won't go into any embarrassing details, but will note that the drive up was in the dark, and it was raining. I might also point out that rumours the BGB was sporting one headlamp and no functional wipers, the one about the blades falling off from age and rot, are speculative and spurious. I will state that Ben Smith arrived from New Jersey at about one AM, and Bill & Kris O'Hara had beaten us to the park. Vehicular evidence of other Land Rovers abounded.

Friday had a slow start for us. While relaxing at our traditional campsite is well and truly enjoyable, staying there until 11 am as Ben is tied to his Blackberry, on a conference call to NYC. (How technology changes things since we were first at Silver Lake without cell reception!) Business before pleasure? So Ben gets to sit next to the BGB, on the cell, not off-roading. All "we" can say is that there are photos to show dedication to work and members of the club know Photoshop.



K&P Greenlane



Klondike Trail (Dodd's Lake)

However, by 1 pm we were off to the main OVL R site to check out the maps and then to Sharbot Lake to find the end of the former K&P rail line, now a trail. The first attempt put us on the abandoned rail line back to the Birthday Party site. A reset put us straight. The K&P is a long and bouncy ride. Quite enjoyable. Possibly challenging to plushie Rovers and Smart Cars, but quick and enjoyable in more traditional vehicles. So much so, that we could listen to the iPod and some interesting eclectic stuff, and fun to listen too as we bounced down the "trail".

By two o'clock Ben, using dead reckoning managed to get us from the north end of the K&P trail to the north end of the Bolton Creek trail. We found that the great long water-mud playground of yesteryear has been partially emptied through the vandalistic application of a new channel to drain away excess, fun loving, water. The frogs and tadpoles must just be beside themselves, and for us Rover owners, the lack of water means a dirtier Rover. In fact, it looked so easy that Ben playfully splashed through some of the shallower looking puddles before managing to lure

continued on page 7

Birthday Party *(continued from page 6)*

Dave in to the point that Dave was well and truly stuck, despite diff lock, front and aft lockers... Ben had observed that Dave was still running street pressures and had not engaged the centre diff lock, allowing for an entertaining time to follow.

Now Mr. Winch was in action too, it proved to be a non-starter. So application of shovel (A quality part as the handle promptly broke, bits of trees tried to lever out a very big rock that was deterring forward progress. Ultimately unsuccessful, but by that point, Ben was high-centred on the by-pass and the hi-lift needed to be deployed to move him sideways and off the stump. By the time that was done, Dave using a snatch block and some chain had pulled the boulder out of the way and then winched out. The remaining journey was nowhere near as exciting as we missed a turn, and never did find Bolton Creek, so back to the main OVL R site where we found Andrew Finlayson in his 80 inch leading a small convoy of vehicles (be still my beating heart, is Roy Parsons actually in a



The gooey muck from Bolton Creek.

working, rolling Land Rover? A military one at that!?) off to Bolton Creek and a bit of a splash.

Back at the Silver Lake campsite we found Bruce Fowler up from Maine in his Range Rover. The evening saw a moderate bonfire. The reduced attendance meant the fire people were Ben, Dave, Bruce, Bill & Kris, Alan & Amanda, and the four of us. Way down from previous years! In fact, the Series count was at about twelve vehicles, a quick census noting about twenty regular Series owners that should have been around.

Saturday was a more traditional start. Ben, after bolting his winch on Dora in New Jersey has discovered Friday afternoon that it didn't work. Ooops... So the first order of the day was Ben working on his winch, unused since 1998, after breakfast. No luck. Disassembly showed that water had gotten in sometime in the past decade, rust was the result, and thus was a bit messy, but perfectly serviceable. The phrase "ridden hard and put away wet" came to mind. Some disassemble, some cleaning and everything moved well, but it would not engage. Further work would only begin to encroach upon BP time, so over to BP site. A good number of vehicles were there!

Dave Lowe in his Range Rover complete with more St. Thomas of Aquafamous stories, eagerly volunteered to cover for the lack of a 101, or any other functional leaf sprung Land Rover product as all of his other LRs are "resting right now". Brett Storey, however, was better organised and ready for the save. (Either very loyal, or very entertained!)

