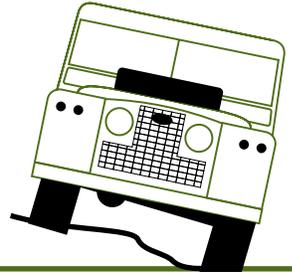


OTTAWA
VALLEY
LAND
ROVERS



April 2010

www.ovlr.org

Volume XXVII, Number 4

Southern Comfort



Uwharrie Campsite — see article and more photos on pages 8-10



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

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>

OVL R Executive and General Hangers-On

President

Peter McGough
mcgou@msn.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Your Name Here
could you help out?

Off-road Coordinator

Brian Scott
bjjscott@rogers.com

Past-president

Jean-Leon Morin
morinjlb@bell.net

Club Equipment Officer

Andrew Finlayson
andrewf@xplornet.com

Archivist

Your Name Here

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Bruce Ricker
b.p.ricker@rogers.com

Executive Member-at-Large

Frank Ashworth
fashworth@gmail.com

Merchandising Coordinators

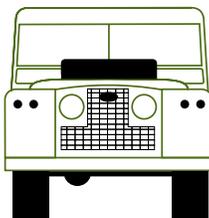
Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

All British Car Day Coordinator

Dave Pell / JL Morin.



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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

Newsletter Content Editor:

Terry King
terryking@rogers.com

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net

Production Assistance:

Bruce Ricker
b.p.ricker@rogers.com

Beneath the Bonnet

OVLР Calendar of Events.....	3
President’s Message BY PETER MCGOUGH.....	4
2010 Maple Syrup Rally Photos PHOTO CREDIT M. MACPHERSON	5
Gamechanger ARTICLE AND PHOTOS BY BEN SMITH.....	6-7
New OVLР Event!! BY BRIAN SCOTT	7
Uwharrie Safari SUBMITTED BY D. KENNER.....	8-10
Classified	11

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:

May 30 Hudson British Car show

June 6 Byward Market Auto Classic, Ottawa, ON. 10:00 am to 3:00 pm Contact: Jody at 613-562-3325 or events@byward-market.com. Pre-registration required.

June 24-27 OVLР Birthday Party. – more info to come

July 17 All British Car Day (ABCD), Britannia Beach Park – Lakeside Gardens, Ottawa, ON. www.britishcarday.ca or 613-596-5692 or info@britishcarday.ca

Aug. 15 Boots n’ Bonnet British Car Show, Kingston

President's Message

BY PETER MCGOUGH

I would like to thank all of the folks who made the Maple Syrup rally a great success this year. Peter Gaby yet again excelled at the breakfast preparations and it was great to see everyone chip in with the preparations or the clean-up. The informal plan with a few folk was to arrive at the Quyon Ferry at 9.00. For once I was



President Peter McGough

about on time and was amazed that the slipway was filled, as far as the eye could see, with Land Rover Products. With Verne and I pulling the trailer to be the last to get on the ferry and unhooking and jiggling it around, there was no room for Bruce Ricker. A ferry full of Land Rovers left the shore to the sounds of the Last Post and Bruce snapping his best Sergeant Majors salute. Soon after arriving at Vern and Linda's wonderful place, the trailer was set up (we need someone (McD) to write instructions!) and breakfast was underway. If anyone had digestive problems after eating my French Toast ... What were you thinking of eating my French Toast! The trick is apparently the correct dip-time, the correct griddle temperature and the right time to cook the middle without burning the outside. Who knew it was so complicated. I didn't see anybody keel over so it must have had a time fuse!

The off road afterwards was fun with a number of major mud holes that all got through. And here I must digress; the Saturday afternoon before the MSR Andrew Finlayson and Frank Ashworth arrive at Chez McGough to help clean the trailer from its winter slumber. I had spent the morning changing the winch carrier back to the 10,000 lb Champion Winch I had at the Birthday Party. I had the slipping clutch repaired at BB Services and after the trailer cleaning we reattached the cable to the drum and started to rewind it, towing Frank's Range Rover up the drive. It just slipped again!! Frank then kindly helped me to remove the Champion and put back

the 6000 lb Warn I took off in the morning. Back to the MSR. When we arrived at the hill whose name shall not be spoken, mostly because I don't think it has one, it was clear that the stream that runs down it had melted just enough of the mud to make things interesting. It was decided that we would see how the folks with winches, Andrew Hutton and I, would do and so we were volentold to descend. The descent was pretty straight forward but both Andrew and I had to winch our way up 50% of the ascent. The Warn 6000 performed faultlessly.

