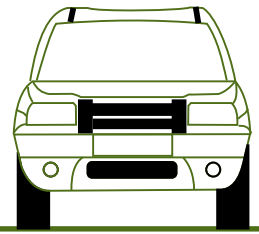


OTTAWA
VALLEY
LAND
ROVERS



November 2010

www.ovlr.org

Volume XXVII, Number 11

Lots of Steam and Smoke



*Simon S. – when the rad blew. Deborah was enveloped in the steam off to the right.
(see article and more photos on pages 5-6)*

PHOTO CREDIT D. KENNER



Enjoying the warmth of the bonfire



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>

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mcgou@msn.com

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Dave Pell
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Events Coordinator

Your Name Here
could you help out?

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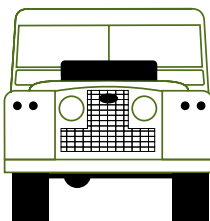
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OVL R Newsletter

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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Beneath the Bonnet

OVL R Calendar of Events.....	3
President's Message BY PETER MCGOUGH.....	4-5
The 405th Guy Fawkes Night, or 10th Guy Fawkes Rally BY D. KENNER	6-8
DII - Double Trouble ARTICLE BY TERRY KING.....	9
Classifieds	10-11

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 Peter McGough for location. email mcgou@msn.com

Notices:

Saturday, December 4th — OVL R Christmas Party
January 20th — OVL R Annual General Meeting

January 20th — OVL R Annual General Meeting

Members are invited to send nominations to:

Bruce Ricker—b.p.ricker@rogers.com for the following positions on the Executive:

President

Events Coordinator

Off-road Coordinator

Executive Member at Large

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

Yet again I was on the opposite side of the country for the Social etc. so not too much scuttlebutt but during my brief visits to Ottawa Dave Pell alerted me to a Crown Surplus auction site that included some Ex. DND trailers. Hmmm. Sounds like another opportunity to use up time and money that I don't have.

Bids were placed and Dave was successful with a M101 ¼ ton and I was successful with the trailer I wanted, an M101A2 ¾ ton trailer with surge brake and tipping capacity. Neither of us was sure what condition these trailers would be in as they were described as needing repairs. Additionally, the bidding conditions insisted that you couldn't tow the trailers off the property (Trenton Air Force Base) and must pick them up with a flat bed.

In anticipation of the trip down to Trenton with the RR and trailer I decided to try and repair the fuel starvation problems I seemed to be having with the RR. Some years ago during the engine rebuild project I



President Peter McGough

decided to add a fuel pressure gauge in front of the Edelbrock carb along with an in line filter. The gauge was showing less than 1 lb. and I decided to replace the in line filter and check the condition of the AC fuel filter that is mounted on the bulkhead. On removing the filter the problem was obvious as large flakes of black paint were blocking the outlet. I guess some of the more vigorous off roading had banged the tank and dislodged some paint. But a second thought occurred to me. The manual is quite unequivocal in stating that ethanol blended fuel should not be used in the Range Rover. Of course this is now impossible to obtain in Canada (I think all the Brands have been required to change over.) Is the paint being removed by the ethanol? The swelled aged seals in the AC



filter made it impossible to reassemble even if I left out the filter cartridge and so I by-passed it and let the in line filter take the strain. I'm having a bit of a problem with some of my repairs staying repaired at the moment and this was no exception. But more of this later.

... continued on page 5

President's Message *(continued from page 4)*

With full power restored I roared down to Trenton on Thursday last and arrived just after Lunch Time Having been assured that the fork lift on site could load the trailers. First inspections and the trailers seemed to be in decent condition. I have the oak side strakes, hoops and tarp covers. All seemed to be in order but the fork lift could not get a clear lift on the trailers and so the man and his boy left me to my own devices to load the trailers. The hand winch had given up the ghost in the morning when I unloaded the generator from the trailer and so the only option was to use the front winch mount on the trailer and brace the front of the trailer on the front of the winch mount. Amazingly this seemed to work and the $\frac{3}{4}$ ton was loaded first, only just fitting between the fenders of the trailer and loaded as far forward as possible. Dave's trailer was then towed under the back of the $\frac{3}{4}$ ton. A passing squaddie (if they have them in the Air Force) gave me a hand to jack and lever up the bigger trailer for the $\frac{1}{4}$ ton to fit under, until he was reprimanded by a senior officer! This had only taken two or three hours.



