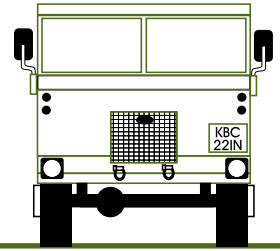


**OTTAWA  
VALLEY  
LAND  
ROVERS**



September 2009

[www.ovlr.org](http://www.ovlr.org)

Volume XXVI, Number 9

# Fall Colours



PHOTO BY  
T. KING



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.

OVLRL 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

OVLRL/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>

## OVLRL Forums

Please see:

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

## OVLRL Executive and General Hangers-On

### President

Peter McGough  
[mcgou@msn.com](mailto:mcgou@msn.com)

### Secretary-Treasurer

Dave Pell  
[djpell3@yahoo.ca](mailto:djpell3@yahoo.ca)

### Events Coordinator

Your Name Here  
*could you help out?*

### Off-road Coordinator

Kevin Newell  
[newellandscott@rogers.com](mailto:newellandscott@rogers.com)

### Past-president

Jean-Leon Morin  
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### Archivist

Your Name Here

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Bruce Ricker  
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### Executive Member-at-Large

Andrew Jones  
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### Merchandising Coordinators

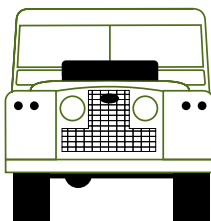
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### All British Car Day Coordinator

Dave Pell / JL Morin.



## OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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](mailto:tking@sympatico.ca)) or Dixon Denner ([dkenner@fourfold.org](mailto: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 OVLRL 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 our newsletter. If you wish to write anything, we welcome your input of any kind.

**Editorial Policy:** The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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?

### OVL R 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:**

- Oct. 31 The Guy Fawkes Bonfire Party this year is on Saturday, October 31 & Sunday, November 1. Two off-road groups with Saturday night BBQ, Bonfire and camping.
- Dec. 5 Christmas Party at the Masonic Lodge. More information to come.
- Jan. 27 2010 AGM (more info to come)
- Jun. 24-27 2010 OVL R Birthday Party. – mark your calendar for next year!

#### **New Members Wanted!**

*Invite your Land Rover obsessed  
friends to join OVL R!*

*See page 2 for subscription details.*

# President's Message

BY PETER MCGOUGH

A quiet month in Landroverdom with the primary activity being the departure of the "English Patient (EP)" from its overwintering (and some oversummering) grounds at the McGough Land Rover Ranch. Having spent some time learning the ropes from a brace of Series Is, it was time to take up residence in Geoff Burd's garage and start to cause him all kinds of trouble.

I towed the EP from the forest retreat with the 8N because the Discos brakes have given up the ghost. Have I mentioned how much I hate V8 brakes (or should



*President Peter McGough*



that be breaks) and the Range Rover thought it was beneath itself to tow a Series II from the Forest. I think that it overheard that we will be awarding a Quail Lodge Grey Poupon award this year and it (mistakenly) thinks that it is very much in the running.



It also transpired that Dave Pell was returning my trailer that afternoon and was press-ganged into onward transportation to Almonte, as he wanted to keep the trailer for a few days more.

Talking of a quiet month, the executive meeting was held with quite a few participants missing. And so therefore it was decided that the oiler will be in Kevin's front room, the Christmas Party is at Terry's house (parking in the garden is no problem) and that AGM will be at JL's house, wherever that will be in January! Actually though, in a fit of

thoughtful preplanning, we did decide on some dates. The Christmas Party will be on December 5th at the Masonic Lodge, as per last year, and confirmed not to coincide with Ottawa Valley Land Rover's Christmas Party. Again, being a Saturday, this will hopefully enable some of our far flung members to attend. There will be cake. The AGM is set for January 27th 2010 and nominations for Officers and Executives are open until October 28th. Dave will send out a more formal notice though. The Birthday Party will be held from June 24th to the 27th 2010 as a four day event, as we thought this was well received last year.

We are working on a location for the oiler, generally held sometime around the last week of October, first week of November and your ideas and or volunteering would be much appreciated.

An intimate Social was held without some of the usual suspects and several nuggets of information were gleaned. Apparently, congratulations are due to JL for landing a new job. Something to do with providing instruction on the transportation of

*continued on page 5*

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# Guy Fawkes Annual Memorial

**Remember ... remember ... the 5th of November ...**

Guy Fawkes Annual Memorial — an amazing weekend of camping, off roading and bonfire ... Oct. 31st & Nov. 1st is the date for the Guy Fawkes Off Road, Bonfire, BBQ and Camping weekend in Madoc at the Perodeau Estate.

There will be two trail runs, a green lane and medium to heavy. Saturday night BBQ, bonfire and camping. RSVP to Terry King immediately at: [terrycking@rogers.com](mailto:terrycking@rogers.com)

Cost: \$20.00



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

Dangerous Goods. Yes, our JL, I know, what can I say, well ... Off roading has just become a good deal safer ... than on the highway. Also Bruce Ricker has taken to carrying around cow-bells and excusing this aberration on the flimsy excuse that it is a military oil filter housing for Roy Parsons. Really.