Meanwhile, back with the Champion Winch. BB Service wanted another wad of money to fix what I paid them to fix in the first place. I was not happy. However, a snotty letter to Champion worked wonders and Champion responded promptly and had the winch fixed under warranty. I picked the winch up on Friday from a very surly BB Services and we will see how it works. But kudos to Champion for stepping up to the plate as, although little used, the winch was well out of warranty.

The Warn 6000 was also heavily used in helping Frank and Matt out of a bog on Soldiers Line in Munster Hamlet this week-end. I was surprised not to have had to use a snatch block as Frank's Range Rover was well and truly glued in the mud but the plucky 6000 came through. It was great to be able to assist and demonstrate what the key to this club is, camaraderie. I think there might be more about this in the next newsletter.

On a sad note we heard a few weeks ago that Bruce Ricker's wife, Joey, died after a long struggle with MS. Joey was always supportive of Bruce's activities and even with the tremendous difficulties she lived with she wanted to support the RTV challenge we have at the Birthday Party. I am sure that you will join with me in passing on our deepest sympathies to Bruce during this difficult time.

I am sure that the word had gotten round about Joey's passing as we had a tremendous show of support at the Social and I would like to pass on a personal note of thanks to all those who could attend.

With best wishes,

*Peter
mcgou@msn.com*

Maple Syrup Rally Gumbo



Lean on me



Looking for Easter Eggs, maybe?



Taking a break from the battle

PHOTO CREDIT M. MACPHERSON

Gamechanger

ARTICLE AND PHOTOS BY BEN SMITH

In February 1990 I didn't know what a Land Rover was. Sure I'd seen "The Gods Must be Crazy", laughed when the Series I 86" was winched up a tree and was amazed at the wide river fording. But if you asked me I couldn't have picked one out of a line up of cars on a bet. I was ignorant of all things Land Rover and was off in sunny southern California attending University as a freshman. I didn't even have a car.

Back in New Jersey, one of my father's coworkers knew about Land Rovers. In fact he had one sitting in his driveway. It has been sitting there for years since he did something, melted the wiring harness, and let the smoke out. He'd bought a new wiring harness from somewhere, likely Atlantic British, and armed with the Haines manual pulled out the dash and the old harness and attempted to install the new one. He got it about half installed and of what he did half was wrong. So he gave up. And it sat, forlornly, in his driveway for three years. Until the day his wife told him to get that *thing* out of the driveway; it looked bad next to her shiny, new Porche 911.

At this point he decided to try to unload the Land Rover on my father. He brought up the subject over the lunch table on a few occasions. He pointed that it would be a good car for Ben. Slow. Sturdy. Ben could get it running again. Marty didn't want much for it. After a few days Dad said, "Ok Marty, I'll come over tonight and give the Land Rover a look."

That night Dad mentioned to Mom that he was going to head over Marty's and take a look at this Land Rover that he was pestering about. Now going to look at a dead Land Rover isn't as daft as it seems. In grad school in the late 1960s Dad had a 1954 Jaguar XK120 which he intended to get running again and a Triumph motorcycle that was stolen. In the mid 1970s we had a MG Sedan. In 1977 we bought a 1976 Austin Marina from British Leyland not knowing that they were abandoning the market six months later. I learned to drive with that Austin. British cars and their quirks were quite familiar to us. However Dad didn't get the chance to go take a look at the Land Rover. Marty did a preemptive



