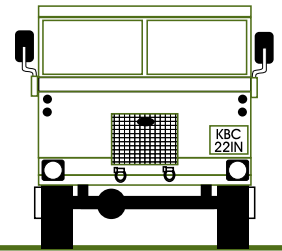


OTTAWA
VALLEY
LAND
ROVERS



February 2014

www.ovlr.org

Volume 31, Number 2

Rover Caves



Dixon's Dormie gets a facelift



AJ's Series rebuild (Photo A. Jones)



PO Box 478

CARP, ONTARIO CANADA KOA 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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 raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

OttawaValleyLandRovers

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

OVL R Forums

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

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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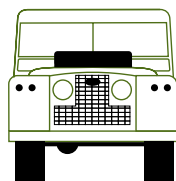
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OVL R Newsletter

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 (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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 add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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March 17th, 2014

239th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

March/April 2013

27th Maple Syrup Rally
Where: Shawville, Quebec
Organizer: Peter Gaby
Date TBD – watch the website

Sunday April 20, 2014

630 Trinity Road, Ancaster ON L0R 1R0
Exit#55 on 403 at Hwy 52/Trinity to Hwy 2/53/
Wilson St.
Information: ancaster.flea.market@gmail.com
Hours–Public 9:30 a.m. to 2:30 p.m.

May (date tbd)

Spring Tuneup, Woodlawn, ON

JUNE 20-22, 2014

31st Birthday Party
near Maberly, ON

Another Rover Cave



AJ's 101 overhaul (Photo: A. Jones)

Land Rover Adventure Association

(Toronto area club, some of whom are also in OVLRL)

Potential 2014 Lraa Events

Mega Trail Week: summer, overlapping two weekends and including the week in between, doing our club members' favourite Ontario trails (looking for suggestions) in several loops so that members can join one, two or all of the loops (i.e. 1-9 days). Camping will be a feature. (it'll be like a big expedition). (coordinators: Chris Johnson, Ted Matthews)

Moab/Colorado: summer, two-weeks there and back, to do National Forest Service trails in Moab area and nearby SW Colorado Rockies, motel or camping, should consider at least one night bush camping on Utah desert trail(s). Also, catch local sites in the several adjacent National Parks, Grand Canyon, Monument Valley, etc. (coordinator: Peter Wood).

As a possible option to Moab/Colorado, PIONEER WAGON TRAIL WEST, Wyoming, Northern Utah, Nevada, California, up to 1000 mile back country trail (essentially greenlaning), camping/ motelling- historic areas, a neat way to cross the American Rockies. (coordinator: Peter Wood).

Other Friendly & Neighbouring Clubs' Events

Blacker Than Night Rally

Aug 2-4, Readington, New Jersey

International Rover Polo Tournament

Aug, TBD, Pakenham, On.- OVLRL

M.O.R.E. Labour Day Weekend Rally

The maritime LR club, usually in Nova Scotia

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVLRL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

Note: Other Clubs' events usually require registration or one year membership purchase.

President's Message

Hi folks!

Summary

2013 was a year where the club met all of its core obligations to the membership in:



1. Hosting or attending a full roster of regular local events, as well as supporting some that took place south of the border. All of which ran without incident or injury. Main contenders included:
 - Maple Syrup Rally;
 - Birthday Party (BP31);
 - Tune-Up;
 - Opeongo Trail;
 - All British Car Day;
 - Blacker than Night;
 - Cedar Hill Classic (CHC4);
 - Lanark Therapeutic Ride Assoc. Fall Fund Raiser;
 - 13th Guy Fawkes Rally;
 - Vermont Overland Rally and Workshop; and
 - Christmas Party.
2. Production and circulation of the monthly newsletter; and
3. Hosting the monthly “Social” at the ever-splendid Prescott Hotel.

The membership also remained stable during 2013, and club funds remained “in the black”, so all in all another successful year.

Thanks

2013 was an exceptionally busy year for a lot of us, when the realities of earning a living really made finding or making the time for some Rovering a real challenge:

- Frank became the Events Coordinator in absentia, but was still able to spool up some very funny email threads from wherever he happened to be;
- Ben S seemed to be perpetually in the UK – or North Britain as Scotland is correctly known;
- Dave P and I almost succeeded in convening an

Exec meeting at Taiwan International airport;

- Even Dixon seemed up be laboring under the burden of additional layers of federal bureaucratic bumbling; and
- Andrew F went freelance – brave man.

