

OTTAWA
VALLEY
LAND
ROVERS



February 2010

www.ovlr.org

Volume XXVII, Number 2

Flour Power



*Kristina Roic & J-L Morin
Having your cake and driving it too!*
PHOTO CREDIT P. MCGOUGH



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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

Please see:

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

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Your Name Here
could you help out?

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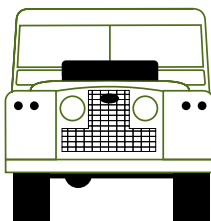
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OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

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

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

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Hey man, what’s going on?

OVLР 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 Peter McGough for location. email mcgou@msn.com

Notices:

Maple Syrup Rally, date to be determined, but likely a week or two after Easter.

Jun. 24-27 2010 OVLР Birthday Party. – mark your calendar for next year!

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLР!*

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

The February Blaahs have come to Roverville too. With both my working (somewhat) Rovers in their storage container there's not much to talk about and I was away at my granddaughter's over the weekend of the winter romp. I know that having one of the most capable winter vehicles stored for the winter is a bit of a cop-out but they are both a little special and hearing the sound of corrosion from all the nanny state salt is too much for me to bear. I may have to get a cooking Rover for the winter so that I can hold up my head in our refined company.



President Peter McGough

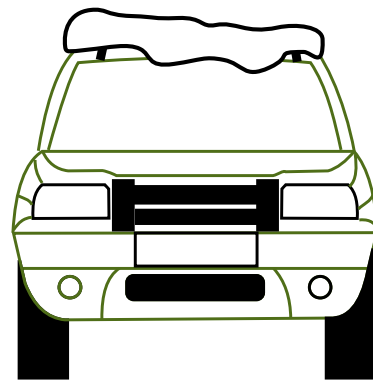
We did have an excellent first executive meeting on February 1st and several items are worth commenting on. We are moving forward with the appraisal of the kitchen trailer so that we can get a quote for insurance. When we get the quote we can then assess if the cost is appropriate to the risk. We have heard the membership and are working to update the web site. I know that this is a volunteer organization and that all members (well most) have other lives and so we hope to see if we can help our webmasters in refreshing the site. We are also working on such things as generic business cards so members can start to prothletise (who gave you a quarter! ?) and perhaps updated window stickers and lapel pins. Expanding opportunities for members for simple and family friendly 1/2 day off-road events, without huge time commitments from the Exec., is also a goal. We are looking at the opportunities for piggy-backing on other groups events, like EOTB (Eastern Ontario Trail Blazers), without diluting the spirit of our group.

In the same vein I was contacted by Chris Johnston, who is the president of the Toronto Club, LRAA (Land Rover Adventure Association of Ontario,) with a view to some joint events. It would appear that they have similar core group values as OVLRL and it is certainly worth a discussion with them.

Our next main event is the Maple Syrup Rally (MSR) and Vern Fairhead has again contacted us and kindly invited the group to his sugar bush for what I think has been one of the most consistently enjoyable events on our calendar. With Easter coming early, and there being every indication of an early sap rise, it will be perhaps the first or second weekend after Easter but, as you know this is very dependent on the Maple Syrup season and so we will keep you posted. Also, we hope to add a few things to the event for kids. Peter Gaby has also volunteered to be the coordinator for the MSR.

The Exec. is also looking into reviving the Tune-up for some time in May, perhaps the 17th. This is where we check the points and timing and mixture for Series LR's and where members with later computer controlled vehicles arrive with a Karaoke machine having never heard of what a tune up is.

*Peter
mcgou@msn.com*



British Car Day 2009

ARTICLE AND PHOTOS BY DAVID SEWELL

British Car Day 26th Annual Show Sunday, September 20, 2009, hosted by the Toronto Triumph Club. The event boasts over 1,000 British manufactured vehicles, in 49 classes of cars, buses and motorcycles, running



the whole range from Minis to Rolls Royce from Austins to Zephyrs and everything in between. This

event is a great venue to chat with other owners, to scrutinize and discuss improvements and projects.

The Land Rover class consists of two categories : Land Rovers 1975 and on and Land Rovers up



to 1974. In 2008, the 25th Anniversary of the Show, my Defender 90 took the first place, this year I had to settle for second place.

There were over a 1,000 British vehicles of varying makes and sizes and a good contingent of Land Rover Series IIs and IIIs. I managed to walk away with second place in my category.

My (other) LR is a British Army Defender 109 Diesel 1987, which I purchased shortly after it was acquired in Alberta at an auction. I have tried to remain faithful to the original design during restoration and fittings as close to the real thing as possible. (*ed note: photos of the restoration should be forthcoming*)

This is an event that I look forward to and I can highly recommend. I hope to see you at the Show.

Winter Romp

PHOTOS BY D. KENNER



Quintin working on Timbit's, Bruce's 80". The master cylinder (located under the driver's floor) broke in half when they were servicing it!