With all strapped down I set off for Ottawa. These trailers aren't light and neither is my flat bed. I also felt that the tongue weight was a bit light and didn't want to repeat the Highway 40 tank slappers I had with Dave's ambulance. I gingerly increased the speed but the towing seemed fine. I didn't however test the envelope on the 401 and kept to about 90. This of course pissed off the myriad of trucks pinned at 110 and so when the opportunity presented itself I took 38 to Sharbot Lake and took

7 back to Ottawa. However, the latent fuel starvation seemed to be raising its ugly head on the hills of 38. As this had been progressive in the past I was expecting a very long and slow trip to Ottawa. To be on the safe side I filled up in Sharbot Lake and for whatever reason this seemed to solve the problem. Go figure? I got home about 7:00 without further incident.

Hope to see you all at the Christmas Party on December 4th.

Peter—mcgou@msn.com



The 405th Guy Fawkes Night, or 10th Guy Fawkes Rally

*Remember, Remember, the
fifth of November. The
gunpowder treason and
plot, I see no reason
why a Land-Rover rally
should ever be forgot...*

ARTICLE AND PHOTOS BY D. KENNER

November fifth saw the annual Guy Fawkes Rally at Howard and Martie's Farm in upstate New York (near Cooperstown). Some will remember Howard, a former OVL R member, an enthusiastic 101



Dan M, Eric C, Jarrick up from NJ



Tim trying out a new trail and getting into a spot of trouble!

wrecker owner (whom some may remember towed the BGB about the field at the 2000 Birthday Party). The Guy Fawkes Rally is a traditional Land Rover bash, with friendly faces, varied trails and a great atmosphere... Generally, the last Land-Rover event of the year for many before the Christmas season is upon us. (Note: Sadly, this rally did not generate any new awards candidates to be announced at the Christmas Party December 4th)

Activities include a spot of off-roading on the hundred acre property. There are some tricky bits requiring some skill to navigate (the ravine for example is always a challenge in navigation) to pure mud slogging (upper terraced field) with all the fun and games of the myriad trails connecting three levels of fields.

Of course, gathering wood for the bonfire is an opportunity to see how much wood you can pull out. This of course, is for the traditional bonfire on Saturday evening which is guaranteed to take out any chill. Howard considers it a matter of pride to have a lovely, large, bonfire.

Though it started off as a 101 event (and attracted six 101's the first year), it has evolved into a more traditional, small scale Land Rover event attracting many of the "usual suspects" over time. Two

... continued on page 7

10th Guy Fawkes Rally *(continued from page 6)*

101's, a couple of Series, a pair of lightweights, several D90's, a pair of Willy's Jeeps, a couple of Range Rovers and Disco's, made for an eclectic roster this year.

Attendees have included Rovers & people from Ontario, New Jersey, Pennsylvania, even as far south as Maryland and Washington DC. Ottawa Valley Land Rovers, the New Jersey Land Rover club, and the Ex-military Land Rover Association are usually well represented. With lots of camping space available in the lower field for those willing to risk the possibility of snow (yes, it has snowed at the event, notably eight to twelve inches one year the week before the event!) it fits in with the cheap Canadian approach to events.

This year's event was again a very enjoyable time. While the chaps from the deep south (read Maryland & Washington DC) could not make it this year, many of the regulars did. A light dusting of snow quickly evaporated in the Saturday morning sun, the forecasted rain did not appear, but in its place a nice clear, but cool blue sky in its place. Brisk weather, but actually quite comfortable this year. The ground though was quite damp from about eleven days of rain.

The western trail between the second and third terraces defeated all attempts of success. Even Jarek Maras with his tricked out Discovery could not make it up. The top terrace does have a very nice swampy bit on offer, one that Simon forged through with his 101 effortlessly. That is until the top radiator hose suffered a spectacular failure, venting very rapidly. A quick trip to the local NAPA (it seems that their behind the counter folks train with Canadian Tire's behind the counter staff), a visit to their shelves of stock, and Simon had a piece of



Getting that tilting feeling, but this time, sliding the roof-rack around a tree!

hose that was able to be cut and put into place and he was back in action for some more driving about. The mucky bit in the back of the top field provided a bit of entertainment for a number of vehicles and people, though also showed that sometimes driving ability can make a larger difference than the tires and capability of the vehicle.