So all of the above makes the following vote of thanks all the more necessary and once again we are indebted to the “usual suspects”, the OVL R stalwarts, who still went above and beyond to deliver some super events and activities: These include:

- Dave and Gabe Pell, Frank A, Bruce and Sue, Dixon and Ben, Terry and Kevin, Botulism Pete (Gaby), Andrew F, Andy Watkins, and Paul Davids.
- Special thanks go to The Deacons for hosting the BP for the 19th time, to Vern and Linda Fairhead for once again looking after OVL R on MSR 26, Andrew F for hosting the Tune-up, and Bruce and Sue for a splendid Christmas party.

Highlights

For me, the following stand out as real highlights in a pretty hectic year:

- Seeing the club rally to support Bill and Chris O’Hara after their house was damaged by fire in December;
- Getting the 101 up and running after a long time in the shop – it’ll be on the road for the 2014 season;
- A successful BP30 – lots of positive vibe – the adjustments to the format / schedule really worked - and I think I need a Unimog;
- Shooting the shit with “the gang “ at all the events;
- CHC4 / Winter Fest – was a complete blast - the wimps missed a great day out in the backwoods in the snow;
- Botulism Pete’s culinary delights;
- The Christmas party – super way to end the year.

So what next

The 2014 Exec committee will find the club in reasonable shape – steadily going about its business and set up to meet the core obligations again this year: But

... continued on page 5

End of the Line ???

REPRINT FROM AUTOWEEK
BY: JAKE LINGEMAN ON 2/19/2014
SUBMITTED BY M. JACKSON

The Land Rover Defender is one of those vehicles that we always hear about but never see at dealers stateside – at least not since the ‘90s. Unfortunately, that trend promises to continue with two new special editions: the Defender Silver Pack and Black Pack. Both will be shown at the Geneva motor show.

The Black Pack features a Santorini black finish on the roof, grille, grille surround, headlight surrounds and wheel arches. The Defender script on the hood is also in black. Tinted glass hides the interior, which sports a black headliner to complete the look. Two wheel packages are offered.

The Silver Pack puts bright Indus silver to the items that are black on the Black Pack. The Silver Pack gets dual-finish alloy wheels, with white tail- and indicator lights.

Tinted glass is one of the new options, though it’s standard on the Black Pack. It’s offered on hard top



variants with fixed panel sides. Due to regulations, it only goes on the sides, not in the front or rear.

A new step bar finish is also offered, which can accent either package with the opposite color. Two-tone leather seats are also available, as is a front storage area with contrasting colors.

The Defender as we know it only has a few more years to live. Back in October, Land Rover told Automotive News that the off-roader won’t make it to model year 2020 due to increasingly strict European regulations.

Working Land Rover

SUBMITTED BY : A.FINLAYSON
REPRINTED FROM PINTEREST



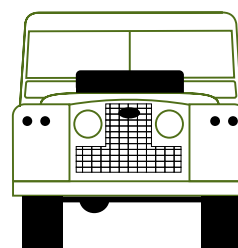
President's Message *(continued from page 2)*

with some administrative tasks to complete such as the re-incorporation.

2014 is the year of the horse – apparently an auspicious year that will move quickly, and great achievements can/will be made. I hope that this applies to OVLRL, and we see a higher level of participation by the membership, in the organization, coordination and attendance of events this year, than we have seen over the last 3 or 4.

Time for some people to “Pony Up”

BEST REGARDS
ANDREW



Off Road Driving for Beginners

BY B. LUDDY NUCKLES

Understanding what your Land Rover can do while driving off road and what it cannot do is the key to safe and fun off road driving. To better understand the capabilities of your Land Rover this article will help you appreciate what your unmodified Land Rover is capable of doing. We will also discuss what we mean when we speak about certain terms and words related to off road driving.

First off you need to appreciate what your Rover can do. It is an amazing piece of technology, especially the new models. New Land Rovers are chock-o-block full of technological enablers which allow an untrained driver to achieve incredible feats while driving off road. Some principles do not change though. No matter what technology your Land Rover possesses, be they Traction Control, Hill Decent Control (HDC), Anti Lock Braking System (ABS), Dynamic Stability Control (DSC) or the awesome Terrain Response System you still need to know certain things about your Land Rover to enjoy it safely and without damaging it.

