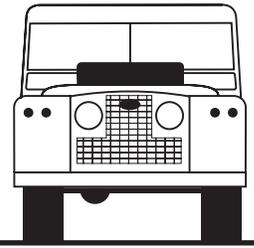


OTTAWA  
VALLEY  
**LAND  
ROVERS**



July 2004

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

Volume XXI, Number 7

## 21st OVLR Birthday Party



*Andrew Murray's green Freelande in puddle. (photo by Derek Penny)*

*See pages 6, 7, 11 & 12 for more photos.*



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.

## OVL R Executive and General Hangers-On

### President

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### Exec. Member-at-Large

Your Name Here

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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

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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](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?

### OVLRL Calendar of Events

#### Socials

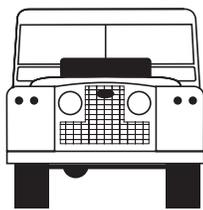
Socials are held at the Prescott Hotel on Preston Street in Ottawa the third Monday of every month at 7:00 p.m.

#### Executive Meeting

Executive meetings are held on the first Monday of the month. Please call Christine Rose for location. (613) 823-3150

#### 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:

Andrew Barr of London, ON with a 1972 109 Pickup

Craig Bauchman of Falmouth, NS with a 1970 Series IIA

Victor Biro of Toronto, ON with a 1998 Discovery

Nicholas Brenckle of Herndon, VA with a 1972 Series III 88.

Bill Cameron, Sr. of Farmington with a Range Rover "Barfani Chita"

Brian Domke of Westerville, OH with a 2004 Discovery

Jeffrey S. Downey of Battersea, ON with a Discovery 1

Scott Hagen of Cicero, NY with a 2002 Freelander

Mo Jalali of Thornhill, ON with a 1993 Range Rover LWB

Chris Johnston of Oakville, ON

Mark Love of Allison Park, PA

Ted Matthews of Toronto, ON with a 1989 RR Classic and a 1993 RR Classic and a 1987 Defender 110

Andrew Murray of London, ON with a 2003 Freelander

*(continued on page 5)*

# Unprecedented Leadership Training

## Sponsored by Businesses and Recreation Organizations

By Del Albright

On June 13, 2004, 16 recreational leaders from throughout the country graduated from the first and only-of-its kind Trail Leader & Land Stewardship (TLLS) Workshop at Ice House Resort, CA. One of our graduates, Doug Barr from Nevada, said, *“The four days in this class will change the way I interact with people for the rest of my life.”*

Geared towards making better leaders out of volunteers, the workshop taught a lot of the “big picture” of land stewardship so the students could pass along this knowledge to their clubs and associations. Mike Overmeyer, past President and current Environmental Affairs Officer for the Pirates of the Rubicon summed up his feelings this way, “I am now ready to make a real difference in the fight to keep our trails open.”

Most significant about this workshop was the fact the entire session was sponsored by businesses and recreation organizations who fully understand the need for more volunteer leaders in all sports. This unique blending of recreation oriented businesses and organized recreation groups is precedent-setting in the world of recreational sports, especially motorized recreation. The following made it possible for every student to attend this workshop cost free:

BlueRibbon Coalition (BRC)  
California Association of Four Wheel Drive Clubs (CA4WDC)  
United Four Wheel Drive Associations (UFWDA)  
California Off Road Vehicle Association (CORVA)  
Off Road Business Association (ORBA)  
Rubicon4x4.Com

Bob Reed, President of CA4WDC, and John Stewart of United FWDA and CA4WDC, were immediately supportive of getting more leaders



trained in their organizations. “We are placed in positions of leadership, such as the Board of Directors for an Association, with little or no background or training – just a desire to do a good job. This training is just the start of getting more volunteers willing to step up and lead our efforts,” Bob noted.

Students were taught subjects that included basic supervision, human communications and interactions, meeting management, planning and visualization techniques, public speaking, dealing with bureaucracy, NEPA, environmental stewardship and planning, erosion control, and meeting facilitation among other topics. The primary goals of the course were to produce a graduate with new skills in these areas:

- Facilitate individual and club issues as well as meetings.
- Know how to prepare and give a speech.
- Understand the big picture of land management and be able to share that knowledge with others.
- Act as a supervisor of volunteers in any given situation.
- Be able to plan any event, meeting, trail ride, or conference.
- Be more facilitative in confrontational settings.
- Have the skills to act as a train-the-trainer for land stewardship and leadership.

- Be able to set the example for other trail users and recreationists.
- Be qualified to step up to the plate and lead other volunteers to victory!

