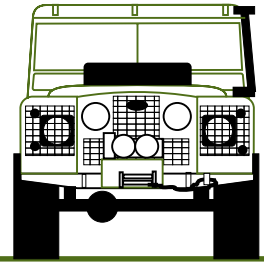


OTTAWA
VALLEY
LAND
ROVERS



June 2011

www.ovlr.org

Volume XXVIII, Number 6

28th Annual OVL R Birthday Party



Charlie's 88, light off road (see pages 5-9 for article and more photos)



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>

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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 (terrycking@rogers.com) 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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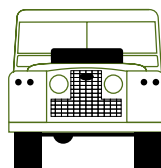
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Hey man, what's going on?

OVLР Calendar of Events

Socials:

Socials are held at the Prescott Hotel on Preston St., Ottawa – third Monday of every month at 7:00 pm

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

- July 16 All British Car Day (ABCD), Britannia Beach Park – Lakeside Gardens, Ottawa, ON. All British Vehicles (Cars and Motorcycles are welcome) Featured vehicle is the Jaguar E-Type. www.britishcarday.ca or info@britishcarday.ca
- July 17 Cumberland Heritage Village Museum, 3rd Annual Car Show, 10:00 A.M. to 5:00 P.M. Held at 2940 Old Montreal Road, Cumberland. Contact Patricia Lamarche at 613-833-3059 x 232 or patricia.lamarche@ottawa.ca
- Aug 6-7 Aylmer Auto-Show—20th Anniversary. Contact: J.P. Sylvestre at 819-684-9406 or www.autoshowaylmer.com
- Aug 28 Hazeldean Charity Car Show, Hazeldean Mall, Kanata, ON 10:00 A.M. to 3:00 P.M. Contact: Roger Thomas – 613-836-3647 or rthomas3647@bell.net; Larry Way – 613-446-4717; larysmway@sympatico.ca; www.kanatacruise.com
- Oct. 1 Second Annual Cedar Hill Classic – final details to come

Sponsors for 28th Birthday Party

The club relies on sponsors to help defray the cost of running the Birthday party as well as helping defray the ongoing costs of maintaining OVLR as a federally chartered organisation. This year the following companies donate various items to the club:

Major Sponsors:

Rover Park Boys (Mark Nault)

Series parts, Cubby box, Defender Watches, Starter handles

Atlantic British (Eric Riston)

Gift Certificates — Some used as prizes for RTV

Rovers North

Gift Certificates — Some used as prizes for RTV, Stickers

Minor Sponsors

LRM

Subscription for 1 year

Overland Journal

Magazines

High Lift

Mount kit and stickers

Individual Donations

Len Cater — disco 2 used parts

Kevin Newell — paramedic bits and series 3 differential

Dave Pell — pelican boxes

Bruce Fowler — Auto parts hats

Andrew Finlayson — OEM rocker thing, Polish kit

Debra Sevigny — knife set

Patrick Findlay — watch he won in auction

Princess Auto — tarp

Parts Source Merivale Road — carpenter's set

This year, the solicitation for donations and sponsors was undertaken by Brian Scott, who did an excellent job hunting down items and looking for interesting things for the club to Auction or use as prizes.

28th Annual OVL R Birthday Party

ARTICLE AND PHOTOS BY BENJAMIN A. SMITH

The 28th OVL R Birthday Party has now come and gone. The faithful loaded up their Land Rovers and set forth for Silver Lake. Weather forecasts for 90% chance of rain did not intimidate them. Nor heat of the sun. Nor the expected legion of mosquitoes and deer flies that are common this time of year. Because it was the appointed hour of the appointed weekend to gather on the grass at the Deacon's farm.

Ahead lay the challenges of the Light off-road, the Bolton Creek water crossing and mud pit, Ernie's land and the dreaded OVL R Heavy Off-road.