The number of Disco 2's and Range Rovers was down as these continue to fall off the road for longevity issues. The Series continue to march on! :-)



*Hark, is that an *ambulance* off-road? Yes, it is! Sadly, Dave's is too delicate to go off-road! :-)*



Some of the old guard

Series III 88 Deluxe Hardtop

Part Two

Continued from January Newsletter

ARTICLE AND PHOTOS BY BEN SMITH

The other piece of data that can be pulled out of the build books is a glimpse into the destination of the 88s. Unlike in the UK where the book will tell the name of the town that each LR was shipped and the name of the dealership, over on this side of the pond mostly what is listed is British Leyland and a sea port. From there the Land Rover would be shipped by truck or rail to its final destination. Land Rover knows its ports. The reader, however, must know a little geography. One needs to know that Burlington is not the town in Vermont near Jan and Rovers North, but a port on Lake Ontario in Canada near Toronto. If you look at the ports, generally they relate to where the Rover is today. Dora and Dave's 88s came through Newark. Last year at the Winter Romp Nick from Nova Scotia was swapping an engine in his newly brought-back-to-life 88 in Bruce's garage. I looked up the chassis number and it was originally sent to Halifax. Looking at the Canadian data we find:

Port	1972	1973	1974	Total
Halifax, NS	53	59	118	230
Montreal, ON	66	51	73	190
Burlington, ON	29	86	53	168
Vancouver, BC	56	35	54	145
Hamilton, ON	20	8	9	37
Ontario	13	2	0	15
Newfoundland	4	0	0	4
Halifax Burlington	1	0	0	1
PED Canada	13	12	11	36
Total	255	253	318	826

For the most part, the data as you would expect, SIII 88s were shipped to Halifax, Montreal, Vancouver and Toronto. 36 Canadians had the PED option. And yes, some geographically challenged person at Land Rover put down both Halifax and Burlington for the same Land Rover. From these points they were spread out to various dealerships. In 1973 there were 96 Land Rover dealerships in

Newfoundland	1
PEI	1
Nova Scotia	6
New Brunswick	6
Quebec	24
Ontario	36
Total	74

Canada which means that, on average, each sold less 8.6! The OVLRF has a partial list of these 96 dealerships including:

Hence it is likely that the 230 SIII 88s that came through Halifax were sold by the 14 dealerships in NF, PEI, NS and NB.

Turning to the US, we see that almost half (48%) were shipped to Newark (those sent to NJ likely is Newark). Other common destinations include California, Florida, Baltimore, Detroit, Portland and Texas. Yes, someone again put down both NJ and California for 3 LRs, likely human error. And 156 people had their PED Land Rovers.

Port	1972	1973	1974	Total
Newark, NJ	568	601	99	1268
California	0	205	84	289
Jacksonville, FL	58	127	31	216
Baltimore, MD	61	64	73	198
Detroit, MI	37	63	81	181
Los Angeles, CA	59	50	17	126
San Francisco, CA	67	24	10	101
Houston, TX	23	38	0	61
New Jersey	31	9	2	42
Portland, OR	1	34	6	41
Galveston, TX	0	0	16	16
New Orleans	0	2	2	4
New Jersey	0	3	0	3
Ohio	1	0	0	1
New York	1	0	0	1
PED USA	73	48	35	156
Total	980	1268	456	2704

Almost 40 years later, how many of these Land Rovers are still around today? Who knows. Likely a bunch. Others have been broken for spares. The dual brakes are sought after to upgrade SIIA as is

the left wing. Some like the synchmesh gearbox. On the other hand a number of SIII 88s now have SIIA features like the alpine roof with windows (e.g. Ted) or SIIA wings and breakfast (e.g. Alisdair). However it is likely that many SIII 88 Delux Hardtops will still be running for years to come.

Classifieds

FOR SALE

2003 Range Rover HSE, 112,000 kms. \$23,900.
All the luxury and 4x4 competence of a Mark III fully equipped Range, including leather, nav, heated front/rear seats, heated steering wheel, DSC, multi-level air suspension, hill descent control, multiple air bags, 5 speed tiptronic automatic transmission, fitted ski bag. Additional Land Rover accessories including roof rails and cross bars, Safety Devices roof ladder, trailer hitch with wiring, mud guards, 4 Toyo winter tires (second winter) included in asking price. Still under extended warranty. Always regularly and meticulously serviced at Land Rover Ottawa. Recent preventative maintenance includes PCV hoses, spark plugs and changed transmission fluid and filters. Full service history available. Owner leaving country or would keep it forever. There is no better 4x4 available at anywhere near this price.



Contact: northofseven@rogers.com



FOR SALE

ZF HP22 transmission in great working order from 1992 RRC. Checked by a transmission specialist while it was still in the vehicle who stated no need to do anything to this one!. 140kms \$500.00
Front and rear drive shafts for RRC or Disco; u-joints in great shape \$100.00 each
Contact: Kevin Newell @ newellandscott@rogers.com

TIRES FOR SALE

4 Pirelli Scorpion Ice and Snow, 255/60R18.
As new, used part of one winter only on an LR3.
New at the Tire Rack \$176.00 US each.
Bargain at \$500.00 Cdn. for the set.
email: roger@horticultural.com
Tel: 613-258-1600 x 23

FOR SALE

1989 defender 110 county;
turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered.

\$18,900

Contact: British Matt
- englishman99@hotmail.com



FOR SALE

1998 Discovery 4.0 V8 auto, A/C, 240Km
Originally from Georgia, waxoyled, no rust, 2" lift, snorkel, interior good, 5 alloy wheels, 6 BFG-KMs with decent tread, head gasket replaced 2 years ago, passed emissions 10/2009, some dings and bumps, needs brake work (seals), one sunroof not working, extra sunroof included, sold as-is ... asking \$2900 Cdn
Contact: Terry - terrycking@rogers.com or 613-435-8001



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J-L in Moab