Dora arrives home

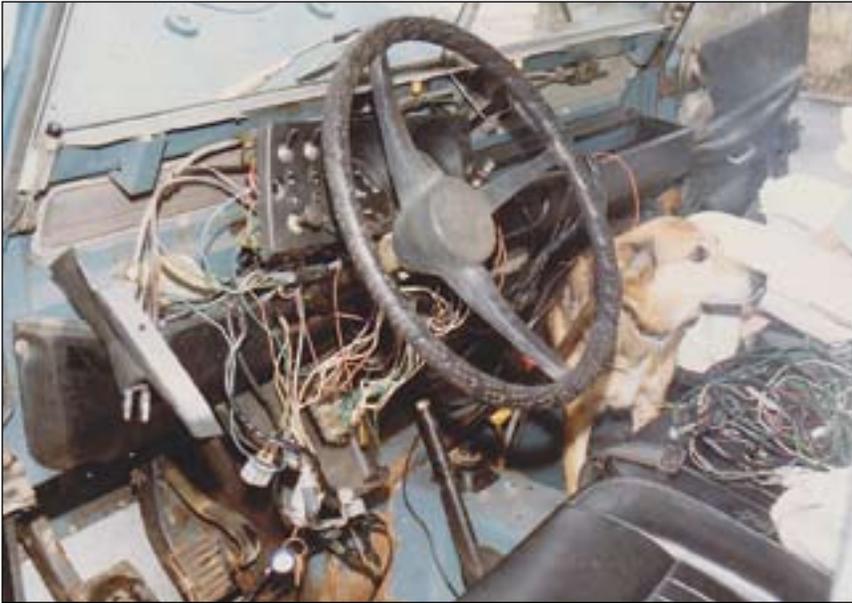
strike. He had it towed the seven miles over to our house and dropped off in our driveway. They talked and somehow Dad agreed. \$1500 changed hands. And the 1972 Series III 88" Land Rover who became known as Dora came into our lives. March 1990. Twenty years ago this month.

I heard about it via a phone call. Dad taken a few photos and sent them off to me in snail mail—he didn't have email and attaching photos to an email wouldn't be invented for another six years in 1996. I couldn't wait and found a copy of the 1973 British Military Equipment Catalogue in the House library. I looked at photos of 88s, 109s, 101s and Lightweights not knowing what was closest to our Land Rover. I looked in parking lots to see if I could see a Land Rover in the flesh and failed (not knowing that British Pacific was on the other side of town).

I returned home from University that summer and immediately started working on the Landy. I got the electrics in. She fired right up with some starter fluid. I was smitten. I had a Land Rover. We'll ok it wasn't *mine* yet—it was Dad's. I drove it that summer—rod knock and all. We didn't think that she'd survive driving across country so that fall I took the surplus family car (a 1980 Datsun 510 with 180k miles on the clock) there and back again in the spring.

... continued on page 7

Gamechanger *(continued from page 6)*



The initial rat's nest of wiring

Summer of 1991 we attended the ABP rally. The week before I was scheduled to drive back to California, we dropped in a rebuilt short block. I did the five hundred mile oil change in a rest area in Ohio. I've had that 88" ever since.

If you'd asked me twenty years ago if I'd still have a Land Rover today I'd have said no. But it became a significant part of my life. If Dad had said "no" to Marty, I'd likely never have heard of OVLRL, have never been stuck in the swamp on the heavy off-road at the Birthday Party, never off-roaded in Moab, never rebuilt a fuel pump on the side of a road with a brake rebuild

kit, never had to rebuild an engine with low oil pressure in Dixon's laneway so that I could limp 800 miles home, never had to swap a blown head gasket in the rain at zero C in the middle of the night on a thousand mile trek up to Seattle for a friend's funeral, never been to the WinterRomp, or the MAR, or Greek Peak. And most of all I never would have met the great cast of characters and anoraks that make up our club and the Land Rover community at large.

For me it has been a wonderful journey and I wonder what the next twenty will bring?



Ben's 15-year-old sister tries to lay claim on the LR"

New OVLRL Event!!

BY BRIAN SCOTT—OVLRL OFF-ROAD CO-ORDINATOR

This fall OVLRL will be instituting a new event to wrap up the off roading season. The event will coincide with the peak in fall colours. The proposed route will be the K&P trail from Perth to Calabogie. This is a greenlane event suitable for all Land Rovers. Bring the family and a picnic lunch.