Some arrived on Thursday and many on Friday. A few had mechanical issues and had to switch to non-Land Rovers (Roy Parsons, Ben Smith) or decided to come in non-LRs. I will say on my behalf that discovering that the transfer box intermediate shaft standing 1" proud of the box plus finding metal shavings in the oil the night before leaving did not bode well for a 1200 km trip, so I took an available ride. Some had more adversity than others. Dixon had spent all week preparing the venerated (and undermaintained) BGB for his annual attempt to drive the 100 km to the BP site.

Attentive readers will remember that the BGB was unable to leave his laneway for the 2010 BP. And more recently there were reported issues with the BGB getting to and back from the ABC Day at Oxford Mills. Even more attentive readers will know that by "Dixon" we mean others working and Dixon watching. It seems that at the Social on Monday while Dixon was happily consuming a pint, the Ted Rose Sighting Society reported activity at Kirkwood Manor. Ted phoned Dixon stating that he was looking at the BGB and had cracked the bonnet. Dixon immediately fled for home. Bruce Ricker and J-L also soon put in appearances. In the end the BGB was sporting a new distributor, new carb, new spark plug leads, new fan belt and rebuilt C40 generator. New? Dixon? Yes.



All work together

But when Dixon set out for Silver Lake he found that the BGB was down on power with a maximum speed of but 50 kph. He did arrive... eventually. On site the BGB's carb was investigated by Dave Bobeck. The telling sign came when the spark plug leads were tested. Pulling #2 and #3 saw no change in the engine RPM. Swapping in good leads did not help. Hence the guess that the BGB blew another head gasket. Dixon claimed innocence. And that he had JB welded the block 15 years ago and only one head gasket had blown since then (and it became an award, right?). But in all those 15 years, how many km has the BGB driven? Less than 5000? Time will tell if this head gasket is blown better than the last one.

... continued on page 6

Birthday Party *(continued from page 5)*



110 *(light off road)*

Yes the rain came. Most of it was Thursday night. Other than that there were showers here and there. Rain was more of a nuisance than anything else.

All in all 27 Land Rovers showed up: 9 Series, 4 Defenders, 9 Range Rovers (Classic, P38 and L322), and 5 Discos (Series 1, 2 and LR3). Also Francois' Unimog and Len's Toyota. Plus other non-LRs that did not attempt the trails.

The Bolton Creek trail was reported to have some challenges. A few weeks previous the creek was at least waist deep and a downed tree was reported to be blocking the trail. Plus there was always the mud pit and muddy bypasses to the mud pit. A team was dispatched on Friday to open the trail. The creek was discovered to be only a foot deep—much lower than even previous years. The tree was quickly dispatched with hand saws. And the mud pit? The one that slashed two tires on the Rose family Disco 1 two years running? The one that sucked up Jeff Berg's Silver Surfer and plugged the rad? The mud pit that sucked in Dave Bobeck's locked

D90 and lead to his cover photo after the recovery??? That pit? It had been filled in with a few loads of dirt and is a non event. The bypasses were still available for those that wanted to play. On the OVLR scale, Bolton Creek was a green lane. Even the BGB drove it on two cylinders without any issues.

One good piece of news concerns local land access. About 6 years ago the land between the Deacon's property and the railroad grade was sold, reportedly to a group in Toronto. The new owners did not grant permission for OVLR to cross their land. About 3 years ago the land was sold again, but this time to a local from Sharbot Lake. The new land owner has been friendly to Deacons and the Deacons had been

working with him on granting access. He came by on Friday night, spoke with the Deacons and the club. And access was granted!

With the newly obtained access, OVLR teams headed out directly for the Light Off Road instead of taking the paved road to Maberly and then another

... continued on page 7



Niall Forbes in the RTV with Bruce Fowler.

Birthday Party *(continued from page 6)*

to find the railroad grade. The Light Off-Road has seen less traffic in the recent past than in prior years, but was easily findable. There are still mud holes in all of the usual places. Fewer trucks meant that the mud holes were all still passable. A tree blocking the trail was soon removed with a chainsaw and helping hands. The beavers built their dam a bit lower this year so the end of the trail was dry. We can always hope for next year.