Some safety tips to start you off.

1. **Double up:** Especially when you are first starting out and learning to drive off road don't go alone, bring a friend. Taking a second Land Rover off road with you helps your confidence and is more enjoyable for everyone. Once you get some experience and understand the fundamentals of your Land Rover and your abilities you can begin to head out alone.
2. **Walk It:** In the case of deep mud, water holes, rocks and hilly terrain get out and walk the ground before driving it. Poke the bottom of water holes and mud holes with a stick to make sure it isn't too deep for your vehicle and to see what is on the bottom. Look for your best approach angle (figure 1) the departure angle (figure 2), the maximum gradient (figure 4) and traverse angles (figure 5) as well as the maximum fording depth (figure 6) and obstacle clearance height (figure 7) to see how to drive the terrain to get through.
3. **Lock It:** If you have a four-wheel, two wheel drive feature, lock it four wheel drive before entering the mud, climbing the hills or going through the water. If you wait until you need to, it will be too

late. More tires turning with power through terrain will improve your chances of making it through and will also reduce tire spin.

4. **Low it:** Learn when to use low range, at first put it in low range every time you get on a trail to learn how best to use it. Low second gear is the typical starting point to learn from.
5. **Slow it:** When approaching a stretch of muddy road, rocky terrain or water, maintain a slow but steady speed, never speed through mud. B. Luddy Nuckles offers this advice to drivers: "Drive as slow as possible, drive as fast as needed." This might be the best advice you will ever get for off road driving.
6. **Control it -** Keep the wheels straight as you enter the muck and for as long as your momentum continues. Racking the wheel back and forth can be useful when you start to bog down. This helps the tread on the edge of your tires grab the terrain. As long as you are moving forward at a steady speed, turning the wheels will only slow momentum and increase your odds of getting stuck. Learn how to use this technique before you go alone. To keep the tires on the ground be aware of your maximum ramp angles (Figure 3).
6. **Avoid it:** It's better to blaze your own path in a deep mud situation, as ruts caused by other drivers can reduce steering ability and can be next to impossible to pull out of. They also tend to hold the softest, wettest portion of mud and reduce the amount of clearance between the ground and bottom of the vehicle, increasing the likelihood of getting seriously stuck. This is where knowing your ramp angle abilities can help.
7. **Air it down:** If necessary in mud and almost always when driving on sand, reduce the amount of air pressure in tires to allow more tread to make contact with driving surface. B. Luddy Nuckles offers this advice, "if you must air down never go lower than 15 to 20 pounds". This will allow you to drive home or to a garage to air up without damaging your tires.

Sometimes the best way to avoid getting stuck is knowing when to simply turn around and go another way. Remember to always drive within your own abilities. B. Luddy Nuckles offers this sage advice

... continued on page 7

Off Road Driving for Beginners *(continued from page 6)*

“do not be influenced by friends or passengers to do something you are not sure of”. Whenever possible, only tackle mud, sand or other non-pavement driving situations in the company of someone in another vehicle, just in case you need them to pull you out. This of course presupposes that you brought something to attach one vehicle to the other! This will be discussed in a future article.

Learning the lingo: Understanding the Approach angle (figure 1) of your Land Rover is very important as you approach an obstacle. This may be a hole, a rock, a fallen log or water. Once you decide to drive it know that you may hit your bumper or the front of your vehicle. Try to approach one wheel at a time not directly straight on with both front tires hitting the obstacle.



Figure 1 APPROACH Angle (Varies by model generally about 45 to 50 degrees, all figures courtesy of Land Rover)

The same is true once you have begun to climb over or into the obstacle your Departure Angle (figure 2) will affect how you decide to do this. Be aware of your Land Rover's angles to help you use it to your advantage.



Figure 2 DEPARTURE Angle (Varies by model generally about 45 to 50 degrees)

Once your front wheels are in to or over the obstacle the next point you can get hung up is the ramp angle. This is where if you are high on a rut no wheel is on the ground enough to give you traction and you are well and truly stuck. You should approach any obstacle thinking about your ramp angle and how to avoid getting hung up.



