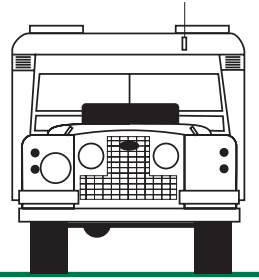


OTTAWA
VALLEY
**LAND
ROVERS**



November 2005

www.ovlr.org

Volume XXII, Number 11

OVL R 2005 Christmas Dinner & Awards



Thanks to Shannon Lee Mannion for the idea of this Christmas ornament photo!



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.

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 \$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 and all those whose names I just know I'm forgetting.

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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 and photographs may be submitted to the Editor, Terry King (tking@sympatico.ca) 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.

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 your 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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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.lrfaq.org>

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

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 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 Jean-Leon Morin for location. morinj@tc.gc.ca

December 2, 2005

Hungarian Community Centre, 43 Capital Dr., Nepean
Cocktails 6:00 pm - Dinner 6:30 pm — Cost : \$15 per person
Please RSVP to Terry King by Nov. 25th — tking@sympatico.ca or 613-592-5327

Upcoming 2006 AGM

Just a reminder that the OVL R 2006 Annual General Meeting will be held in the coldest part of the year, on or about the last Saturday in January, details to be determined. Bring your issues, questions, answers and nominations for next year's executive. Come on out and show your interest.

Cheers ... your 2005 executive

Welcome New OVL R Member

Andrew Robinson of Ottawa with a 2000 Discovery

OVL R Forums

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

Ottawa Valley Land Rovers Loses one of its Founding Members

by Mike McDermott

Ottawa Valley Land Rovers has lost one of its founding members with the untimely death of David Smithers in September.

Dave and his 109 pickup were a regular sight in the early years of our mud-and-forest activities, rebuilds and social events. It was at his house, more than 20 years ago, that the idea of forming our own Land Rover club first came together.

Dave gained fame for hosting the infamous “Mussel Spasm” in which many in the club tried the east coast molluscs for the first time before they became a regular sight in Ottawa eateries. Some said they were steamed in a laundry tub with his socks but they were good and set the bar for the club’s interest in good food ever since.

He was also the inventor of the “wooden snow plow”, which led directly to the “instant kindling pile” in its maiden test. Dave provided many funny and fond memories for his Land

Rover buddies. One of his best being the time his craving for a smoke finally drove him to light up during a Spring off road weekend near Calabogie. After a heavy drag, the nylon netting around his bug hat vanished in a bright flash, leaving Dave stumbling around the campfire flailing at the cloud of black flies now inside his hat.

A former journalist and photographer, he retired early from the Civil Service some years ago and set up his own business from his home near Carleton Place with his lady Olga. While he hasn’t been active in the club for some time, visitors could always expect a warm greeting and a cold beer when they stopped by the house. And a good laugh. Dave always had something funny to say.

Old timers will remember Dave Smithers that way.

Remember?

Bet you’re smiling.



Autumn Interlude

photo by Doron Goldenberg

A Request for Technical Help from a Land Rover Enthusiast in Bolivia

Mineros, Bolivia
South America

Oct. 22, 2005

Dear Sirs and Madams:

I received your address (for OVLR) off the internet. I am an American living in a remote area in Bolivia, South America. I have the following Land Rover, imported from England.

Land Rover Defender 90 TD5

Year 2000

Motor Diesel 25,000 cc 5 cyl , with ECU
ID # SALLDYA 195809

As I said before, I live in a remote area and it is necessary for me to do my own mechanic's work. I have a publication part number VDR 100250ENG workshop manual BUT it is incomplete, there is no information on the emergency system that shuts off the fuel supply in case of an accident or the vehicle rolls over. (I have had trouble with that system.) And there is

no 12vdc straight line diagram for the 12 vdc system. (I have had trouble with the fuel gauge.) I would like to know if there is a CD or a manual that covers these two systems. I would also like to know about the differences between the gasoline and the diesel Land Rover Defender, other than the motors. I cannot find customer service over the internet for Land Rover in England. I am certain that you have some do-it-yourselfers in your club that have the same problems that I have. I (would be happy to) pay for any costs of purchases and shipping for these items. If you can help me with these problems or tell me where I can get information on these two systems it would be greatly appreciated.