Saturday afternoon saw the traditional RTV course. This year the trail was on the bedrock and steep section between the BP site and the entrance road. A few people tried their hand at the course. Spectators tried to cajole Dixon into taking the BGB around. He declined, but he did drive Bruce Fowler's Range Rover Classic. So, after I did a competition lap with Dave Bobeck's D90, I fired up the BGB and took her for a trip around the course. Surprisingly the BGB did reasonably well—even doing better than a few other vehicles. Two places a lack of traction brought the BGB to a halt and required more wellie to pass. I will say that



Swinging wide on the RTV

the BGB bites. Climbing a ledge, the steering wheel spun unexpectedly and quickly. Yes I got th dreaded series thumb. It's been more than a decade since I've been last wrapped across the thumb by the Series steering wheel. Ouch. Once I completed my run the RTV central tallied the scores and said that there was a tie and they needed a run off. Both Dave Bobeck and I scored the same driving his D90. Now they needed a tie breaker. Dave knew where that railroad was going. I had already driven the BGB on the RTV for score... Yes, the BGB drove the course twice... on two cylinders... and had the malicious spot of honor of breaking the tie. I'll leave it to the RTV staff to announce the results.

Sunday brought the usual action and all too soon it was time for the drive south for me and to other compass points for the others. It was a great Birthday Party. The only down side was that a number of usual attendees were missing (and you know who you are). It is time to start planning (and plotting) for the 29th OVL R Birthday Party! See you next year!



Rino and the rebuilt 2 door Range Rover

More Photos from the BP

PHOTOS BY D. KENNER



BGB wading through Bolton Creek
PHOTO BY BEN SMITH



Ben auctioning a hand-crank.



Some people are just TOO prepared - look an oven



Dave B. running the RTV in Dixon's BGB (Pleasure or Pain?)



Francois in the Unimog on the RTV.

... continued on page 9

Photos from the BP (continued from page 8)



Lenny gets a makeover (or why you should go to the Tune-Up)



On Dodd's Lake trail (Light-Offroad)



Part of the reason we go to Silver Lake

2011 RTV Scores

Name (<i>Driver & Navigator</i>)	Vehicle	Canes	Shunts	Total
1 Joe	Black Disco 1	12	10	22
2 Niall Forbes & Bruce Fowler	RR Classic	12	4	16
3 Ben Smith & Dave Bobeck	90	2	4	6
4 Patrick Finlay	Disco (Bigfoot)	20	8	28 (<i>highest scorer</i>)
5 Eric Radcliffe	110	10	7	17
6 Dixon Kenner & Rino Granito	RR Classic	8	6	14
7 Dave Bobeck & Ben Smith	90	2	4	6
8 Len Cater	Toyota	14	8	22
9 Francois Juneau & Bruce Ricker	Unimog	<i>two (2) trees, several canes, doesn't need to shunt, it just crashes forward</i>		

Tie Breaker

Ben	BGB	4	8	12
Dave	BGB	6	10	16

Notes

- Two points per cane, one point per shunt (reverse).
- Course was laid out by Peter McGough and Bruce Ricker using Sedgwick as the base vehicle (no indication on whether or not Sedgwick did this cleanly! Clifford probably could of!)
- This was the first RTV in a very long time, probably since the BP moved to Silver Lake, where there was not an 80" participating, or an 88".
- Francois Juneau & Bruce Ricker tried the course in the Unimog. Score was not kept, but not only did the Unimog flatten several canes, but it flattened a pair of trees, nearly taking out a third. Bruce was heard to be muttering "I want one of those, I want one of those" as a mantra for several minutes following completion of the course. Rumour was that Francois had a better score than Patrick Findlay...
- It is highly entertaining that Dixon Kenner received 14 points in a Range Rover classic, and Ben Smith received 14 points in the BGB.
- The tie breaker vehicle, a 109 station wagon, was running on only two cylinders of the normal four. This is considered normal operational procedure with Dixon. Whether this implies that Dixon's BGB has had a 2.25l Rover engine converted into a Cadillac-like NorthStar engine with variable cylinder control is highly doubtful.
- Many fascinated spectators to the RTV.

