

OTTAWA
VALLEY
LAND
ROVERS



December 2010

www.ovlr.org

Volume XXVII, Number 12

Farewell 2010



"Landy in Waiting" taken at the Cedar Hill classic.

PHOTO CREDIT T. KING



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

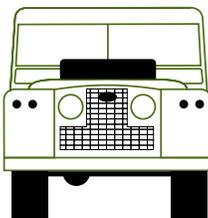
Gabrielle Pell
designergabe@gmail.com

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.

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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

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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:

January 20th — OVLР Annual General Meeting — Kanata Legion, 70 Hines Road, Kanata, 7:30 pm.

New Members Wanted!

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

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

Happy New Year to you all. As is the time honoured tradition of New Year it is a time to look back and also to look forward. As this will likely be my last newsletter message, my first look back is to my first message in February of 2008. I'm glad to say that I have kept my promise over the last three years to post a monthly message via the newsletter. I'm afraid I may have strayed sometimes from purely Land Rover musings, injecting other "Gear-Head" stuff in my ramblings from time to time. But for me, my Rovers are an inclusive part of all of my activities and my friends via OVLRL have also been of great help to me with my other vehicular pursuits, weather towing trailers from Trenton or Bristols from Calgary.

As I stated in my first message, I have made great friends in OVLRL and I think you would be hard pressed to find a more cheerful, friendly and helpful group of folk and as I previously stated, "Some of the most genuine and interesting people with a diversity of backgrounds that is simply staggering."

As alluded to above, I will not be standing for re-election as President at our AGM on January 20th. My primary reason is that I am not able to provide the same level of service to the membership as previously, with the increased travel requirement of my new position with CSC. Additionally, I also have stepped up my activities with my Arnolt Bristols and have recently acquired another, which I brought from South Carolina last month. After Frank Ashworth helped me unload the U-haul, I was again treated to the tender ministries of the LR3, a vehicle that is really growing on me, when we returned the U-Haul to Prescott.

Looking back to last year I think that the Executive did a great job in organizing the



President Peter McGough

three primary activities of the club, The Maple Syrup Rally, the Birthday Party and the Christmas Party, along with the, new this year, Cedar Hill Classic, whose primary organizer was Andrew Jones. I also attended numerous Ad Hoc off roading events and can say that I had a great time at everything I was involved in.

The Future of the Club is really in your Hands. It needs members willing to participate and give back by serving on the Executive and it also needs you to show up and get involved in the activities organized by the Executive. It really isn't about whether the forum is this or the website that. It's about participating.

I've had a great three years as President and would like to thank you for all the support I have received. I don't think however that my off-roading skills have improved that much, as is very evident on the YouTube videos that have surfaced.

See you all at the AGM.

Cheers, and Tread Lightly,

Peter—mcgou@msn.com



Improving your Land Rover for Off Road Driving... So now what?

ARTICLE BY B. LUDDEE NUKKLES

Maybe you got your Land Rover as a great gift to yourself or simply to own an icon with an incredible pedigree. Or, better yet, just because it looks so cool. It really doesn't matter why you decided to get "into" Land Rovers, they truly are one of a kind vehicles with outstanding four wheel drive technology and comfort (well at least the new ones anyway). The important thing here is that you have one and perhaps you want to see what you can really do out there, off the beaten path.

You may have already toyed with the idea of wanting to go off the tarmac. Now I'm not referring to the gravel road leading to your aunt's house out in the township here. I'm talking about off roading. It's about going places in your Land Rover where you will most likely never walk or see unless you do it in your Land Rover.

Like many of us, once you go off roading and see what these vehicles are capable of, you just might become a bit obsessive about it. So let's say you decide to go out with OVLRL. This is probably one of the best ways to get initiated into off roading, especially since one of my most important rules is never to go out alone! We'll get more into the why and what of this and other "rules" later in this series. Again what really matters here is that you liked it so much you want to do more and then you ask yourself, "so now what?" This is the intended focus of this series of articles.

Before we get into the business of end of the article, it might be helpful if you know how some of the recommendations, "rules" and other ideas were arrived at. So first things first, I do not claim to be, in any way, an expert. I just want to pass on stuff I've learned and what others have taught me. If you don't

want to do some of the things we will be talking about, don't. If you think it might be unsafe, don't do it. If you get hurt doing something suggested here, it's not our fault. OVLRL is offering this series as a guide to getting going off road in your Land Rover and modifying it to help you drive better while off roading.