The day also saw some larger convoys of vehicles moving out and about. One lengthy one left and did the old light off-road (aka Klondike Trail) backwards. The light off-road has changed quite a bit over the intervening years when access was made more difficult when the neighbours to the south of the Deacon's closed their land to the Club. The "Beaver Dam" is back, and there is a very long section of the trail now under water. Down from the dam, the stream was running in full force. Some of the mud pits were not only there, but even muddier, with good potential for vehicles to become mired if they were not careful. The lovely water crossing from the late 90's is fast becoming a meadow. The former pond has not recovered from the foresters & loggers coming through about eight years ago, clearing out some of the wildlife.

continued on page 8

Birthday Party *(continued from page 7)*



Main site at the Deacon's

JL put together the RTV at the main site over on the exposed bedrock: Challenging to most, but most winners managed perfect scores. The RTV recipients of an Atlantic-British gift certificate were: Dave Bobeck in a D90 - 0 faults; John Parsons in a RR Classic - 0 faults; Alan Carthew in an 88" - 0 faults and Rory McDONNELL in a '91 110 - 1 fault. Ben Smith and Andrew Finlayson, past champions, did not make it onto the leaders board this year, much to the shock of many. As an aside, our intrepid RTV leader did not notice additional entries being added to his roster, including one of a 12 & 14 year old taking a fully laden Carmichael Fire Appliance through the course - with water or the one with Dave Lowe piloting a 101 that was being pushed by Team Daphne.

Dinner was the, now, traditional stuff yourself until you burst catered buffet, with much chatter of exploits, plans, and adventures, regaled until the mossies decided to come home. From there, a large campfire, or small bonfire at the provincial park. Alan Richer did not bring over his Discovery, no doubt remembering the last time he did that years ago where some naughty people put glow sticks in the wheel wells of Mr. Churchill to make a 109 hover-rover.

Sunday was more auction and off-roading. Ben ran the auction and modelled the clothing - much to the delight and horror of the audience. Lots of items, the number of items donated by various club members was up, as well as there being more Series oriented items than in some past years. All in all, despite the quick downpour from a passing rain cloud, a valuable time for a number of people!

Other notable observations: Mike McDermott has written a book which was available at the registration

tent. Twenty-five years of OVLR. A serialised history of the club with colour photos. Many vehicles that have been seen over the years from Birthday Parties past, including a couple of Timshel (Bruce Fowler's 109) in full regalia after being painted by the kids. A very lovely addition to anyone's collection of Land Rover paraphernalia and trivia.

As mentioned, Series attendance was down as was overall attendance. Birthday parties of the past five years has 100 to 105 participants. This year there were eighty-five. The trails are doing well, and there is always the opportunity to get into some challenging situations. I imagine that the Heavy Off-road (read power cut) is getting quite ready for a revisit, and further exploratory excursions by various club members are turning up more and more potential trails to try. However, the loss of the Silver Lake Motel, the restaurant across the road from the park, as well as gas station have adversely affected the available support in that area.

Again, much credit should be given to our BP organisers, they did a wonderful job!



Ben Smith, Auctioneer

Birthday Party Photos

PHOTOS BY ROY PARSONS



Andrew rescuing an errant ATV from the mudhole.



Andrew entering the rinse cycle on Bolton Creek.



Terry attaching the winch in Bolton Creek mudhole.



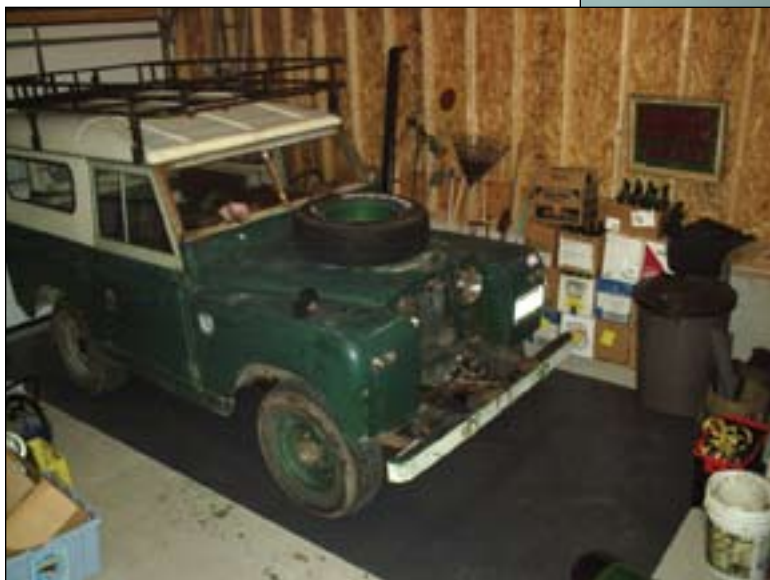
The Parsonage at Silver Lake.

