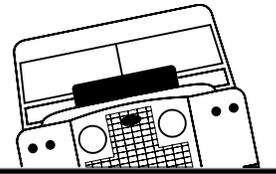




OTTAWA
VALLEY
**LAND
ROVERS**



March 2006

www.ovlr.org

Volume XXIII, Number 3

On the Road to Baie James



Part 1 of the trip and more photos on pages 6-8 (photos by John Cockell)



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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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 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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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

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?

OVLR 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

Maple Syrup Rally 2006 - April 9th

This year's Maple Syrup Rally has been set for Sunday, April 9th at Vernon Fairhead's in Shawville, Quebec. More info see page 4.

Birthday Party 2006

June 23-25, 2006 at Silver Lake — the Deacon's property is once again available for us. If you're staying at the Provincial Park, you should be able to book online on January 23rd.

OVLR Forums

Please see:

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

Maple Syrup Rallye

Tis the season where galvanized windshield frames and bonnet-mounted spare tires start to emerge from immobile snowbanks in the back 40, the season of tinkering and fiddling to get old faithful running again in time for the summer months. And, of course, as the snow melts, the season for muddy, mucky off-roading, and who can forget, delicious maple treats!

This year's maple sugar rallye will be held on April 9th, at Vern Fairhead's homestead. Vern has hosted the event since it's inception, and this year should be quite a special one as Vern has recently become a Land-Rover owner once again. Seems a Lightweight has migrated towards Shawville and taken up residence on his property.

The cost of the event is 5\$ per person, which includes a traditional breakfast of french toast, sausages, fruits, juice, and maple syrup. Attendees are encouraged to RSVP to overland@mighty.co.za so we can get a head count.

As always, the Fairheads will have all-natural maple syrup for sale which they make on site - you can even have a hand in the process and check out their installation. Don't forget your chequebook!

Vern has also encouraged brave souls to come up on the Saturday for an overnight camping. He's volunteered some firewood for a campfire and a few choice spots to set up camp. Interested parties should RSVP indicating their preference. It has been heard that in order to avoid yet another



Be sure to top up your fluids for the run ... And be careful which can you grab ! <G>

embarrassing incident, the president will make his way up on the Saturday, perhaps under the cloak of morning darkness ...

For regular Sunday attendees, there usually is a convoy departing from Westgate shopping center at 8:30 a.m. sharp. The exec needs a convoy leader — If you know where you're going and don't mind leading the pack, please send us a note.

So, bring your wellies and your appetite, and see you on the 9th!

*J-L Morin
OVLRL president*

Rover Run Link

Here is a neat little FREE, downloadable computer game that simulates 3D off-road driving in either a Defender 90 or a SWB Series III. Three different landscapes and so on. You need Java on the computer and a good processor to make it really enjoyable. But it rocks! You can roll the truck and even damage the accessories on it! Revenge!!

Anyway, the web site to get it is: <http://roverun.cinerasoftware.com/>

Cheers,

John Cockell

UK: Famous Rover V8 Still Available New

24 Feb 2006

Submitted by Murray Jackson

Source: just-auto.com editorial team

MG Rover's famous V8 petrol engine, over 40 years in production, lives on even though its original maker is history and it has been all but superseded in the Range Rover and Land Rover model lines.

UK West Country-based MCT, an engineering and manufacturing specialist, has won a contract from Ford-owned Land Rover to continue production of original equipment aftermarket engines and manufacture has relocated from Land Rover's Solihull home, near Birmingham, to MCT's plant in seaside Weston Super Mare, Somerset.

Besides engine production, MCT also sources components and sub-assemblies and tests and ships completed engines.

In displacements from 3.5 to 4.6 litres, the engine, originally designed by General Motors in the US, has powered the Land Rover Defender,

Discovery and Range Rover, Rover P5B, P6 and SD1, the MGB GT, Triumph's TR8 and various Morgans and TVRs. A variant was also used in the short-lived Australian-made Leyland P76 large car in the mid-70s.

MCT claims the simple, 16-valve, OHV V8 is the standard British engine for all hot rod use and special versions have powered the Formula 1 winning Brabham team. Just-auto has also seen it in speedboats.