A guesstimate of when this will take place is somewhere around the second weekend in September. Of course, the exact weekend will have to be confirmed closer to the actual day. I will put another reminder in the August newsletter. But, put this in your calendars and stay tuned for an email from Terry to confirm the actual date.

Uwharrie Safari

Troy, North Carolina

SUBMITTED BY D. KENNER

This past weekend I went with Dave down to the Uwharrie Safari, a Rover event put on by the Carolina Rover Owners Club in the Uwharrie National Forest in western North Carolina. A small event compared to the MAR, or about the size of the Birthday Party. I counted about fifty trucks there. Unlike the Birthday Party, which seems to draw more Series vehicles than any other event I am familiar with, probably fifty percent or more of the vehicles were Discoverys, weighted in favour of the D1's. Equal number of D2's and Range Rovers, all Classics, but for a bloated HSE which did not go off road (a tow vehicle for a NAS D90). There were two 109 SWs there, both IIAs. Four 88's, 3 IIAs, one II. What was surprising was the number of RHD Defenders there. More than I expected, A number of NAS D90's and two NAS 110s. As well, there were two specialised buggies built from Range Rovers. There could have easily been more than that at the Rally, as people camped elsewhere, there were a couple of nooks and crannies off the main group campsite that was hiding more vehicles. The event is about seven hours in Dave's D90 from Washington DC (Google Maps says about fifteen hours from Ottawa).

In a way, it was like one of the earlier Birthday Party's. Low key, no yahoo's running about at night



Map of the trails at Uwharrie National Forest

like at the MAR. It was very relaxed and enjoyable. The people are all quite nice and relaxed. Despite a lot of rain on Thursday (we arrived at eleven PM Thursday night), there was very little water on the trails. They were quite dry. The dust, combined with pollen made it challenging for people with allergies. This is not the usual situation down there for this event. We (read Dave) did all of the cooking, so I've no idea on the club's offerings in terms of food, though they did have meals available. We were camped next to the "Guns and Rover's" group, who arrived in a IIA 109 station waggon, a II 88", as well as Range Rover and Disco.

The terrain is very undulating and

... continued on page 8

Uwharrie Safari *(continued from page 8)*



Oregon Trail. There were about 12 groups of 10-15 kids building wagons. We are not talking about little red wagons but ones that one or two horses would pull. Complete, they loaded them up with all types of gear and bit later we saw them on the roads. It seems that each group was going to have to push each of their wagons from the group camp over the Uwharrie river using the horse trails.

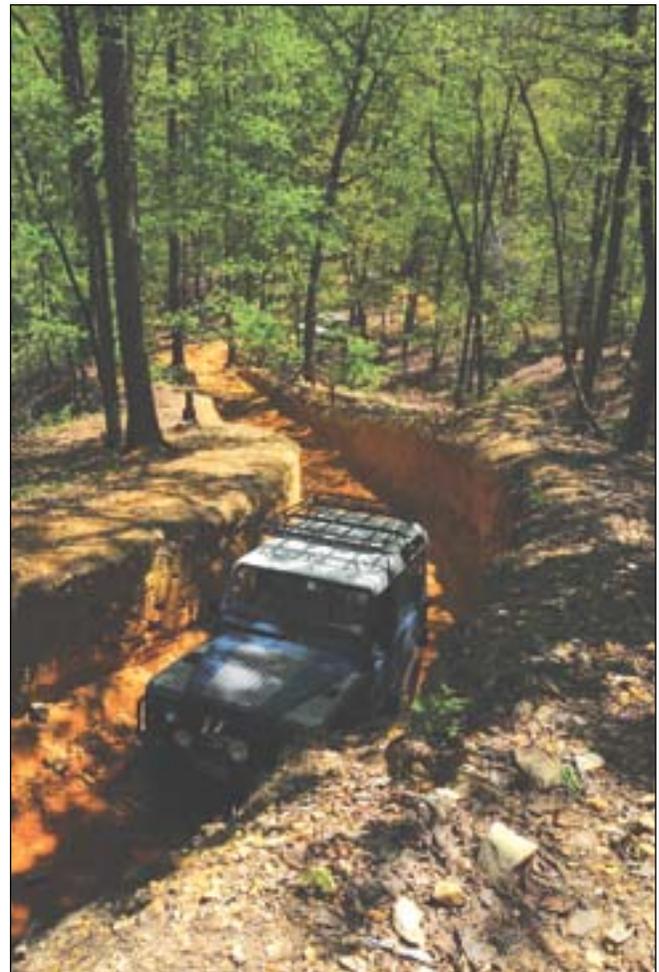
The rally was a lot of fun. Even had a 3am - 4am chat with a Republican that would have made Russ Wilson