Aside

- Snow markers with the reflective tops were an excellent idea. More should be used next year in the upper part of the RTV course, the canes vanished into the tall grass.
- If a simple course was laid out earlier, possibly with some tape, a campaign could be mounted to increase the number of victims. Something simple in the middle of the field with canes for people to try out. Once they try it, they might wish to try something more challenging.
- Like with other clubs, we should look at specifically asking suppliers if they would like to sponsor the RTV. Whomever says *yes* first, and anties up a couple of prizes for first, second, third, and last, or *best performance*, gets their name in *lights*. Although the gift certificates given out were from ABP (I think), it was not the ABP RTV. Like with the rest of the soliciting, this should be proposed to suppliers in the December time frame when they are starting to make their plans for the upcoming year. Once a sponsor is identified, the BP propaganda can be tuned to say the *2012 OVL* - *Your Name Here RTV*.

Classifieds

STAINLESS CATALYTIC CONVERTER

Split Y-Pipe for Disco 1 with 4.0 liter engine - used 2 months—\$250. Can drop off in the Ottawa area (was \$550-600 new incl. shipping)
email: terrycking@rogers.com or call 613-435-8001

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. Offers invited. Contact Robin 1 613 484 6602 or rrcraig@sakto.com

BROWNSCHURCH ROOF RACK

The roof rack is now \$250 neg. Was 800+ US 10 years ago. Good for Disco 2, Great shape. no rust.
Contact Chris: cjglauninger@sympatico.ca

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road register in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy. Contact Robin 1 613 484 6602 or rrcraig@sakto.com

BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.
Kevin Le Messurier-Girling
Daytime: 905-436-7813
Evening: 905-728-0822

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
Best reasonable offer takes them.

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed;
Otherwise in very good condition; Equipped with an ARP bull bar
Asking \$6,000
Contact: Jean François Bonin
613-941-4172 jean-francois.bonin@justice.gc.ca

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used.
LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used.
LRN51175
Axle Guard \$400 (ovno) brand new still in original packaging - never used.
LRN5115P - plate; LRN51115B - bracket;
LRN51115F - fittings
Protection Bar - \$100 (ovno) brand new still in original packaging - never used.
STC50260
Kevin Le Messurier-Girling
Daytime: 905-436-7813
Evening: 905-728-0822

EX-MoD SERIES III - FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?
Len - lnp00@live.ca

1989 DEFENDER 110

Black with black chequer plating. Right hand drive. Excellent condition. Always maintained meticulously. No rust, chassis has been treated and is excellent, 200 TDI engine, 5 spd, winch and Mantec winch bumper, twin charge batteries, raised air intake, full wading kit, NAS lights, front A bar, rear exmoor seats, mudd dash and switches, heavy duty steering rods and much more. This truck is a really nice example. Asking \$25,000
Please contact Matt Macpherson @ mrgrey9@gmail.com or 613-692-3684

1983 MERCEDES G WAGON 280

This is the SWB model and is right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. This truck is in excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000
Please contact Matt Macpherson @ mrgrey9@gmail.com or 613-692-3684






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 We are also OVLV Club Members = Enthusiasts serving Enthusiasts!

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Getting Ready for the Birthday Party... with a little assistance!

When getting ready for the Birthday Party, Ben was changing tires. He wrote: "I took a tire off and rolled it out of the way. When I turned around to put the new tire on, my daughter Anne had picked up the one of the lugnuts and was attempting to put it back on the wheel stud."

PHOTO CREDIT BENJAMIN ALLAN SMITH