The contract is worth GBP25m over the next five years and over 70% of engines made will be exported.

Originally established as a powertrain remanufacturer, MCT has now expanded into what it calls "life cycle management" - new build low volume development and introduction, medium volume series production, low volume model run-out, and aftermarket.

Current customers include Ford, Land Rover, General Motors, Mitsubishi, Isuzu, Subaru, Caterham Cars and van maker LDV.

All-British Car Day

Wanted: All-British Car Day club representative. No experience necessary – Apply now!

Again this year, local area British car clubs are banding together and organizing the All-British Car Day, one of the largest local car shows which just happens to showcase classic British autos such as Land-Rovers! Many members had expressed interest in attending this event, and perhaps having a section of the field devoted to OVL. The executive is looking for members that would be willing to act as club representatives for the organizational meetings. It would be nice to have a presence on site, seeing as we are one of the biggest British-marque clubs in Ottawa. It also sounds like a lot of fun!

Interested parties should contact JL at overland@mighty.co.za. Oh, and the pay sucks!

Baie James Expedition 2006: Report (Part 1)

Photos and text by John Cockell

So, you're depressed because winter has been a real let-down this year, eh? Too right. Well, some of us decided to take matters into our own hands, and track down winter where it seemed to be hiding. Led by intrepid OVLR member Ted Matthews of the Land Rover Adventure Association, five Land Rovers were driven in late February up to the edge of the James Bay coast in northern Quebec. The idea was to drive as far north on the remote James Bay road as possible. We figured winter must be up there somewhere. We were not disappointed.



Baie James Convoy

Day 1 saw us all collect at the rally point in Laval, Patrick Findley's Pennzoil shop. Here we had our trucks treated to new oil for the sump, diffs, and transfer gearboxes. The sumps, in particular, were filled with 5w30 or similar lightweight oil to cope with what we hoped would be frigid temps. While the trucks were being serviced, we slapped sponsors' decals on the sides and introduced ourselves to each other.

Ted and partner Mary Kaye were in their battle-hardened Disco I, which had seen previous trips up north to both James Bay and Tuktoyaktuk. Peter Wood, a displaced Brit but also based in Toronto, brought his Disco II which had previously seen action in Border to Border. Steve Hoare, another Brit and the North American editor for Land Rover Monthly (LRM), turned up from Pennsylvania in his superb expedition-equipped Disco II, sporting a winch, extra driving lights, offroading armour, and his LRM pen and camera. Kim Groenendyk of Toronto rode shotgun with Steve, trying to make the best of his handheld CB. Jim Leach and Mike Ladden of Connecticut-based Drive the Globe were there

too, in Jim's blue Defender 110 300Tdi hardtop. Jim's expedition rig deserves an article in itself and many will recall seeing it at the OVLR birthday bash last summer: full external Safety Devices roll cage, winch, roof tent, driving lights, heavy-duty suspension, shower for Pete's sake - this is a 110 built for serious long-range driving in remote areas. Unlike my own Defender 110: a 5-door County Station Wagon with a 300Tdi engine and more modest upgrades, including high-ratio transfer gearbox and uprated fuelling.

Both the 110s had galvanized frames, though, and all of us used expedition roof racks to carry extra fuel, fluids, spare tyres, snow chains, skis, snowshoes, sex toys, etc. Finally, all the trucks had CB radios (some in better shape than others), recovery gear and points front and back, and - most important of all - some sort of block heater. My own Kevin Newell-designed coolant heater took the blue ribbon, though: a 1000W Zerostart heater mated with a Jabsco pump, kept warm coolant circulating around the block and ensured

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Baie James Expedition 2006: Report (continued from page 6)



Sunset in the north.

instant starts in the coldest conditions – thanks, Kevin! All the Discos carried at least three extra jerry cans each for their thirsty V8s. The two 300Tdi Defenders, though, could easily go over 600 km on one tank, and so carried just one extra jerry can each. Jim's 110 in fact was also fitted with an extra long-range tank. And, it should be mentioned, we had all packed Arctic-spec parkas and outerwear, as well as other cold-weather survival kit. We would need those parkas, as it turned out.