... continued on page 9

the trails are well maintained by Forestry Dept bulldozers (check out the hill climb in photo). There are regular berms across the trails on all of the slopes, to divert water and reduce ruts, least the trails turn into ravines. These berms also tend to slow anyone who wishes to proceed at too enthusiastic speed down the trails. The trails are quite rocky and technically challenging, the very challenging with multiple approaches as well as bypasses. Dave's 90 with TDi and lockers (not really needed at all) did extremely well, as did a D110 (V8) with open diffs driven by Charles, a friend of Dave's from DC. The couple of Series vehicles were spotted in various places along the trails. To do it in an 80 inch would be a lot of fun.

The photos, as usual, do not do the steepness of some of the climbs justice. It would be quite easy to batter the underside of a vehicle quite effectively (as the photo of the mangled Southdown steering guard that was on an (Joe Tolerico's former) 110 demonstrates. A Jeep lost a transfer box, a Dakota had some significant damage from rock hits from inattentive drivers. One hillclimb, aptly called Kodak Rock, is just a field of bedrock and rock crawling. Daniel's Trail has an excellent hill climb that is quite challenging and unlike anything that I have seen here in eastern Ontario. It is very different terrain from eastern Ontario with all of the water, swamp, rounded glaciated bedrock.

While driving between trail heads we found a large group of Mormons who were re-enacting the



That is a deep rut! When wet, very difficult. The Forest Service gets rid of ruts with a bulldozer. Having trails below grade also tends to encourage vehicles from going elsewhere.

Uwharrie Safari (continued from page 9)

or Spenny proud. A fascinating conversation as this chap really believed that there were soon to be “death councils” judging the fitness of people to live or die under ObamaCare; that only individuals should be taxed, not corporations at all. I could go on, and did poke a few holes here and there, the best of which was that Canadian health care is so bad that our Prime Minister had to go to Florida recently for heart surgery, a small event that has eluded the Canadian (or international) media, since Harper is in pretty good shape. A really nice chap though, but the politics, wow! In fact, I can’t emphasise more how nice the various people were down at this event.

Unlike OVLRL, ROAV, and some other clubs I am familiar with, there was no auction, but they do run a raffle of a lot of things.

There are lots of switch backs. And the camber is very wrong in places. Lots of choices on what path to follow up three or four crisscrossing here

One of the trails, Kodak Rock, is a very large, very rocky, hill climb. Very technical. Lots of vehicles, and spectators there, waiting for someone to do something very silly.

We drove just about every trail on the map. All were possible one way in the two full days of driving available to us. To do them from the other direction would have also been challenging and fun.

In conclusion, Dave’s encouragement for people to go down and try out this rally is genuine. It was very enjoyable. There were plenty of other groups there, but with the berms, the bulldozers mave made notches in the trail to quickly move aside. There were no traffic jams that we really experienced.



Kodak Rock

The other drivers are very polite. We had the opportunity to drive just about all of the trials ourselves, only meeting other groups occasionally. It’s too bad that it is so far from Ottawa.

Note for those thinking that cooling food and such can be a PITA. Dave has picked up a very efficient 12v cooler that will freeze water if necessary. No worries about your food floating in meltwater, finding ice. it cooled the beer rapidly and efficiently, and does not draw that much power.