Yours truly,
Raymond Fall

Casilla 3154

Santa Cruz , Bolivia, South America

Tel . overseas operator -591-3-924-6058

e-mail fallray@scbbs.net



Traveling landRovers

*Photo taken at the Great Northern Arm in Newfoundland on a 6000K trip from Ottawa to Gander to L'anse aux Meadows, to Digby, to Quebec City and home to Ottawa in August.
photographer Dave Lashley*

Life is Good

New parts for Fergie

by Dave Pell

This is probably one of the few articles I'll write for the newsletter. (In case you haven't figured it out from the plethora of articles I've written) So where to begin? Lets start at the birthday party (parties are always good places to start).

Before the party I top up the fluids then after the birthday party and the weather had cooled down a bit I start changing the fluids in Fergie. The oil, front differential and swivel joints go OK, when I go to the back differential things go from good to bad. I start draining the fluid, (note I don't say gear oil) it's a little rusty brown, actually it's a lot rusty brown, and it's more rust coloured water than it's oil. (Expletive deleted). But as I'm lying in the gravel under the back end of the truck I think boy I'm glad that I've gotten into the habit of changing the fluids after the birthday party.... I wouldn't want something like that going on unchecked for too long. I put the plug back into the differential and start filling up the Salisbury. Using a hand pump for slowly pumping the gear oil into the rear dif, after what seems like forever (did I mention I was laying on the gravel driveway) the fluid starts coming out of the diff. (things now go from bad to very expletive bad) Rather than coming out the fill port the oil is coming out the front seal.

I park Fergie in her carport, clean up and have a beer. After coming down a bit, I call Andrew and see if he's busy, and can he fix the seal on the diff. Later that weekend Fergie is dropped off at Andrew's. The next day Andrew gives me a call ... The front seal is completely shot, (kinda figured that, oil running out and all) but that's not the worst of it. Appears the rust has gotten the gear faces, the bearings are toast, etc. etc. Fergie needs a new rear end ... So after a couple of phone calls, a new diff is found, and Andrew installs it. I get Fergie back home, with instructions from Andrew to run her around a bit, to give the bolts a chance to

work in, and bring her back in a couple of weeks and he'll tighten things up. So I start driving Fergie to work. My god she's quiet, the poor old girl was screaming all this time, (everybody said ex-MOD trucks are noisy ... I thought the noise was normal, boy is Fergie quiet now)...

Life is good ...

Now the club executive thought (and boy am I glad we did) to do the oilier early this year to get away from the cold wet weather that usually accompanies the event. Several of the older long time members complained about the weather over the past couple of years. (We had one person complain that it wasn't cold and raining, but what can you do?)

So off to the oiler with the coffee and donuts I go ... Oil the frame on Fergie ... life is Good ...

Start heading home ... Now the oiler is in Stittsville and I live in Carp, I'm driving down the Stittsville-Carp Road, get over the Queensway, light's red so I hit the clutch and nothing happens ...

No ... I mean nothing happens ...

The pedal doesn't move ...

Not one iota, push the gearbox into neutral and coast to a stop. (Life's not so good right now). I stop the truck right by Mount Stittsville (Oh my the dump stinks) and take a look to see if I can find what's stuck. Can't find anything, so I figure I can't stay on the side of the road (the stench is making my eyes water). It's not that far, I can limp home. Start her up in gear, run the RPM's up and manage to shift into second without clutching, go from second to third Life is good (well at least it doesn't suck as bad as driving 15 km in an 80 zone) ...

Then it hits me – It's Carp fair weekend (not good), here's going to be a couple of thousand extra people in town today (like ten thousand) ... Can't go thru town with a broken clutch, so I take a short cut around town about a 10 minute longer short cut, but we (Fergie

continued on page 7

Life is Good (continued from page 6)

and I) make it home without ticking off too many people. A couple of weeks later at the social I describe what happened everybody says sound like the release bearing's failed. Unknowingly I say "OK so how bad can replacing the release bearing be?"

The answer comes thru in stereo "You got to pull the transmission out to get at the bearing" ... expletive deleted!



Old vs new.



Fitting the new pressure plate on the clutch.



Sitting on the gas tank bleeding the clutch.

So the club comes to my rescue, a member offers the use of his garage if I want to do the work ... Let me think about this, a warm clean, well lighted garage, with the proper tools or my gravel laneway. Arrangements are made to pull the trannie out of Fergie one weekend. See what needs to be replaced and go from there.

So the floor comes out, the seat box is next, only a couple of seized bolts, transmission comes out and ... Yep its the release bearing. Everything else looks ok for a thirty year old truck. New parts are ordered. Two weeks later the parts go back in. We get the transmission back in, the clutch slave cylinder is hooked up and we're ready to bleed the clutch. Lots of new stainless steel bolts put the seat box and floor in, and Fergie is running.