So much for preparation, we pointed our five Land Rovers north and, negotiating the cobweb of highways out of the Montreal area with only one flagrant U-turn, drove the first 530 km to Val d'Or in sunny weather. Several longing glances were cast over at Mont Tremblant ski area as we crossed through the stunning scenery of the Laurentians, but we pressed on. That evening we had a raucous meal at a local beanery and I hit the local Canadian Tire to buy a replacement CB and all the lock deicer they had in stock.

Day Two (and every day thereafter) saw us up around 7 am and heading out for refuelling (trucks and drivers) by 8 ... ish. We drove to nearby Amos, and paused to check out their

impressive Cathedrale Ste-Therese d'Avila, a massive cathedral with a 104-ft high dome. There was also a spirited winter festival complete with snow slides and maple syrup taffy, held in our honour (OK, maybe not exactly in our honour). Bison burgers, then 250 km to Matagami, the point of transition between Francophone Quebec and the aboriginal (Cree and Inuit) north. Around here the economy is centred around mining (Noranda) and logging (Domtar). CBC Radio fades away and the town has the definite feel of a frontier outpost. So Matagami was

the real trailhead for this trip, as well as the point at which we crossed into the Baie James municipality. With a total area of 350,000 sq km (135,136 sq miles), Baie James is in fact the largest municipality in the world. Not to be deterred, we stocked up on last minute supplies, particularly extra block heater cords and, er, Scotch. Outside temperatures meanwhile had been dropping, and we were well into -20s C overnight lows by this point. Daytime highs would not be much above this, often with cutting winds.

Day Three dawned clear and cold, and we left our spartan motel to refuel for the long first leg of the drive up the James Bay highway. It would be 381 km of nothing but rocks and trees before we would see any sign of habitation: a rest and fuel stop halfway up the road. Before heading up the highway, though, the group managed to get separated in this one-street town. After much CB chatter and mild recriminations, we regrouped and headed to the south gate office for the James Bay road. Here we were given a stern talking-to (or rather, I was, as the Baie James official only spoke French) about road conditions, distances, how to call for help on the CB and where the emergency telephones were located. We were

... continued on page 8

Baie James Expedition 2006: Report (continued from page 7)

asked to register our vehicle and contact info with the office, as well as our next of kin. OK I made that last bit up.

Still, the James Bay road is one of the world's most remote highways. Between Matagami and Radisson – 620 km to the north – there are no settlements close to the road at all. It was built in 1971-72, in 420 days, for Hydro-Quebec's huge hydro-electric dam projects. It was thus engineered to carry very heavy equipment (up to 500 tons). All equipment and supplies for the James Bay dam complex had to be transported over this road. At this point Mike Ladden and his amazing GPS laptop navigation setup came into its own. Dubbed "Amanda", the Garmin-based software kept us on track and chalked out how long it would take before we would have to turn right, etc. OK, so it is really just one long road, but then, we had managed to lose ourselves in Matagami, so ...

Anyway, we headed north and crossed over the impressively wild Kaumwakweuch Rapids of the Rupert River, still sending up mist even in these frigid temperatures. A stop for lunch and fuel at the "381" station run by the municipality, and then we pressed our trucks on towards our first stay in a Cree community: Wemindji. Wemindji and the other Cree communities along

the James Bay coast were in many cases the sites of Hudson Bay Company trading posts going back as far as the late 17th century. Eastmain, for example, was the location chosen by the HBC in 1690 to set up its first permanent post, called the East Main House. Cree would come here to trade caribou pelts. In fact we had to slow down several times as small groups of caribou were here and there along the road. By the time we turned off the main road to take the 100 km gravel road to the village, it was getting dark and we put Jim up front with his array of high-powered lights to guide the way (with Amanda chirping away, of course).

As we plunged through the darkness, the temperature and altitude both dropping by the minute, Ted mused over the CB that we were possibly going to arrive after the restaurant (and reception) at the lodge had closed. A car passed us in the opposite direction. "That would be cook from the restaurant," Ted grumped. Twenty minutes later, another car passes and Ted says "that would be the dishwasher." Fifteen minutes more, and a third car: "That would be the janitor." Mike cuts in on the CB: "The next thing we're going to see is a big truck going by with the restaurant ON it!" As it turned out, the kitchen was indeed closed and we barely got our

keys. Jim and Mike to the rescue though with eight-YEAR old MRE ("Meal Ready to Eat") rations they bought out of the back of some dodgy US Marine truck. Still, impressive what you can eat with a splash of single malt to chase it. We felt oddly moved to invade a small country after polishing our reheated mush off.