Figure 3 RAMP Angle (Varies by model and wheelbase generally about 140 to 150 degrees)

When heading up a hill it can be very scary looking at only sky or tree tops and not seeing where you are heading. Know your maximum gradient angle and that your Land Rover is very capable is reassuring. To drive up steep slopes you need to be aware of your driving cockpit surroundings. Sit back in your seat make sure your seatbelt is secure and steer where you need to go. You should be in low range for hill climbs, give it steady but firm throttle. This is where you need to rely on your vehicle totally. Know where your wheels are pointed; look at your steering wheel to be sure or poke your head out your window and have look. Listen to your engine revs and the listen for potential for wheel spin. Don't slow once you have started, remember momentum. The maximum gradient your Land Rover is capable of ascending is truly amazing.



Figure 4 Maximum Gradient (About 45 to 50 degrees)

... continued on page 8

Off Road Driving for Beginners *(continued from page 7)*

Going sideways across a hill is scary, very scary. Most people believe that they are about to roll over at 15 to 20 degrees. As you can see this is nowhere near the maximum traverse angle most Land Rovers are capable of handling. The best rule of thumb suggested by B. Luddy Nuckles is: “do only what you feel safe to do and try it more and more until you know what you and your Land Rover can safely do”.



Figure 5 Maximum Traverse Angle (About 35 to 45 degrees)

One of the worst things that can happen to any engine is to get water into the block. Water does not compress and can crack your engine block. The best way avoid this is to not cross water. The safe maximum wading (fording) depth for most Land Rovers is about the wheel edge height. The air intake is well above this level usually hood height and limits any possible water being sucked into the engine. Again following the safety tips previously mentioned will alleviate any possible issues. Walk it, Poke it with a stick, Low it, and most importantly Slow it (but steady) through the water.



Figure 6 Maximum Wading Depth (Varies by models generally no deeper than wheel rim height about 20 inches)

Bashing your driveline into hard immovable obstacles can cause expensive repairs. Be aware of your obstacle clearance height to avoid this from happening. Your differential is the lowest hanging part of your Land Rover. Know where it is in relation to your seated driving position. The front one is generally just in front of your passenger’s left shoulder. The rear is in the middle of the vehicle.



Figure 7 Obstacle clearance height (varies by model generally 10 inches at the differential)

The wheelbase refers to the distance between the middle of the front and rear wheels. This distance affects the ramp angle and often shortens or lengthens the approach and departure angles. Be aware of your vehicle’s maximum angles and how they relate to each other. The usual constant among model type is the obstacle clearance angle. All other angles and clearances of the same model type generally change. As an example a Defender 110 has a shorter departure angle than a Defender 90.



Figure 8 Wheelbase (The distance in inches between the center of the wheels, this a Defender 110)

... continued on page 9

Off Road Driving for Beginners *(continued from page 8)*

What trail type is best for you?

OVLRL uses four types of trails to describe the terrain encountered on the drive these are: 1. Green Lane, 2. Light, 3. Medium and 4. Heavy off road trails. These terms are what the club uses to describe the general condition and level of obstacles encountered on trails we drive on.

A green lane (figure 9) is described as an improved or graded dirt road. By any description it is clearly a road and is well defined. It is passable by all Land Rover vehicles. These trails will be drivable in two wheel drive, high range at medium to higher speeds. However, caution is required and lower speeds may be necessary for Land Rovers with obstacle clearance. Small rocks (less than 5") may be embedded in the road surface. These trails generally have room for passing on most of the road. Some steep grades are possible but generally they are even and not too hilly. Four wheel drive is required if a green lane is wet or icy.



Figure 9 Green lane (Photo T.King)

A light off road drive (figure 10) is can be described as a formed track and or a rugged track. It is clearly visible to the driver as a road and there is evidence that it is driven upon semi regularly. It is usually not passable in two wheel drive. High obstacle clearance is needed, most Land Rovers have this. Four wheel drive is preferred. Steep grades are likely present. Larger rocks can be embedded in trail (7 to 8 inches"). Some loose trail surfaces and shallow water crossings are possible. A spotter may be required on the most challenging portions to prevent body damage on vehicles with less clearance and axle articulation. Sand and dry washes may challenge available traction

requiring lower air pressure on some vehicles. Trail may be narrow and require backing to allow other vehicles to pass.

Low range gearing is preferred. There may well be rutted, crossed axle terrain, with loose, steep climbs required. Deep sand is possible. Some rock crawling is possible. Some larger rocks may be present, possibly requiring a spotter to negotiate. Small ledges possible, with larger embedded rocks present. Water crossing to 12" is possible.