Adventures in Land Rover Maintenance

(or lessons learned the hard way)

ARTICLE AND PHOTOS BY GEOFF BURD

With the Birthday party imminent I decided I should change the oil on my 1964 Series 2a (Lenny) as I hadn't done it since acquiring the truck over a year ago. We had just moved into a brand new house so I finally had a nice big garage to work in. Being under strict orders not to "mess it up" I spread a large sheet of heavy plastic over the garage floor and drove Lenny in. I gathered together all of the necessary tools and supplies, donned my blue nitrile gloves, and proceeded to drain the oil and figure out how to change the filter.



Lenny's New Home. If you look closely you can see the "Gasket Under Glass" award hanging on the wall. I have a feeling it may become a permanent fixture.

For those of you who are not familiar with Series trucks, the oil filter is a cartridge which is contained in a metal canister secured by a large bolt and sealed with an O-ring. It is, of course, only accessible from below by lying on your back and reaching up between the cross-member and the engine. As I undid the bolt the oil in the canister poured out as expected but missed the bucket I had placed to catch it and instead flowed down my arm and formed a puddle in the general vicinity of my head. Undaunted, I removed the old filter and O-ring and replaced them

with the new ones. It took a little fiddling to get the bolt and canister lined up since there is large spring trying to push everything apart, but eventually I got everything in place and tightened up as hard as I could manage. I made sure that the drain plug was back in place and returned topside to add the oil. I managed to do that without spilling too much (I couldn't find my funnel) and then started the engine. This being a Land Rover I fully expected to see a few drops of oil leaking out, but what I actually found was a veritable torrent spewing forth from the top of the filter canister. By the time I managed to turn the engine off several liters of my nice new oil had joined the puddle underneath the truck. After uttering a few choice words I crawled back under the truck to re-seat and re-tighten the canister, added more oil and started the engine again (this time with a bucket placed

continued on page 7

Adventure in Land Rover Maintenance *(continued from page 10)*

under the filter housing). Once again oil gushed from the housing, missed the bucket, and joined the ever increasing pool on the floor.


After a bit of a think I came to the conclusion that the new O-ring must be too small (it appeared smaller than the one I removed), so decided to try to reuse the old one. This of course meant crawling back under the truck, removing the canister (and again having oil spill all over the place), prising out the new O-ring, re-seating the old (somewhat mangled) one and then bolting the filter canister back in place. This time the oil leak was reduced to a steady flow rather than a fountain, but no amount of tightening, jiggling, cursing and pleading could make it stop. Having run out of patience, oil, and paper towels and with oil dripping from my hair and running down my neck I decided to call it a night. Ironically the only parts of me which were clean were my hands which I had carefully protected with gloves—at least I didn't leave greasy fingerprints on the doorknobs.

The next morning as I rushed out the door to get to work I discovered to my horror that the puddle of oil had slowly migrated down the gently sloping garage floor, over the edge of the plastic, across the cement and was now seeping out under the door and flowing down the driveway. I hastily doused it with Kitty Litter and headed to work hoping that my wife wouldn't notice. It wasn't until the next morning (the Friday of the Birthday Party) that, armed with a Jumbo Pack of paper towels, two new jugs of oil and helpful advice from other club members, I returned to the battle. I scooped up the toxic mass of Kitty Litter, mopped up the remaining oil and once again crawled under the truck and removed the filter canister. This time I was able to catch most of the oil in a bucket, but it turned out that the bucket had a leak. Sigh. I carefully checked and double checked each step—removing the old O-ring, cleaning the groove it sat in, carefully installing the new one, lining up the canister and ensuring that it seated properly and, most importantly I believe, not overtightening the bolt. In went the oil and with fear and trembling I hit the starter button and quickly looked under the truck. Not a drop of oil to be seen! Hallelujah! I hastily completed my maintenance, loaded up the truck with camping equipment, tools, and fluids and proceeded to back out of the garage to head for Silver Lake. It was then I discovered that I hadn't opened the door of my brand new garage


fully and so caught the bottom on Lenny's roofrack, knocking the door off the track and imparting a sizable dent. When I told my wife that I broke the garage door she asked "was it with the land Rover?" When I replied "yes", she looked me straight in the eye and said "you'd better go now. Have a nice weekend ..." I got out of there before she could add "... and don't come back."

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Silver Lake at dusk