Jeff Stevens, Red Rock 4Wheelers, from Utah made this statement, “(I learned) some great techniques and tips that I had never before considered. I plan to use some of these in upcoming club meetings and committees.” Dan Peterson, CORVA, of California said, “I do believe the sponsors got their money’s worth. This program is vital to motorized recreation on public lands.”

There was a mix of students in the class; two from Utah, one from Nevada, one from Connecticut, and the remainder from California. Dan Stra, Jon Fund, came from back east to add a new dimension to the workshop full of mostly westerners, “I came here seeking knowledge and help for our issues in the northeastern states. I found not only that, but also camaraderie and friendships that will last me a lifetime”, he said.



Jack Lancaster of Rcon4x4, [www.rubicon4x4.com](http://www.rubicon4x4.com), was quick to become a sponsor of the training, “We need more people trained to assume leadership roles or we’re going to lose our opportunity to enjoy our chosen sports,” Jack commented. Roy Denner of the Off Road Business Association made the point very clear, “Without leaders teaching others how to keep our trails and riding areas open, businesses won’t have anyone to sell

products to, because our opportunities are shrinking instead of growing.”

Other groups and organizations are doing various types of training and workshops; but until now, there has been no place for a volunteer to learn how to supervise, interact with government, and facilitate conflict. The founding principle of this workshop is that the job of a leader is to inspire, motivate and facilitate. Called the Leadership Triangle, these three words drive the essence of what leaders do. The graduates of this workshop are out there doing just that, right now!

The BlueRibbon Coalition has already started making plans to continue this type of leadership training for volunteers. Once the details are worked out, the information on how to sign up for future workshops will be posted on the BRC web site at [www.sharetrails.org](http://www.sharetrails.org).

You can view a photo essay on this first session at [http://www.delalbright.com/RLTC/vlls\\_jun04\\_01.html](http://www.delalbright.com/RLTC/vlls_jun04_01.html)

---

### New Members *(continued from page 3)*

Derek Penny of London, ON with a Freelanders

Jay Saar of Nashville, TN with a 2003 Freelanders

George Sollish of Baldwinsville, NY

Adam Stone of Akron, OH with a 1962 SIIA 88 “Scotty” and a 1969 SIIA 88 “Damien” and a 1970 SIIA 88 “Mildred”

Wayne Warren of Ottawa, ON with a 1993 Range Rover LWB

Dwayne Woodman of Kingston, ON with a 1995 Disco

Stephen Zwerling of Boutilier’s Point, NS with a 1970 SIIA 88

#### **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.

# 21st OVL R Birthday Party



*Silver Freelander with Valve Dude holding a Canadian flag. Valve Dude is made from the valves out of an "expired" Freelander engine. Thought to bring good luck to those who run trails with him. (photo by vehicle owner Derek Penny)*



*photo by Murray Jackson*



*photo by Murray Jackson*



*Kids painting 101*



*photo by Brett Storey & Marry Kaye*



*photo by Brett Storey & Marry Kaye*



*Group stopped at power line trail. (photo by Derek Penny)*

# ... Fun by the Truckload



photo by Terry King



photo by Terry King



photo by Terry King



photo by Murray Jackson



photo by Terry King



A lone Iltis (ex Canadian Army light skinned vehicle) at the event.



Giving out instructions to the various off-road groups.



JL and Bruce discussing various options.



# The transplanted heart fits!

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

*(Voice of Bullwinkle) "Look! Nothing up my sleeve ... presto, change-o" ... a 300 Tdi fits!*

In the previous installment, we heard about the foibles of fitting the LT 77 gearbox to the series chassis ... and that I did in fact, wear glasses. (Oh! by the way, the fajita dinner was a hit).

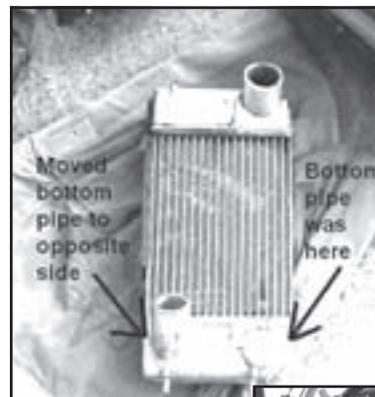
Well (following where I left off last time) I started back at it the next day, Sunday, by noon. I had drilled and sleeved the holes for the transfer case mounts too high and the rear prop shaft will hit the cross member. So my options are to cut out part of the cross member and modify the seat box or relocate the t-case mounts again. I let this clumsy mistake and its repercussions rest in the dark recesses of my mind for now and I moved on to something else.