Figure 10 Light Off Road Trail (winter) (Photo T.King)

A medium off road drive (figure 11) is as a formed trail or rugged trail. Note that this is no longer called a lane or a track. It is generally visible as a trail. There may not always be evidence of a trail but often there are visible tire tracks embedded but generally it is not a noticeable road. There may be loose surfaces present, with tight clearances. There is a smaller margin for error, and the possibility of body damage is present. High obstacle clearance, short approach and departure angles are preferred. Four wheel derive is a must. Steep gradients and traverse angles are definitely present, larger rocks are typically embedded in the trail (7 to 8 inches or larger"). Some loose trail surfaces and shallow water crossings possible. A spotter may be required on the most challenging portions to prevent body damage especially with newer drivers. Sand and dry washes may challenge available traction requiring lower air pressure on some vehicles. Trail may be narrow and require backing to allow other vehicles to pass.

... continued on page 10

Off Road Driving for Beginners *(continued from page 9)*

Low range gearing is going to be required. Rutted, crossed axle terrain is probable, with loose, steep climbs being required. Deep sand is possible. Rock crawling is likely on loose rocks up to 10" in diameter. Some larger rocks may be present, possibly requiring a spotter to negotiate. Small ledges possible, with larger embedded rocks present. Water crossing to 15"



Figure 11 Medium Off Road Trail (Photo T.King)

A Heavy off road trail (figure 12) is as a technically challenging trail or extreme trail for experienced drivers only with heavily modified, high obstacle clearance high articulation vehicles. These trails are not necessarily clearly visible nor are they within the capability of a stock vehicles or inexperienced drivers without experiencing damage. The trail will be very rough and heavily eroded, with large, loose rocks present (12 to 24 inches in diameter) and steep, loose climbs requiring good traction and driver skill



Figure 12 Heavy off road trail (Photo D.Drew)

to negotiate. Wheel placement is critical. Skid plates are required, along with larger tires (31"+) which are necessary to prevent damage. Deeper water and mud crossings are possible with at least 24 inches or more of water depth. Parts of the trail may be entirely in a wash, with loose sand and large rocks present. There is the possibility of rock ledges, and severe crossed axle obstacles. Good suspension articulation is definitely required to maintain traction. Rear limited slip differential or traction control systems or lockers are recommended to limit trail and vehicle damage.

These trails will likely require extreme rock crawling, with very large ledges present requiring winching for shorter wheelbase (SWB) vehicles. Body and drive train damage likely. Very cambered terrain may cause rollovers. Water crossings may be hood high, and mud will be very deep and heavily rutted. Roll cages or full metal roof required. Driver must be experienced.

No Trail? Don't go!

Tread lightly!

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Rovers & Parts for Sale

SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas, so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.
- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

Paulette Whitcomb, 303.463.6021 (home & office phone)

whitwords@comcast.net

Matthew Whitcomb, 303.295.8008 (office phone)

mattwhitcomb@hotmail.com

Jan14



Rovers & Parts for Sale *(continued from page 11)*

FOR SALE

Right and Left DISCO 1 front fenders in good-to-fair shape, some body fill required, no corrosion.

Ted Matthews

Matthewsted@aol.com

Jan14

CHEAP PARTS NEWS FROM THE PRAIRIES

My son and I are ordering a container from China. We found winches in particular are around \$200 for 8,000 lb size. I might also get a gas cabin heater. I actually found a semi trailer company that has them for about \$800 or \$1200 installed in Winnipeg. At the moment I am in the middle of a radiator rebuild and installation of one of the really nice heaters from Princess Auto. I was in Charleston SC when the big storm hit but we made an early departure for St. Augustine when the worst hit. Didn't see any Series vehicles this trip. They seem to be getting pretty rare in the south now.

Dave Place

Manitoba

Contact in case of interest in any of the above:

David davepla@mymts.net

Feb14

LOOKING FOR A LAND ROVER TO RESTORE

I live in the east end of Toronto, and am looking for a Land Rover to restore. Current condition is immaterial; what I would like to locate is the remains of a series III, 88 inch diesel engined rover, circa 1980. If you or one of the other members could point me in the right direction, I would be appreciative.

Best Regards,

George Meyer <george.meyer@rogers.com>

272 Taylor Road, Toronto M1C 2R6

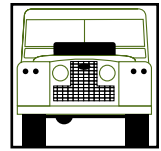
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Frank's LR3 has a tuneup

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