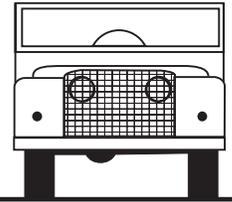


OTTAWA
VALLEY
**LAND
ROVERS**



June 2004

www.ovlr.org

Volume XXI, Number 6

OVLR Spring Social



Dave Pell's Series III summits



photos by Roy Parsons



PO Box 36055, 1318 Wellington Street
Ottawa, Ontario Canada K1Y 4V3

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 \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

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Thanks to all our Helpers

Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson, Terry King and all those whose names I just know I'm forgetting.

OVL R Newsletter

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OVL R Newsletter

ISSN 1203-8237

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence Street, Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Advertising Information

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

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Hey man, what's going on?

OVL R Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston Street in 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 call Christine Rose for location. (613) 823-3150

June 25th - 27th, 2004

OVL R 21st Birthday Party, Silver Lake

June 27th to July 4th, 2004

The Pierre Gauthier event will be from the 27th of June to the 4th of July.

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre, 43 Capital Drive, Nepean K2G 0E7

New Members

We welcome these new members:

Jason Beschorner of Trenton with a lightweight.

Steve Boucher of Gloucester with uh, do you have a truck, Steve?

Normand Rail of Orleans.

Pete Rainville of Ottawa with an 04 Freelande r.

We need to know where you have gone!

If you change your email or snail-mail address, then it'd be wise to send the change to Dave Pell so there is no interruption in delivery of your newsletter.

From Harare, With Love

Our African correspondent, Ray Pearmain, writes:

I visited a friend, John Hendrie, in Harare last month to check on his 1997 300 Tdi Diesel Disco. It is running well with only 125,000 kms, bowls along at 140 kph but finding diesel fuel, given the rampant inflation and supply logistics under the Mugabe regime, is a problem and the exhaust smokes more than it should. On average, he gets 10.5 km/litre, mainly town driving, even at an altitude of 1,700 metres.

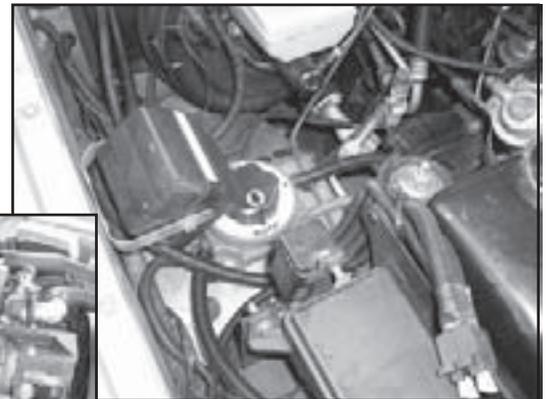
The Disco originally came used from England and is standard except for a dual battery arrangement.

One battery is a marine gel battery and used for camping and auxilliary power (and for the frequent power outages in Harare) and an under hood switch allows either to be switched on or off, so as not to drain both. The Disco was surprisingly quiet barreling along dirt roads in a former farming area (alongside many fields that are no longer cultivated) and onto an earth dam site.

There are still many older LR models around as well.



Venerable Zimbabwean



Dual battery switch



Diesel Disco motor



Heavy duty shocks coming up!



Refuelling the diesel Disco.

China is Calling

submitted by Bill Blake

Hello OVLR Club

A group of Chinese enthusiasts have formed the 'Shandong Strange Vehicle Club' and they are planning an off road event in their new stadium at the end of October. They would like to invite club teams from different countries to enter a vehicle, which could be any modified 4x4, or scratch built. The sponsor of the games, Silver Dragon Textile Group, is proposing to donate \$2,000 US dollars to each team towards the building of the machine and then pay flights and accommodation during the competition (last week in October). Would your club be interested?

They have employed me as UK based Technical Consultant and have asked that I

contact potential teams. We filmed a similar show in 2002 in the UK, called Full Metal Challenge, which was a great success.

Please reply for more info if you know a club or anyone else that would be interested in putting up a team. Because we need time to ship the vehicles to China, we need a speedy reply.

The SVG have a website so you can see the arena they're building at:

www.strangevehiclegames.com

Thanks,

Richard Curtis

Tech Consultant

Strange Vehicle Games 2004

0044 (0)208 563 0995

dolphin.design@btinternet.com

Maple Syrup Rally Photos



photos by Bill Blake

The First Annual OVL R Spring Social

Photos and story by Terry King

You would think that by the end of May, summer would be upon us, but not here in Ottawa. On May 29th, the OVL R faithful gathered in the morning for an outdoor social sponsored by our local dealership, Ottawa Land Rover, at their offroad track in Ottawa's east end.