... continued on page 8

10th Guy Fawkes Rally *(continued from page 7)*



Hauling some wood to build the bonfire

These were not the only repairs. Unlike those “fail-able” Series vehicles, this year’s garage, or more aptly barn queen was Dan Marchello’s D-90 which suffered a water pump failure. However, even on the weekend solutions are available and a call to Eric Riston at Atlantic British had a water pump and other bits waiting outside the shop for Ben Smith to pick up on his way past from Singapore. Yes, an eighteen hour flight followed by drive from Newark to Howard’s. And we wondered how he could beat his cross-country drives in a Series III to the Birthday Party...

This year’s bonfire was a bit tough to get going as the wind fallen trees were a bit damp. But, a touch of petrol, some cut wood ends, some straw and it was up and going on the third attempt. Land Rovers are a rather efficient way to gather wood by the twenty to forty foot length. A little chain, or a winch cable and it follows along quite effortlessly! Of course, from time to time there is a bit of a thump on the following vehicle when your semi rotten tree breaks in half and the other chap drives right over it. But, that is all part of the challenge! But, as the resulting flames mounting upwards, the temperature rapidly dropped, everyone instinctively moved towards the fire.

While meals are a combination of breakfast at the local K&C Motel restaurant and pot-luck, for lunch and dinner, Saturday evenings fare spread out in

the long horse trailer was quite a feast of different chili’s sandwiches, baked ziti, as well as assorted chips, cheeses, veggies and such. The format works quite well with donations to help offset the other costs of the event for those who do not bring any food along.

Howard had set up an RTV course for the day, but with everyone having fun hither and thither, there was never an opportunity to see how people might do navigating the woods and slopes. However, he does promise that next year the canes will be out and those that managed to do well at Ben Smith’s “Blacker than Night” event in central New Jersey can best a New York course of greater elevational challenges.

All in all, quite an enjoyable event, and a chance to see some of our other members, or former members from the United States. For those of you who remember Jeff’s V6 109, it is undergoing work this year. Gavin is working on building a new vehicle receiving parts from his beefed up Lada which has finally succumbed to the inbuilt quality of its Soviet era steel. Bill Leacock was along with a rather smart looking Range Rover. Ben and I arrived in Subaru’s. Glen Massie was down from Ontario with his lightweight (in very nice condition and now for sale) as comfort of nostalgia is suggesting the Hummer H3 is more comfortable than a Series III lightweight! Jarek Maras, Eric Choy, and Dan Marchello up from New Jersey. My apologies, know I am missing people here whom may readers would know.

For local members who do not wish to drive as far afield, there has been a local Guy Fawkes event put on out in Madoc by Dom Perodeau. Consult the web forums for more information on OVL’s Fall events.

DII - Double Trouble

ARTICLE BY TERRY KING

Earlier this year I bought a DII as my daily driver and have been learning about the differences between it and the DI one piece at a time.

Back in October, just before the Fall Classic I heard a new noise from underneath that seemed to be coming from the front propshaft area. One of the changes made for the DII is a double cardan joint at the rear of the shaft (*see photo 1*). The DI just has a single joint front and rear. Sure enough the



rebuild kit and 3 new U-joints (AC Delco part number 45U0168, the same as on a DI). These replacement parts do have grease fittings so hopefully I can avoid or prolong this from happening again. I did a mail order for the bearing but was able to get the U-joints at Benson's locally. You can see the old bearing in photo 3, centre top.

Replacing the bearing was beyond me so I took it to a local shop which rebuilt it in an hour (really !!!). All that is left is to grease it and get it back on the Discovery and I'll be back in 4 wheel drive.

view from underneath showed that the U-joints were coming apart at the rear of the shaft.

There are 8 nuts holding the propshaft on and it is relatively easy to get them off with the transfer case and transmission in neutral, if they aren't rusted in place. Mine weren't happily. Once I got the propshaft off, it was apparent that the centre bearing had failed as well as the U-joints. On the original propshaft for the DII there are no grease fittings at the double cardan joint, and as it is situated close to the catalytic converter the grease can and does dry out. This is most likely the cause of the failure.