Life is good.

Friends are better.

OVL R Christmas Dinner and Awards Night

December 2, 2005

Hungarian Community Centre

43 Capital Dr., Nepean

Cocktails 6:00 pm - Dinner 6:30 pm

Cost : \$15 per person

Please RSVP to

Terry King by Nov. 25th

tking@sympatico.ca

613-592-5327

Coming up soon in December is the twenty-second OVL R Christmas Party. As in years past, this will be held at the Hungarian Community Centre in southern Ottawa. There will be a traditional Christmas dinner of turkey and the trimmings. There will also be a challenging "Feelie Meelie" or "Seelie Meelie" contest where you have to guess the parts inside the boxes by feel or viewed on the floor. This takes a lot of trivial Land Rover knowledge to win. Murray Jackson continues his tradition of designing a Christmas crossword just for the ladies. There will also be the handing out of the club awards, some of which are mentioned below, should there be nominations by members. This is a good time to ask that anyone with an award owns up to it and tells me, or at least delivers it in a plain paper bag to the back door of the hall.

If you know of someone who deserves an award this year, either email me or tell me at the dinner. The executive will then decide on the winners. Here is a sample of some of the awards given in the past:

Awards

Lugnut Award:

Awarded to the member who either admits to or was witnessed to have done some witless act while offroading or maintaining their vehicle. Taken to the highest level, akin to the Darwin awards in the outside world.

Silver Swivel Ball:

Exemplifying members who don't mind getting dirty, do not complain, and are always around to lend a hand when help is required. (*Not sure about their morals, however, because the last winner appears to have absconded with the award*).

Towball Award:

Normally this award goes to someone like Ben Smith, who is towing 101's all over the countryside, or Quintin towing his 80 inch up and down the eastern seaboard. (*This award is missing as well, its probably in Venezuela*).

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OVLR Christmas Dinner and Awards Night *(continued from page 8)*



Lugnut of the Year (photo by Terry King)



Gasket under Glass (photo by Terry King)

Gasket Under Glass:

Awarded to a member with a dubious maintenance record on their vehicle. Past winner : Francois Juneau. Poor Francois. He richly deserved this award which takes the motto "We can't believe it actually ran". Not only this year (it was 2000), but for the past couple of years Francois has been studiously avoiding the fates that are clearly telling him that he really should get that 80 inch that he has always wanted. His poor Unimog makes it out to lots of events. The problem is, it rarely makes it home on its own. Recently returning on the end of a hook, or tow rope, has become more common, the latest adventure resulting in the requirement for another motor. For an award that originally had an air of something to be avoided, the Gasket Under Glass award is so striking that it has become one that people are actually competing for. Jeff Berg was extremely reluctant to give it up, and in fact loudly pronounced his intention to try and win it back next year! We expect he will have competition from many, including Francois who has now taken a liking to it!

AquaRover Award:

Awarded to the driver who feels impervious to water. Is it a boat or a truck ? Upon further review, definitely a truck ! Photos of the antennae or roof rack would be nice.

Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for photos.

Exclusive: Brazil

Land Rover ending Defender production in December

submitted by Murray Jackson

19 Oct 2005

Source: *just-auto.com* editorial team

Land Rover will end Brazilian production of the Defender in December and switch to fully-imported vehicles.

The decision is mainly as a result of low production volume – just 50 units a month this year of vehicles with 60% local content.

To sell the locally-made Defender in Brazil in 2006, Land Rover would have had to spend money on changing the locally-made International Engines 2.5-litre mechanical-injection diesel engine to a unit with electronic control and common rail injection to comply with the new Proconve 5 emission standard

(based on Euro 3) and would also have had to renew the lease on a building – in part of a Karmann-Ghia complex dating back to the '60s – where the Defender has been assembled since 1998.

Due to the low demand in Brazil, and in an attempt to avoid the relatively drastic decision of axing local assembly, Land Rover last year looked at exporting Brazilian-made Defenders to the United States (which took UK-built models for a time in the 1980s and 90s) as a way of increasing production volume, but the model no longer meets US emissions and safety regulations.

When production ends, Land Rover will have built 7,000 Defenders in Brazil.

Last Look at the 2005 OVLRL Birthday Party!

Alistair Sinclair in the mudhole near the Kingston Line Road at the 2005 Birthday Party.

Photo by Terry King.