With temperatures just above freezing and a strong steady wind prevailing, 30-odd persons (and I mean odd), came in for a chat and a visit, a run on the track, or a chance to try out a new vehicle on the dealer's track.

By 9:30 a.m, the trailer was on hand to offer a wind-break for the early arrivals. We levelled it and set it up and started the coffee, which was almost on time for 10:00.



Anthony Poole from the dealer was back and forth from the office to the track as the numbers grew. Christine Rose made a supply run for milk, etc. while I walked the track. Finding no surprises, and having the go-ahead from Anthony, I drove the track first hitting the mud puddle, then the hill, which you have to enter slowly, the potholes, and finally the off-camber section.

Dave Pell followed in his 109 and demonstrated the difference in wheelbases and turning radiuses between our vehicles. Not to mention the power steering, disc brakes and transmissions. My hat is off to him.



It didn't warm up much in the next hour, but people kept arriving. Francois did the track in his Unimog and then left for a previous engagement (hot-tub ? sauna ? sunlamp ?) Somewhere warmer I'm sure.

— May 29, 2004



A little later we had a Series going round the course, then J-F Bonin spent some time running up and down and around the course (see Photo 4), all the while with a big grin on his face.

We had a lightweight go around, then a Range carrying Anthony and a client shared it with Dave P. Later, several Freelanders, went up, around and over obstacles as Anthony walked them through.



Ray Pearmain sends in the following trenchant quote:

Will Rogers had 20 things to say about growing older. No. 5 is: "You know you are getting old when everything either dries up or leaks."

To round things out, John in his standard D-90 ran the track. In the end we had at least seven Land Rover models spanning 30+ years go round the course, each in its own way.



As we lit the propane stoves we had no trouble picking three volunteers to stand near the searing heat of the BBQ's to make lunch for those that could stick around for a bite. Most of the crowd stayed for an hour or so to watch people running the track or just talking about plans for their vehicle.

With lunch over, a few people made a second or third run on the track, chatted a little more, then one-by-one headed home from a quietly successful cold day.



Stan Gets a New Heart

(Or this is another fine mess I've gotten myself into!)

This is the second in a multi part series of articles by Kevin Newell on the adventures of an oil burner.

Part 2: As the saying goes - you don't have to be nuts to work here but it helps!

In the first instalment, I introduced you to Stan, my 1972 Series III (the one that had nothing wrong with it). I described how I was going to transplant a new 300 Tdi engine and new gearbox into him. Since then a lot has happened.

Well I tried working on it a few hours a week and hoped to get to it at least a couple of hours a day, after work (hah!). I was planning an extended leave from work as well and somehow I just did not get the time I wanted to dedicate to this enterprise. I did spend every night working on work stuff though, so I could take a leave feeling some things were accomplished. I am now off work for a while.

The first big thing is I had to remove all engine and transfer case mountings from the frame and relocate the new LT77 and Tdi engine mounts in the right places. I used the traditional method of locating and measuring things on a Land Rover. Umm, yah - that's about right! You know what I'm talking about - the old mark one eyeball!

Did I mention that I wear glasses? Well apparently I wear spectacles for a reason! I really never thought much about it before as I have been wearing corrective lenses attached to "frames" sitting on my nose for say umm, 35 years!!!!

I hung the engine in place and marked the frame where I thought everything would line up. I checked, double checked, triple checked and then left it until the next day. Thursday evening back at it checked again. Okay all is well.

I pull the engine out again and go to bed. Saturday I'm back at it bright and early. I cut off the battery tray, the engine mounts, the series transfer case cross member and begin drilling holes in my otherwise excellent frame. I sleeve the holes for the T-case mounts. I weld on



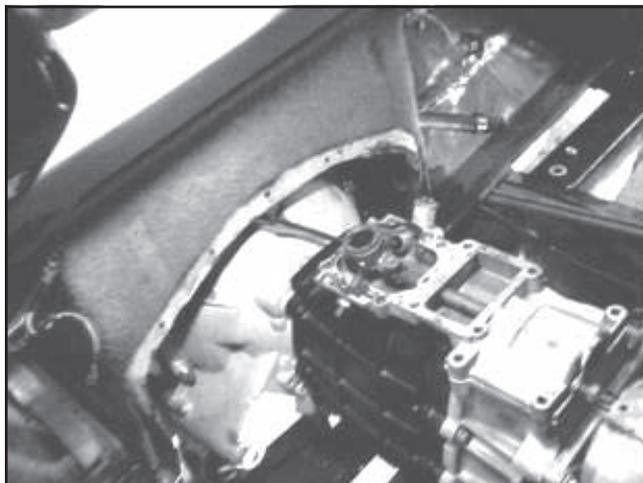
Cutting out the engine mounts



Suspending the Tdi in place to line things up.

the new engine mounts. Sunday I put all back in. It all lines up perfectly. Excellent! So I thought! (More about this later.)