I want to move onto something where I didn't feel I was doing it over, yet again. So I go on to the front of the engine and decide to take on the plumbing. How will I hook up the rad, intercooler, power steering, oil cooler, fuel filter and the lot? With the Tdi in place I stare at it for about an hour or two (I like to plan and then act in flurry of activity). I wander about the garage, holding and suspending various parts, pipes and hoses in place. Finally I rig the fascia, grille, rad, bumper and fenders in place (very precariously, no bolts just friction). My wife happens to come into the garage at this point and exclaims Wow! You're almost done, I'm amazed! I smile, thank her, give her a kiss and go inside to get a cold Guinness...



Moments later under the strain of a pint of Guinness the fenders and bumper slump over looking rather sad and disheveled (no bolts were holding any of these panels together)

Upon my return to the garage I place my beer on the fender and the whole thing collapses, but! I knew what I was going to do. I disassemble the lump then go to work measuring and welding brackets, and other fixing stuff. Next I measure and fit hoses and pipes. I used an intercooler elbow off a Saab 900 Turbo and joined it to the intercooler bottom pipe. The intercooler pipes now clear the steering drop arm. The lower intercooler hose now clears the series steering relay after I moved it to the opposite side of the intercooler. My wife comes back in and is astonished, "omigod! What happened?" I explain and all is well.



I use a hole saw for the new location and had a friend aluminum weld a plate over the old hole.

*Notice how close the turbo is to the steering box and drop arm.*



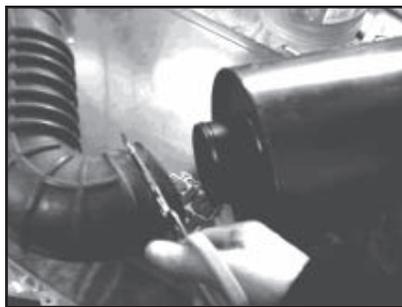
Monday morning I 'm back at it and I realize that the front end is sorted out and I must humbly return to the transfer case alignment issue. I decide to just weld on the mounts. I measure... again, and re-measure... again, and mark the frame... again, this time I'll get it right! The welding will necessitate me pulling the engine and gearbox out one more time (but not all the way). I move it just enough to put in the

gearbox mounts. I weld the mounts onto the frame and re-weld the welds twice to be sure just like I did with the engine mounts.

By this point in time my nephew has been coming by to help me out and we celebrate with hearty high five and a cold drink (Water that is!) It's been 27 degrees for the past few days. Now I have to get the prop shafts custom cut (so they'll fit) 24-spline diffs and custom 24-spline inner shafts with 10-spline outer half shafts and heavy duty Spicer U-joints for the front axle as well as 24-spline for the rear. A quick call to Bill at Great Basin Rovers and we discuss my plans then he ships me the stuff FedEx. JL (the infamous Jean-Leon) has the diffs for me and all should come together by the weekend.

As I await the parts from Utah and for JL to deliver the diffs I figure how to fit the massive air cleaner under my, now very crowded, bonnet and stuffed engine bay. I had decided what to do when I was studying the (as my wife put it) "almost done" mock up. I need to move the whole air cleaner assembly forward by about eight inches. To save two of those inches I cut the huge intake hose as it goes into the back of the air cleaner and where it meets the turbo intake.

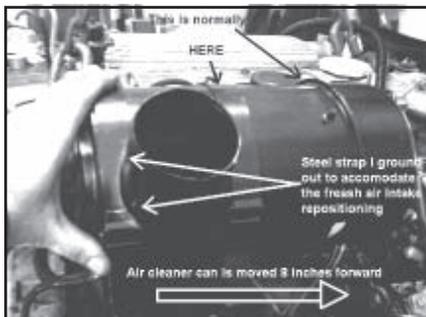
I decide to keep the bracket that is bolted to the engine (via the head bolts) in the same position and invert the air cleaner canister to have the fresh



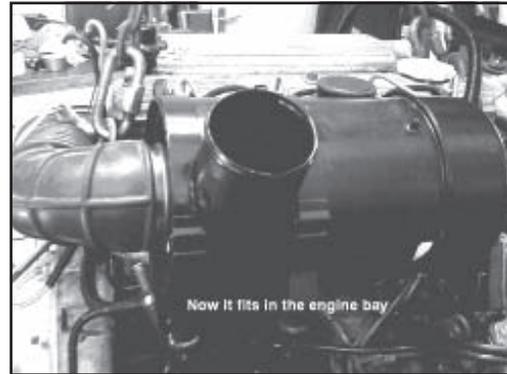
air intake on top and not underneath as designed. This requires me to grind out the steel straps that hold the can in place so they'll fit around the fresh air intake opening ... as you

shall see in the next picture.