The author, that's me (B. Luddee), has been a professional driver for the past 27 years. And I have had formal and informal training in off road driving, emergency vehicle driving, collision avoidance, off road vehicle recovery, vehicle repair and maintenance as well as outdoor survival training (I'm no Les Stroud or Bear Grylls but can make do) as well as wilderness medicine. I have participated in off road driving competitions, planned and driven in extensive overland expeditions as well as navigated and driven in off road rallies. I have also spent a lot of time just going out with buddies to see where that trail leads me and my Land Rover.

I don't expect that many of you will be going hardcore, heavy off road driving to the extremes that I have done. This series will, at least, get you, your vehicle and your mind prepared to head out with confidence and have some fun in your Land Rover. Off roading is first and foremost really, really fun and often amazing! It is something the whole family can join in or just you and a friend. We will be discussing getting you ready for off road driving including, modifying your Land Rover, your driving style and preparing you for the unexpected that will likely happen if you off road with greater regularity.

B. Luddee Nukkles Rule Number 1

The number one rule is to understand the off road philosophy. This philosophy has been supported and taught by Land Rover for many years now and is also part of the OVLRL way of doing things. When you go out, "tread lightly". What this means is, leave it like you found it, don't do anything to violate the land or the environment. Don't make new trails or go where none exists. Leave no evidence you were there, like rubbish. This obviously does have limits such as

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Improving your Land Rover for off road driving ... (continued from page 6)

You'll need to get to know what all these numbers and letters represent to help you understand what you are looking for in an appropriate tire that fits your Land Rover. Some simple things you need to know are that the diameter can change as can the width and aspect ratio. The caveat here is that they must add up to the same number as the original manufacturers specifications on your Land Rover to make everything work right, like your speedometer. The width and aspect ratio numbers must always add up even if the diameter changes.

Did you know that in the 1970s when the first Land Rovers, Series IIIs, came to come to North America they had 15 inch tires and the rest of the world had 16 inch. North America, at that time, did not have a lot of 16 inch truck tires available so they were sold with 15 inch rims and tires. My Series now has 16 inch rims and tires on it but being a Canadian market model it had 15 inch rims and tires from new when I bought it. I had to change the speedometer to get the speed to read correctly because I did not keep the same numbers and went to a much taller tire and larger rim. However it is easier to go smaller rim and taller tire without an adverse effect to your speed reading. You could change your nice 18 inch magnesium alloy street wheels for 16 inch steel rims as long as the width and aspect ratio add up to the same number as the original 18 inch wheels. The tire on the 16 inch rim will be taller than the 18 which has a shorter sidewall. Overall the tire/wheel combination will have the same overall height as the original.

Tires now also have manufactured dates on them so you don't buy a stale set that's been sitting on bubba's tire rack for eight years before you got them for a great deal. They also have little symbols to tell you what their intended use is. A snow flake represents tires designed for traction in snow and symbols for good in the rain and performance tires for speed and grip on paved roads. There are many more information pieces on tires but if you are going to modify your Land Rover you must be aware of what you are getting into and that with taller tires the ride and handling is dramatically affected when you change from stock rims and tires. Taller tires can cause a spongy, vague feeling when steering and greater sway in corners. Simply put they handle differently, learn what it feels like and adjust your driving to match the new ride.

Off Road tires

Typically off road tires are the "MT" tires which are usually branded on the tire and MT stands for Mud Terrain. MT tires usually possess a much softer rubber composition and wear much faster than street tires (which were probably stock on your Land Rover). MT tires have a much more aggressive deep tread style which looks like a block pattern and is used to clear mud and debris from the tread more easily. Very importantly this tread is designed to claw their way over obstacles and newer models of MT tires now have tread on the side wall too. The main drawback to MT tires is that they are not very good for everyday driving especially in the rain or light snow and they wear very fast on pavement.

MT tire with large chunky block tread



All Terrain tires

"AT" typically refers to all terrain and is manufactured predominantly for black top and lighter off road use. These tires provide a decent combination of off road and street performance. AT tires have a less aggressive tread pattern but still pretty good tread depth to fling free mud and stuff from the narrower tread pattern. These tires are sometimes made of the same softer compound as the MT tire but usually are a harder longer wearing tire compound.



AT Tire with smaller tread pattern looks more like street tires

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Improving your Land Rover for off road driving ... (continued from page 7)

So now what?

Common well known brand name tires such as BF Goodrich, Goodyear, Michelin, Toyo, Cooper, Dunlop and the like tend to be fairly expensive for Land Rover sizes although each is within a similar price range. I have also driven off road using Canadian Tire brand tires, Sears brand tires and other not so well known brands of tires and these have done really well, as good as well known brand name tires in some cases. Some people think this to be a sort of conundrum but really there are only so many tire manufacturers out there. What I mean is the lesser known brand tires have to be made by someone and typically it's not the store that sells them. These less expensive brand tires are made by



*19 inch OEM
wheel on a new
Range Rover*

Michelin or Goodyear and sold as something else for another company such as Canadian Tire. Often these tires are virtually identical or at least very similar in composition and tread pattern because they are made at the same factory as the well known brand names.