I get distracted with the cutting, welding and big heavy things like moving the engine in and out. I turn my attention to the interior on Sunday afternoon. I get out the chisel point black marker and angle grinder. Again I use the magical mark one eyeball (as well sporting my trusty specs). I mark up the bulkhead and cut out a section for the new transmission cover. Wow that's a big hole! (At this point I'm thinking that buying a Defender just might have been a good idea.)



"First positioning" of the LT 230 T-case mountings

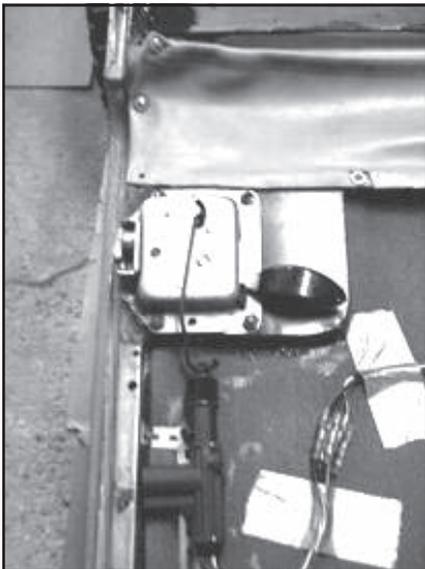
Stan Gets a New Heart *(continued from page 8)*



Big hole in the bulkhead compared to the old series gearbox.

There is reason Land Rover made it bigger than the Series Land Rovers. Anyway I digress – yet again!

I notice the doors leaning, peacefully by the wall, looking lonely and vulnerable. I had picked up a central locking kit for \$39.00 at Princess Auto last year and thought this was a good time to involve Stan's doors in my Birmabright carnage. So now I am spending several hours of the afternoon wiring up and installing a remote central locking system in my 30-year-old Land Rover.



Wiring the door locks to the engine bay.

Remote door lock installed on driver's door.



Back to the Tdi transplant, oh yah! The door locks work great. So Monday night I go back and marvel at my most excellent install. I noticed that the transmission brake is very low to the ground. Lower than the gearbox bell housing cross member. I remove the transmission mounts and mark a new position above the old holes (wearing my most excellent eyeglasses) and then pull the engine out again. I drill new holes and sleeve them and re-install the engine by mid-week. I don't get to it again till the weekend.

I get to it on Saturday morning and start putting the seat box back together. Hey! says I to myself, that rear prop shaft looks real close to the rear PTO cross member. Several colourful explicatives later I decide to walk away in shame and prepare the marinade for the fajitas and fixings for the guests we are expecting for dinner tonight. I forget about my folly and have a great evening with friends and family.

This seems like a good time to say stay tuned – Happy Roving!



Land Rover G4 Challenge

When the first ever Land Rover G4 Challenge took place in April 2003, it redefined adventure. And now the time has come to do it again.

As an approved user of the Land Rover G4 Challenge online press facility, we would like to invite you to visit the new site at < <http://www.landroverG4challenge.com/pressroom> > www.landroverG4challenge.com/pressroom. Here you will find updated imagery and information on the 2005 Challenge.

Please note that you will be asked to update your details when you first visit this new site.

Regards

The Land Rover G4 Challenge Team

THE ULTIMATE GLOBAL ADVENTURE CONTINUES



Pierre Gauthier Lives On in the Event Named for Him

by François Kirouac

This is the fourth year of the week-long event organized for Land Rover friends and families. The first one was "Mount Radar", then the famous "Saguenay Triangle" organized by Pierre Gauthier and Gilbert Doyle, and last year the fantastic "Chipman circle" organized by Steven Whur, Bill Nixon and Dave Redfern. Following the great loss of our beloved friend Pierre Gauthier last winter, we decided to rename the event in his honour.

This year, it will be consecutive to the OVL R birthday party. Most of us will be at Silver Lake the 25th of June to celebrate with our friends their 21st birthday party.

27th of June: mid day: departure from Silver Lake after the OVL R auction for the Birthday participants. We head for Brebeuf (close from Mont Tremblant). It is about a three hours drive from Silver Lake. Some people will meet us at a pre-arranged camp ground. (Paul André Fournier is in charge of that part of the trip and is negotiating at this moment.)

28th of June: the group will be split in two smaller groups. One will take the Brebeuf challenge, and the other will go for the marvelous Ouareau trail. Back at the camp that night.

29th of June: Other trails, and more of Ouareau. Some might choose to visit around Mont Tremblant and other sites.