Montreal Spring Tune Up

by Patrick Findlay

patrick.findlay@videotron.ca

We are having a spring tune up event in Montreal at my shop, Pennzoil, on May 16th, from 10 am to 4 pm with a BBQ.

We will have a demonstration on how to change a wheel bearing and some basic maintenance and offroad musts.

Our event will take place at my shop at 587 curé-labelle,laval,qc

The link below is a map:

http://maps.google.ca/maps?f=q&source=s_q&hl=fr&geocode=&q=587+cur%C3%A9-labelle,laval,qc&sll=45.526074,-73.615952&sspn=0.09164,0.219383&dirflg=r&tttype=dep&date=10%2F04%2F18&time=19:27&noexp=0&noal=0&sort=&ie=UTF8&hq=&hnear=587+Boulevard+Cur%C3%A9-Labelle,+Laval,+Qu%C3%A9bec&z=15

Classifieds

FOR SALE

Land Rover 101 Forward Control Left hand drive soft top. Pictures available, test drives and inspections welcome. Is road registered but needs fettling. Comes with parts and operators and repair manuals and a few spares.
Email rccraig@sakto.com or call evenings 1-613-484-6602

FOR SALE

1991 Land Rover Defender 110 Station Wagon RHD 200 TDI with sunroof, swingaway tire carrier, snorkel, wingtop and sill chequer plate. Tires have less than 2,000 miles on them. Solid chassis (well oiled) and new TD5 bulkhead and newer doors all around. Runs perfectly and everything works except the rear window defroster. I have a galvanized roof rack to go with it.



Sadly it doesn't suit my daily driver needs. Asking \$20,000 or sensible offers.
Rory McDonnell
rory@build4u.ca



LOOKING FOR HOOPS

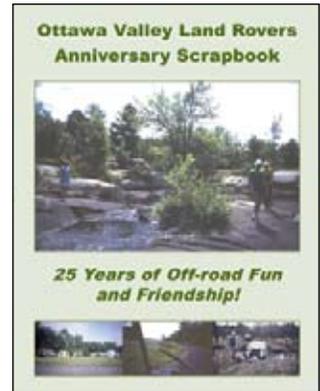
I bought a 1980 Ex British Military 109" last August. I have a canvas top with hoop set, but not the metal frame pieces needed for the front windshield (windscreen bracket) and the two side doors (drain channels) - would need the pieces that run down the side of the doors as well. (door seals) One other item I am in need of: a tail gate - when the canvas roof is on.

Stuart Taylor
stgt@sympatico.ca
(613) 834-6432

ANNIVERSARY SCRAPBOOK

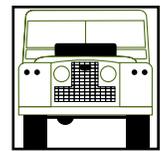
All Mike McDermott's articles, all photos in full colour and all in one book. Get one while they last!
— \$20

To order:
OVLRTreasurer@yahoo.ca



YOUR AD HERE

FREE ad space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

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
 Monthly special club offers - call for details



Your local authorized Land Rover dealer

Service Dept: Ted Rose
 tedrose@landroverottawa.ca
 Parts Dept: Jason Kelz
 jasonkelz@landroverottawa.ca

Land Rover Ottawa
 www.landroverottawa.ca

1300 Michael Street, Ottawa, ON K1B 3N2
 Tel: 613-722-7533 Fax: 613-722-868



Tel: 613 813 473 LAND (5263)
 Toll Free: 1 888 473 LAND (5263)
 Email: info@landroversalvage.ca

P.O. Box 750
 10491 Highway 7
 Madoc ON K0K 2K0

U-Haul Tel: 813 473 3022
 email: uhaul@landroversalvage.ca

Located on Hwy. 7 halfway between Toronto & Ottawa

Land Rover Parts

New OEM parts in CDN\$ — *cheaper than paying customs and brokerage fees from our rivals!*

We are constantly parting-out selected, good quality donor Land Rovers — *full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!*

Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers – so you can trailer to & fro!

Visit our online store at
www.landroversalvage.ca
 or call us
613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic
(We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = *Enthusiasts serving Enthusiasts!*

Back at the top of the nameless hill (Maple Syrup Rally)