New Land Rovers (unfortunately if you are looking for off road tires) have larger wheels and very few companies make off road tires to fit the 18 to 20 inch stock Land Rover wheels that now come on newer models. This limits your choices dramatically and often your only choice is a single manufacturer and usually quite expensive (remember that contractual agreement between Land Rover and a tire manufacturer I spoke of earlier?) You are left with a few choices, new rims and tires? Do I get new tires on my stock rims? Only you can decide what is right for you and your Land Rover.

I have only outlined only one thing you can do to your Land Rover to improve it's off road driveability. Tires are vital and are arguably the single most important and likely most impressive modification you can make to your vehicle to enhance it's off road performance. The right tire can get you to the trail head, allow you to get stuck and then unstuck and then home again safely. If you want to do more off roading in your Land Rover and gradually improve it's off road capabilities start with learning what you do with your Land Rover and get the right tires for you and your vehicle.

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

What has the world come to ... an electric Range Rover?

SUBMITTED BY MURRAY

THE TELEGRAPH - UK

MOTORING NEWS

BY PAUL HUDSON — 10 JULY 2010

Electric Range Rover to go into production

Forget the gas-guzzling image of 4x4s - this British adaptation of a Range Rover goes for 200 miles on battery power alone.

What is billed as the world's first pure electric 4x4 has made its debut, before going on sale in the UK before any other country.

Oxford-based Liberty Electric Cars has completed extensive testing on its E-Range, which it claims will fill a significant gap in the family-size and luxury vehicle market.

Liberty says that the Electric E-Range has a top speed of 85mph and accelerates from 0-60mph in about seven seconds, with a range of up to 200 miles.

Another world first is the possibility of wireless charging. Instead of using conventional leads and plugs, the car is parked over an induction plate and charges automatically.

The battery can be charged in one to three hours from a fast charger or using the optional induction system. At 75kw, the LEC battery pack is the largest ever installed in an electric car yet, due to the technology employed, weighs less than many lower capacity packs according to Liberty.

Also ground-breaking are the claimed lifespan for the battery of more than 13 years and 300,000 miles – way in advance of anything offered in the EV (electric vehicle) industry thus far.



The electric Liberty E-Range has a claimed top speed of 85mph and range of 200 miles

The Range Rover's existing internal combustion engine is replaced by Liberty's patented high-density Lithium Polymer batteries – two under the bonnet, with a further four under the car – powering electric motors in each wheel, each re-supplying current to the batteries via regenerative braking.

“We are incredibly proud to have proven our critics wrong and demonstrated the performance ability of our proprietary and patented, class-leading technology,” said Liberty Electric Cars' founder and CEO Barry Shrier.

“The Liberty Electric E-Range accelerates from zero to 60 in about seven seconds, reaches a top speed of 85mph, and has a distance capacity of 200 miles on one charge – this is the upper end of the drive range that any current EV is able to achieve. In short, the vehicle enables the consumer to enjoy the power, prestige and luxury of the iconic Range Rover without the cost to the environment.”

Liberty says that production versions of its electric Range Rover will go on sale at the end of this year priced at £150,000. The company has also commenced development on other large, luxury 4x4s, SUVs, and MPVs.

More details at www.liberty-ecars.com

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.

EX-MOD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Cheers,
Len – lnp00@live.ca

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

FOR SALE: 3 – 80 INCH LAND ROVERS

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.

Call Sean McGuire 613-612-7622

Best reasonable offer takes them.

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

... 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.

\$15,500

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. \$15,500

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



FOR SALE: LAND ROVER 1973 SERIES III, 88

Frame completely rebuilt, has new outriggers, new front horns and new rear bumper.

New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. It needs finishing and I need my garage.

Call Sean McGuire 613-612-7622

Asking \$2995 OBO.

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
Asking \$6,000

Contact: Jean François Bonin

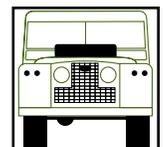
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Dave gets a photo op (Lingham Lake)

PHOTO CREDIT T. KING




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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!

Remember!

OVL R Annual General Meeting

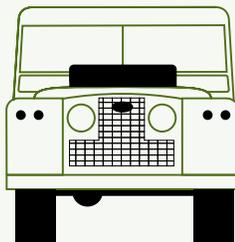
January 20, 2011

7:30 pm

Kanata Legion
70 Hines Road, Kanata

All members welcome!

Come and lend a hand
organizing your club.



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



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