In any case, with a little help from a ball peen hammer and Kevin, I got it mostly apart and found a few crunched up seals and chewed up end caps (*see photo 2*). A little research told me I needed a bearing



Classifieds

FOR SALE :GORD BERNIUS' BELOVED LAND ROVER

This 1964 Land Rover 109" Series IIA is in excellent condition and has been recently restored and repainted with the authentic military green. It has never been winter driven and has only very minor surface rust on the underside on the frame. It was driven very lightly and sparingly in the last 10 years or so. The gearbox and engine were rebuilt 18-20 years ago, and the carburetor is recent as well. The standard leaf springs were also recently (last 4 years) replaced with new parabolic springs, and the shocks have been recently replaced. The drum brakes have been cared for and rebuilt on a regular basis. The car runs great and the 4x4 works. All parts purchased for the car are authentic Land Rover components purchased from Land Rover dealers (Atlantic British & Rovers North).

This Land Rover operated in the British Army as a radio vehicle for 5 years between 1964 and 1969, and as a result it has two gas tanks which can be switched over. It is right hand drive as well. In addition it has an oil cooler. It was purchased by my father in 1969 in Scotland at an auction, and was then driven throughout Europe to Russia, Norway, Finland, and the UK before



being shipped in a container to Canada. It was owned by my father continuously since that time.

The car has a heater, rebuilt gas tanks with new sender units, seat belts, recent tires and new rims, a tachymeter, new turn indicator, and a full size spare tire and wheel. It also includes a high quality Jackall car jack, and features a capstan-style Fairey Winch on the front.

The hard top, the side panels, and the rear door can be removed and a soft canvas top can be installed instead. I have a tailgate and the soft top supports for this which I can include on request.

More photos at: <http://s1104.photobucket.com/albums/h323/bdawg251/Land%20Rover/>

One photo is the manufacturers plate with the model name, and the serial number on it, which appears to read 25106264B.

I can also include an old style split rim, the set of 4 of the previous leaf springs, and an extra full size tire if requested.

Andrew Bernius: andrewbernius@gmail.com

Feel free to e-mail me or call 613-225-5992 (home) or 613-889-0045 (cell) if you have any questions.

FOR SALE

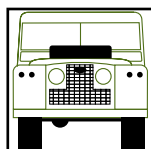
Land Rover Discovery II, 2002 — 191,000 km;
Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
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Contact: Jean François Bonin
613-941-4172

jean-francois.bonin@justice.gc.ca

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FOR SALE

Land Rover LR3 Roof Rack (pair) for sale, rarely used, almost new condition.

\$150 or best offer

Martin Buckley: mbuckley5580@rogers.com
613-591-1661

FOR SALE

I have a Brownchurch full sized roof rack for a disco 2 for sale. It is in excellent shape for \$ 400 neg

Chris Glauninger: cjglauninger@sympatico.ca
613-632-2879

... continued on page 11

Classifieds (continued from page 10)

FOR SALE

1989 hard top; checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains. This is a solid Land Rover.

\$18,500

call Matt:

613-222-5121



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

British Matt - 613-222-5121
englishman99@hotmail.com



Thank You

As Offroad coordinator for OVL, this past year has been one in which I have received a lot of assistance with trails that I was not familiar with. Accordingly, I would like to thank Roy Parsons, Terry King and Kevin Newell and the other members of the OVL executive for their commitment and help. Thanks!!

BRIAN SCOTT

FOR SALE: 1972 LAND ROVER SERIES III 88"

This vehicle has been restored and enhanced which makes it an even rarer find. All steel above the chassis has been galvanized. Many additions including Fairy Overdrive, Fairy hubs. Has both hard and soft top. SafariGard lock box, 9000lb winch. The engine is rebuilt with less than 15,000 miles on it since the rebuild. New Carb and a new Mean Green Starter. Defects identified on the web site.

Complete details and pictures can be found at: <http://www.szpilfogel.com/series3/>

Contact:
christian@szpilfogel.com or



FOR SALE: SERIES PROJECT VEHICLES AND PARTS

I am getting rid of most of my Land Rover stuff, too much to list but included are two new canvas tops for Series 2 and 3 (one still in the box), several Series 1 and 2 project vehicles and all kinds of accumulated bits. Call me and see if I have what you need.

Don Watson: 519-357-2148, watson@wightman.ca

Greetings from the Alberta Land Rover Enthusiasts...

I'd like to thank you for all the effort put into the alternate parts lists at www.lrfaq.org as it has been very helpful to the land rover community at large.

I'd also like to make a small contribution to the list: Kodiak blower motor can be replaced with a NAPA electric motor part number M882, without any modifications. Price is listed about \$60 cdn.

For the Kodiak MK3 and MK4. Application is an 80's dodge tradesman van.

(THIS UPDATE THANKS TO JL)

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Lower field at Howard's — camping inside the bales of hay.