Classifieds

SERIES ONE 1955

This is a great project to pick up. It has a rolling galvanized chassis, a bare aluminum truck cab body and spare parts. The bulkhead does require the usual footwell replacement. I do not have the Series 1 engine & tranny, but I can supply a Series 2 engine & tranny separately for \$300.

I will e-mail pictures to any serious enquiries and I can also assist with the transportation within reason.

I'm asking \$2500 o.b.o.

Call Charlie 905-576-4217

e-mail: ll.speedie@sympatico.ca

FOR SALE: 1968 FJ-40 LAND CRUISER

THE " OLD GREEN GAL "

One of the longest surviving daily driver Land Cruiser's in the Ottawa area.

She's been a faithful friend, a true work horse & a decade of great memories but its time to move her on.

Description: 1968 FJ-40 Hard Top- Near 100% standard factory condition.

3.8 lt. Six cylinder engine, 3-speed, now floor shift, period Warn 8000 lb. Winch c/w 150ft.of cable. Approx. 90,000 original miles.

History: Originally a Vermont Ski Chalet car used for weekend transportation only. FJ, was sold in the mid 1980's with a reported 16,000 miles on the clock, new owner commissioned a full body off restoration. Between this owner & the next, another 18,000 miles was recorded & it had been exported to Canada/Ottawa.

The present owner purchased the FJ. in the mid 1990's.

In the last decade the only major repair has been a new clutch assembly, it has been serviced every 2000 miles, all consumable parts have been Toyota factory replacements. Gearboxes & Diff's have always been run in synthetic oil.

Present owner has kept a Log Book of all maintenance & repairs, some records exist from previous owners.

Condition: All mechanic's are in A1 order, engine is very sweet, gear box & transfer case shift smoothly, locking hubs are free. Brake's are due for a service,



hand brake has just been overhauled & a new starter motor installed.

Chassis is very sound except for the rear cross member which would need a replacement.

Body is completely finished, it is totally rusted beyond repair & a body exchange is the only remedy.

The FJ. is a fine candidate for a Fibre Glass body kit, an Ontario company can supply a complete assembly.

This car is being sold "as is", Service books, service records & a small quantity of new & used spare parts are included.

The Old Green Gal is still in active use & can be test driven.

Asking price is \$ 1750.00, interesting trades would always be considered in lieu of cash.

Contact:

Peter Thomas Gaby

Bus.: 613-738-0592

E-Mail: petertgaby@rogers.com

FREE TO A GOOD HOME

used S2 parts including: a set of 109" rims, bulkhead complete with windshield and steering assembly; 11" brakes; seat box; and a few other odd items

Must be picked up in Napanee, Ontario.

There is also a 109" frame in mint shape as well as a S2 cab top and 109" station wagon body that I know about if there is anyone interested in snatching up before it ends up in the scrap yard.

Contact me for info. Thx

John Green

landrover55@sympatico.ca

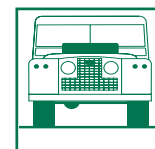
Leave message at 613-354-7102

YOUR AD HERE

FREE add space to members.

Send information and/or photos to:

ottawavalleylandrovers@sympatico.ca



Tony Pouliot



NAME: Tony Pouliot, 25 year old Dairy Farmer

VEHICLE: 1996 Land Rover Discovery

MISSION: My Land Rover works for a living. It's off road nearly every day on my 1,100 acre farm, often towing heavy loads. Then it doubles as a family car. It's versatility and reliability make it a perfect fit for my life style.

SUPPORT: Cash is hard earned in farming, so I need to be careful how and where I spend it, that's why I rely on Rovers North for my parts and accessories that I need. They really know their Land Rovers and always offer the best prices on the highest quality parts. I've been around with the discount after market parts, and the stuff just doesn't hold up, and to me that's false economy. Like most serious Land Rover owners, I guess you need to go through the after market experience to really appreciate a company like Rovers North. Price, Knowledge and availability, that's why I rely on Rovers North.

www.roversnorth.com



*Does your Land Rover
need expert help?*

Come see the experts at Land Rover Ottawa

- Huge inventory of parts & accessories in stock
- Same day service available on most repairs
- 10% discount for all Club Members
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Mike—Parts Dept: parts@landroverottawa.ca
Matthew—Service Dept: service@landroverottawa.ca



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Tel: (613) 722-7535 Fax: (613) 722-6868

**New Members Wanted!
Invite your Land Rover
obsessed friends to join
OVLRL!**

**See page 2 for
subscription details.**