This may not seem like much fuss but, it fits and it works and this is



why I like to study and think about things then have at it! This job took three hours to get it just right but it took me just a few minutes to picture it in mind's eye.



There is actually no space between the firewall and the rubber intake hose on the left of this picture (it rests on the series bulk head). In the 1998 Defender 130 that my Tdi came from there is still several inches between the firewall and that same hose (which normally sits eight inches further aft compared to the position in this picture).

It is Thursday and there are now only five days left to have Stan ready so I can go down to Kansas to play at the Adventure Team Challenge. (I am beginning to have doubts that I will make it). Kevin Willey and I had planned to get our Land Rovers ready and go down again this year and have some fun.



*Last year's ACT 2003 where I won a new set of boots and other goodies for Stan.*

My nephew was supposed to be my co-driver but, instead, has become my apprentice Land Rover junky. I decide to not fret nor hurry and take my time; Stan will not be ready for ATC 2004. Kevin Willey and I pow-wow and we move our timeline to be ready for the OVL R Birthday Party two weeks hence. The enterprise now takes on a sense of calm and comfort rather than hurried chaos ... Still lots to do!

Next month shall be the final installment ... Til then keep on Roving!

# Another Excursion

by Jason Lord

Here are some pics that I took on the weekend. Jeff Downey and myself led a small group of the OVLR team to a trail near Bingham Lake on Saturday and we returned again on the Sunday.



# Classifieds

## 1998 LAND ROVER DISCOVERY PARTS:

I have quite a nice selection of parts for 1998 Land Rover Discovery Series I.

- (six mos old) Genuine LR front brush guard with lamp guards; black
- brand new owner's manual; absolutely new condition
- brand new rear cargo mat (LR Disco I); black
- excellent condition (1) keyless entry remote
- very good condition Genuine LR running boards; black (all hardware and brackets)

We sold our LR and have these parts available.

Eric W. Grob

Grafton, WI

PH: (262) 377-8220

Fax: (262) 377-0778

Eric@tedgrobsales.com



## ILTIS PARTS WANTED:

Met a few people at the recent Birthday party and if you have a source or any Iltis parts, please let me know. Also, starting an Iltis support group, currently five on email list. Just send me an email to join.

Thanks.

Myron Scraba

(416) 525-5400

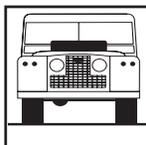
cdniltis@hotmail.com

## YOUR AD HERE

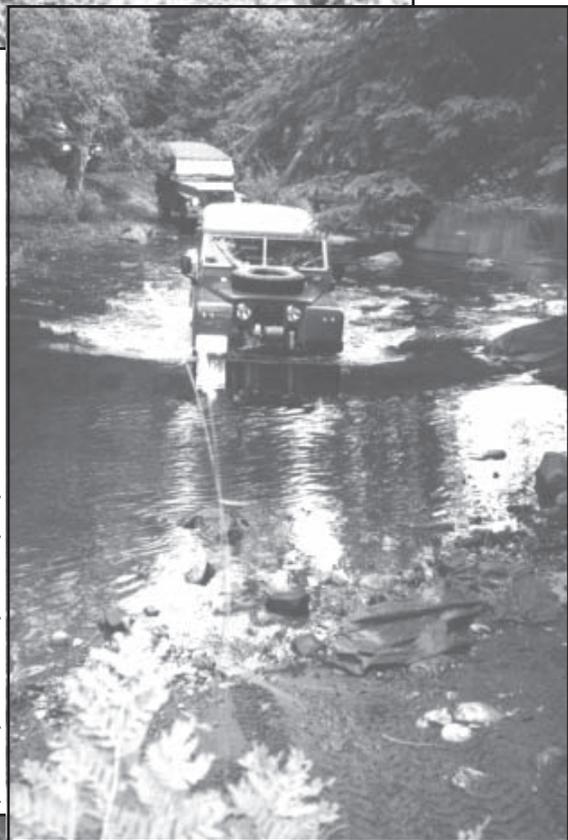
FREE add space to members.

Send information and/or photos to:

ottawavalleylandrovers@sympatico.ca



# More Birthday Party Photos



photos by Brett Storey & Marry Kaye



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## Still More Photos!

Christian  
crossing  
Bennet Creek  
(at about nine  
thirty PM)



Bill Maloney heading out after a weekend of fun.

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