Stay tuned next month for the rest of the trip!

Jim Leach and John Cockell's 110s en route.



Working in the Canadian Highlands

Photos by JF Ferrary

We bought a farm next to Alfred 5 years ago. We are raising Highland cattle to sell grass fed natural beef. Obviously to go with the Highlands, there could not be any other farm vehicle than a Land Rover. I bought it in Niagara. This is my second Land Rover.



Discovery Series Two

Front End Noise Diagnosis

You know it's spring in Ottawa when the roads come out from under the snow. It really takes a toll on the rims, tires, suspension and steering on many vehicles. On a Series Two Discovery it can (but not always) become very apparent when something is worn by the thumping noises coming back through the car. Many owners are very good with their maintenance and wear or damage will be picked up by the inspecting mechanic. If something doesn't sound right or new noise appears have it checked before it causes more wear or damage.

In an S2 Disco noise usually come from three areas in the front end. The most common in Ottawa is a soft clunk when starting to turn the steering wheel at low speed.

This will often be wear in the tie rod ends on the track bar, connecting the front wheels together, and the drag link, connecting the right front wheel to the steering box, having the play taken up. When this will start to occur is all up to where the vehicle is driven and how it is used. Only one end can be replaced on each linkage although they both have two. Generally they all seem to wear at about the same rate and if it's an Ontario car the salt tends to turn the rod, adjuster and other end into one piece so I change the rod assemblies as a set and then have it aligned. Since you would lose your steering if one of these fell apart it is a good place to start.

The next most common noise producers are the lower front shock bushings. When these break free from the steel shaft they are bonded to, it will give a loud, sharp, clunk when you hit the speed bumps at the video store or slowly turning into your laneway. Unlike the S1 Disco these bushes are not available separately from Land Rover and the complete shock unit needs to be changed. I recommend changing the shocks in pairs. This is a job that could be tackled at home in few hours with relatively few tools, however if your shock tower securing nuts are heavily corroded, quit while you're ahead and take it to your mechanic.

Last but not least as these cars get up in mileage, we're starting to see the sway bar mounting bushes fail. This can happen on the front and rear bars, with or without the optional ACE system fitted. Don't confuse these with the sway bar links on the ends of the bars. Unlike most European cars these seldom fail on a Discovery. When these bushes are worn out they will make quite an alarming thumping noise at pretty much any speed. The good news is they are about \$10. CDN each the last time I checked and not a whole lot of labour to install at a shop. I don't think it would be much fun changing them without a hoist though.

Ball joints, steering boxes and the other chassis bushings in the Series Two models seem very long lasting so far but should still be inspected when your car is in for service.

*Cheers,
Ted Rose
Land Rover Ottawa*

New Members!

Cameron Duff of Merrickville, ON with a 1950 80 inch.

Chris Browne of Sherborn, MA with a 95 Discovery

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

**See page 2 for
subscription details.**

Classifieds

FOR SALE

Owner's disclaimer: I know its not a Land Rover but it has towed / recovered its fair share of vehicles and major assemblies!

2000 Dodge Dakota Quad Cab, 4 x 4, Black 4.7 V8, 5 speed standard transmission, SLT spec, air con, cruise control, electric windows etc., 31 inch tires, limited slip rear diff, bed liner, tonneau cover, Class 2 Hitch, electronic anti-corrosion module. One owner from new with full service history. Ontario Clean air tested Nov 05, new front shocks Nov 05, new clutch / release bearing / input shaft Dec 05, new front callipers and rotors Feb 06, Fairly high highway mileage but very clean and tidy. Has supported the last 3 Birthday Parties, especially the RTV preparation and has recovered more than one 101FC. I need to make room for new projects and so unfortunately the Dodge has to find a new home. Asking price is \$7500 or nearest offer.

If you are interested please contact your new Executive Member at Large : Andrew Jones at andrewjones@ripnet.com or at (613) 884-6560.