30th of June: Start in the direction of paradise, Tadoussac and Grande Bergeronne! Everybody leave the campground as soon as possible for the drive. It is a ten-hour drive, so everybody will be offered a pit stop in the middle and take two days, or to go direct. For those who will prefer to make a stop, you will be invited to



Pierre Gauthier

my place in Sainte-Marie, which is half way. There, everyone will be able to rest, sleep, make repairs if necessary and continue the next day. (You will only need a air mattress and a sleeping bag, no tent needed.) We expect the V8's to go direct and the old Land Rovers will stop, but we can take everybody here, no problem, if everybody wants to make it in two days.

1st of July: For those already at Grande Bergeronne, trails, whales, visits, hiking, boat tours, casino, horses rides, whatever you want. The rest of us will be arriving in the day to catch up with the others. After that, this is going to be relaxation, fun, trails and camp fires for AT LEAST until Sunday.

The exact campgrounds are still in negotiation, but we are looking at the same advantages we had in the past three years. Cheap and great!

No participation fee, only your good humour. You pay for where you sleep and what you eat.

Who shall be coming: For now, we expect:

Craig Bauchman and family
Eric Bouchar and his great D90
Bill & Bernie Cameron, and the new BUS!
John Cranfield, if we are very lucky!
Gilbert Doyle and Family
Paul-André Fournier for the entire week this year!
Bruce Fowler (and maybe some friends...)
François Kirouac and family
Jeffrey Meyer to take the best pictures you can get!
Bill Nixon (and maybe Allison!)
Peter Nowles
Dave Redfern and his new spouse
Gerald Rudeman (and maybe even Joan!!!)
Steven Whur and the girls

AND, in Grande Bergeronne, we shall visit Pierre Gauthier's relatives:

Classifieds

1967 SERIES IIA PROJECT FOR SALE

The vehicle is a "black dash" (negative earth) 1967 88" Series IIA. Vehicle was disassembled due to a collapsed rusty frame. Engine was running and tested before disassembly. Replacement frame was acquired, and has been scraped to bare metal, repaired and painted. Brand new rear box (cross member) and bulkhead outriggers welded onto frame.

Brand-new Rocky Mountain Parabolic springs. Front and rear axles rebuilt with new hub bearings, seals, swivel balls, halfshaft bearings & u-joints, Railco swivel bushings etc. Engine/transmission is now installed in rolling frame with all new rubber mounts. Bulkhead/firewall is rough, needs full footboxes and door pillars repaired. Rest of bodywork will need work. This is a PROJECT vehicle!!! Cannot be driven, but could be flat-towed. Well in excess of \$2500 invested. Serious and sensible offers considered. Located close to Manotick, Ontario. Contact David at 613-822-1315 or dhuddleson@sympatico.ca

1974 LAND ROVER SERIES 3 88"

2.25 L petrol engine; very original condition; 42,000 miles; one of the last series 3's imported to Canada; runs and drives well; requires frame work and restoration; \$2000
Andrew (613) 832-3391



Pierre Gauthier Lives On *(cont'd from page 10)*

His brother, Claude Gauthier, and his family France, his wife and their kids, coming in the now famous "elephant ride"

And maybe many others whom have not confirmed yet.

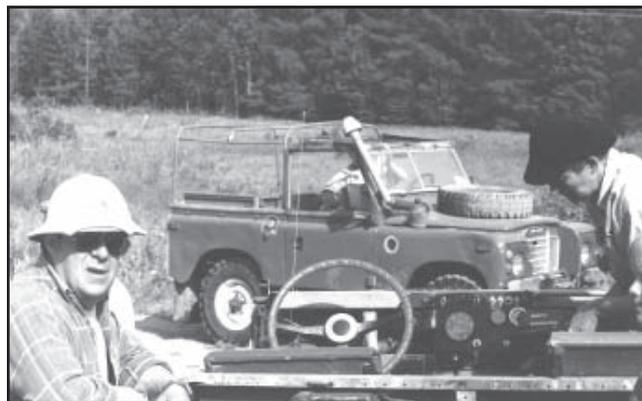
We will inform you soon of the exact directions and destinations.

If you have questions or want to come, let me know!

François Kirouac
1262 boul. des Peupliers,
Sainte Marie, (Beauce)
G6E 3K2
Frak2@globetrotter.net



Photo Archives



Al Pilgrim – c. late 1980s (photo by Richard Wegner)

Del Albright has new co-ords

Del's new email address:
del@delalbright.com

Just an FYI (or if you'd like to add a link):
Google now ranks my web site —
www.delalbright.com — as the World's #1
web site for land use and access (based on a
keyword search for the words
landuse + access or access + landuse).

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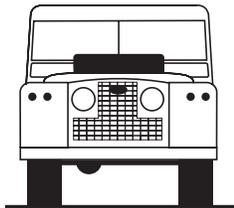


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