Again, a reminder that Dom is hosting the Bon Fire Night Party on October the 31st (my Birthday) and November 1st in Madoc. We need all the help we can get. Oh, did I say, there might be Cake. Book as soon as you read this if you plan to attend the catered BBQ. See elsewhere in this issue.

Cheers,

*Peter  
[mcgou@msn.com](mailto:mcgou@msn.com)*

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## Classifieds

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Send information and/or photos to:  
[ottawavalleylandrovers@sympatico.ca](mailto:ottawavalleylandrovers@sympatico.ca)



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# The 5th Dimension (part 2)

ARTICLE BY T. KING

**G**reetings again ... this is a continuation of an article from July where I had started a tdi conversion. Everything was removed that had to be removed.

Or so I thought ... One of my goals was to preserve the original functions of the Disco if possible, and a/c was one of those. While I clung to that dream for a few months, it became to apparent that I either had to have a custom mount built, and switch the pulley to a non-serp belt type, or remove it entirely and shop for a tdi compressor. That is the plan now and I have the fall and winter to do that.

The engine mounts had to be moved, which J-L did. I wasn't there the entire time he worked on them, but I believe the engine and tranny were in and out a few

times to make measurements and do the welding. This was last November-December and it became too cold to continue.

Somewhere during that time we discovered that the output shaft from the transmission was shot, so I either had to get that rebuilt or find another. Turns out Don Andrews in Whitby had a low mileage Disco R380 for sale so I bought it. If I had done the rebuild then, more of that 5th dimension would have stood in the way of getting it out of J-L's barn in one piece and into my garage. I was already months past the original target so time was important.

I saved the original transfer case, which is an LT230Q, but had to scrounge for the linkage from England as the setup is a bit different. There are still

*(continued on page 9)*



*Where I spent my summer.*

## The 5th Dimension (part 2) *(continued from page 6)*

a few question marks for the diff-lock linkage but the Hi-Lo seems to be set.

Another little item, the rod for the clutch slave had disappeared if, in fact, I ever had one, and that took a few weeks to replace. That kept the whole ensemble on the barn floor a little longer as well, because you need it before the transmission goes on.

In any case, as soon as the warmer weather came in April it allowed the drivetrain to be installed, and I quickly borrowed Peter McG's trailer and hauled it home.

While time became less important, space became a huge problem. I was in a new house with a single garage, a gravel driveway and 3 cars (two running). It was almost warm enough to work outside, but the driveway had to be paved on the builder's schedule, so I crammed everything into the garage (see photo) in order to keep the driveway clear for the pavers. Due to the wet spring, it took weeks from the time they did the prep until it was finally paved. So there I was for weeks on end, working under it in the garage with hardly an inch to spare in any direction; up, down or sideways.

For a change of pace I scrunched into the cargo area and reinstalled the fuel pump from the V8's fuel tank. With Kevin's help we had jiggered it to become passive as the tdi has a pump up front. Just had to ensure that we kept the fuel level mechanism

functioning and reseal it. With no room to work behind the truck though.

During this time I first removed the step on the driver's side so I could get underneath, then I reinstalled the transfer case (did I mention I had to wait a few weeks for a replacement rear seal after we bugged the first one????), got the prop shafts back on and the emergency brake as well. That was a treat, hammering it on while lying horizontal. Somewhere along the line I had obtained a square cross member from Kevin's surplus pile to replace the round V8 one and got it installed with the help of a rental jack from Home Depot that I used to spread the frame. I had to grind the edges a little and greased it so it went on easier than getting the old one off. 7 of the 8 bolts went in nicely and the last awaits.

Just when I thought I could haul it out of the garage I got a notice that they were paving the street when weather permitted. Well it rained for a month and I couldn't risk blocking the driveway as we couldn't park on the street reliably so I continued in the garage. Do you know that mosquitoes don't mind working in enclosed spaces? It's hard to swing at them too.

With the major work now done, I have spent the last few weeks hunched or contorted over or in the engine compartment fitting handmade clutch lines as well as hoses between the rad, intercooler and air intake and whatever the opposites of intakes are. One good thing, the oil cooling lines hooked

right up nicely. I needed a new high pressure hose from the power steering pump to the box as I had let it slip away with the sale of the V8 over the winter. I got one from the States after a (short?) wait, but had to remove and fabricate new air intake hoses to get around the power steering hose. Actually still working on that today ... and I shall take a break.

If you aren't bored silly, and if no one comes up with a better story for next month ... stay tuned ... (will it ever run?)

*The cramped quarters.*



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Myron and I were in Ardbeg, great camping, and two broken differentials (Both mine) that picture was taken either just before I blew the rear, the front diff lasted most of the way out but it took CAA to get me home.....

Chris Johnston  
Bitsa SWB



A little mud, lots of rocks, sunshine and land rovers...not sure it gets much better...  
from rovingrory

**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 andrewf@xplornet.com