RECYCLE LEAF SPRINGS

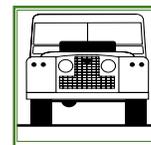
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Contact Brian Scott at bjscott@sympatico.ca

YOUR AD HERE

FREE add space to members.

Send information and/or photos to:
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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.

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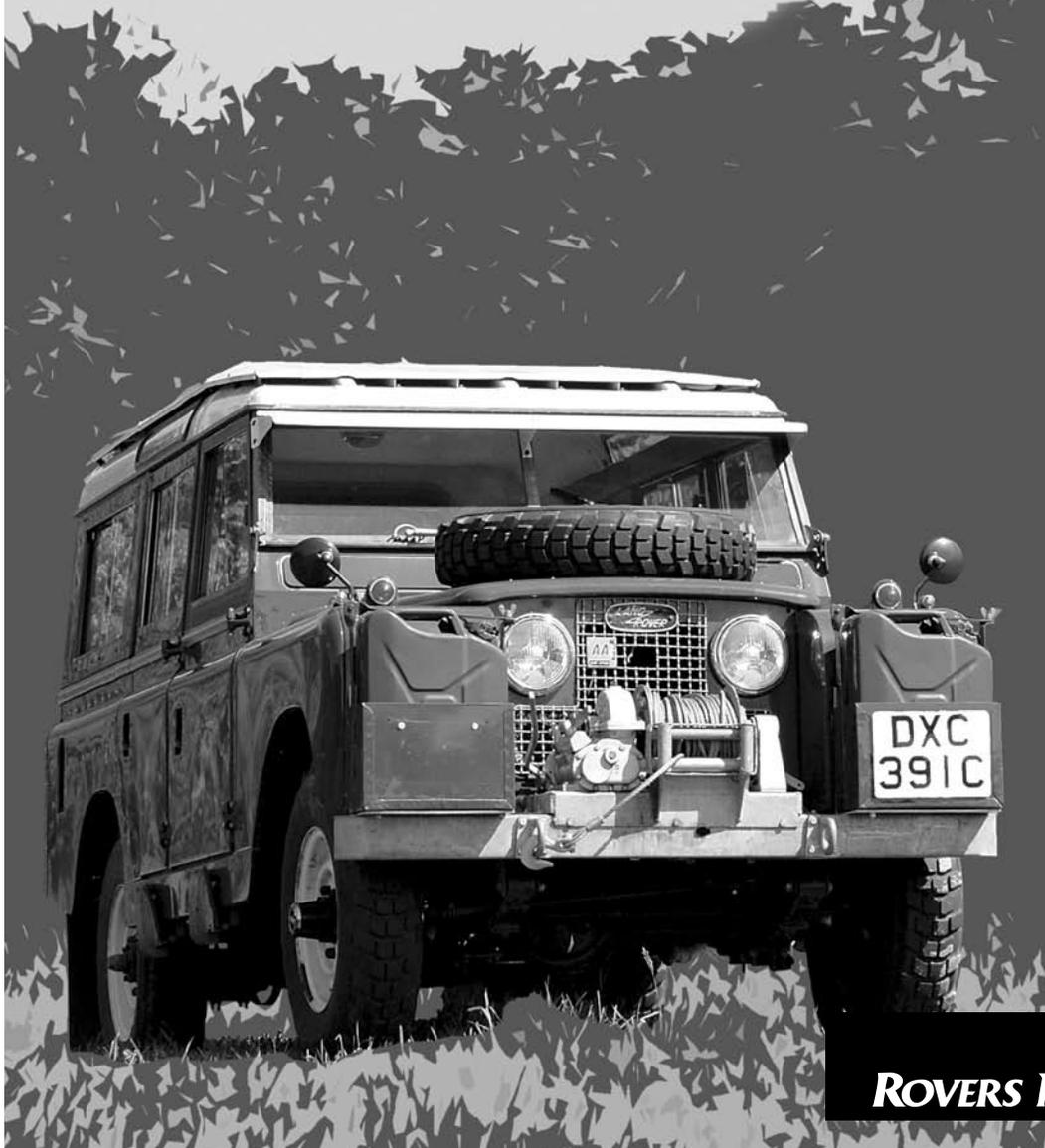
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