

OTTAWA
VALLEY
LAND
ROVERS



September 2014

www.ovlr.org

Volume 31, Number 9

Splish Splash



Paul Davids D90 near Smith's Falls – taken by his entourage.



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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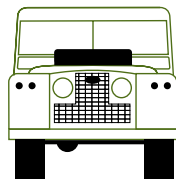
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OVL R Newsletter

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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October 18, 2014

OVL R Cedar Hill Classic

967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road). One Concession after Cedar Hill Berry Farm.

October 20, 2014

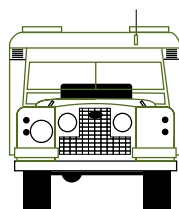
246th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

November 17, 2014

247th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)



Other Friendly & Neighbouring Clubs' Events

Annual Roav Mid-atlantic Rally

October 3-5 Virginia, USA – a traditional big event

Cedar Hill Classic

October 18, Pakenham, On .- OVL R

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

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

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

OVL R Cedar Hill Classic

Saturday October 18th 2014

967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) – 1 Concession after Cedar Hill Berry Farm

Event agenda

08:30 – 10:00

Participants arrive and breakfast

Marshalling / event briefing – in tent

Hearty breakfast – the famous CHC bacon butties and coffee

10:00 – start first event / activity

October trail to logging road and along logging road to hydro line. From hydro line work left to Bellamy Road and then circle back to Jones property along alternate trails. Time may permit a couple of runs or we could detour up to Mystery Lake....

Lunch

Participants to bring own lunch – club trailer provides coffee at start or the marshalling area.

The afternoon (13:00 – 17:00) offers two options:

Option 1

St Patrick's trail – this activity usually involves some clearing –not this year. It should be passable by both large (Range Rover / Disco) and small (SWB Series) trucks without damage, beyond some mild pin-striping

Option 2

Rover Polo – If one or other of the potential locations are not too wet, and people are up for it, then we shall play rover Polo.

Evening

Hot supper courtesy of Dominique, followed by ritual burning of things at the fire pit

If you are planning to attend, please respond to me and/or Terry King as soon as possible so we can plan catering etc.

Looking forward to seeing you

Andrew Jones

Email: andrew.jones3@ge.com

Tel: +1 613 617 3926

President's Message

Hi folks

Welcome to the September newsletter.

My big news for this issue is to reveal that after talking about it through most of the summer, Bruce R and I reached agreement and I became the new owner of the ex-Bob Wood, ex-BATUS 1979 Series 3 109 GS (VRN 31 HF 77). And I have to say that I am absolutely delighted with the truck: Firstly, it's nice to be able to take over custodianship of a vehicle that has been part of the fabric of the club for so long – Bob brought it back from Suffield in 1991, or thereabouts. And secondly, it is in such great shape, which is testament to the work that Bob did to preserve, restore it, (he had accumulated a stash of NOS parts – a lot of which are very hard to find now, and had galvanized just about anything that would rust) and the care that Bruce took to ensure that the truck didn't deteriorate, and the stock of parts accumulated by Bob, stayed with it.

It certainly came as a pleasant surprise to see just how solid it is, and to find that it runs well and all the electrical items work.

After taking 5 years to restore my Series One, and over two years to get the 101 up and running, I think (hope) that the “re-commissioning” of 31 HF 77 will prove to be a much quicker and more enjoyable experience. Jones's fearless prediction / goal is to have it licensed and painted in BATUS colours in time for the OVL R summer season 2015.



In an effort to get the ball rolling on the mechanical work I ordered a couple of (large) boxes of parts from 3 Brothers Classic Rovers in Southern Ontario (3brothersclassicrovers.com). The service I received was tremendous – these guys are enthusiasts, very knowledgeable, and will always go the extra mile to provide whatever you need; and if they can't, then they will point you towards someone who can.



Best of all, for those of us living in Ontario, they are virtually on our doorstep, and their prices are extremely competitive. For anyone looking for parts or advice relating to a rebuild, I strongly recommend that you give Peter Baker a call on 519-241-2510.

Welcome to the Over the last couple of weeks I have been working to get ready for two events that traditionally take place in October: Our hosting the annual Fall fundraiser for the Lanark County Therapeutic Riding Program, on 4th October and the Cedar Hill Classic on the 18th.

Last weekend saw Terry K, Kevin N, Bruce R and I head out into the back 40 to prepare the trails to be used both by the LCTR P trail riders and OVL R. It was

... continued on page 8

Photo Caption Contest



Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Andrew Jones.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.

August Caption Contest Results

ENTRIES FOR AUGUST (JUDGED BY ROBIN CRAIG)

The Winner:

No bike, you can't have a matching blue tarp. Those are special camouflage tarps reserved for Land Rovers - Submitted by The Speedies

Close second :

And during the upcoming expedition, when the yellow brick road becomes just a trail we'll be driving this through the Munchkn's forest.- K.Newell

Sentimental Favourite :

I'm the eldest of Dave's sons. The best caption I can think of is: "Thank you Dad. You instilled a love of Land Rovers in your sons. Along the way there have been more adventures and experiences than I can recall. Land Rovers gave us those experiences. Rest assured your grand kids will be driving the same Land Rovers your sons did." - Alistair Lowe

Thanks for playing, everyone!



Installing Air Conditioning in a Series III Land Rover

ARTICLE AND PHOTOS BY K. NEWELL

First and foremost you have to ask yourself, why? Why would a normal person want AC in a 1972 Series III Land Rover? Well, for me, as I approach retirement, and after over three decades driving trucks around I wanted to be comfortable, period. As many of you know I drive Stan, my Series III a lot and usually on fairly long treks so comfort enhancements have been a priority for me. Also this is my second vehicle meaning that my primary daily driver, a MkIII Range Rover (Desmond FitzWilliam Drake, as Linda has baptized him) remains mostly unavailable to me as it is really Linda's.

So as I am on leave from work and as retirement approaches I will need a slightly more comfortable daily driver and I have determined that once again, Stan is it. If you arrive at the conclusion that I did, here is one way that you can install AC in a Series III with fairly low cost and it will also be fairly non invasive as well.



Stan is 2.5 litre 300 Tdi powered beast. The 300 Tdi has a mounting base on the timing cover in front of the fuel injector pump. This makes it very easy but a mounting bracket needed to be fabricated anyway. So, if you have a 2.25 NA diesel or gas or 200 Tdi in your series you'll have to fabricate brackets for your chosen

compressor. Nuff said about that. When I built Stan years ago I installed a condenser in front of the rad and sealed it off and it has just sat there, thankfully undamaged, for about a decade.

Years ago I got a used kit from former club member (Kevin Willey) with the evaporator unit, switches and blower. I decided after searching on line this spring to install a new unit instead; \$120.00 with free shipping from that on line auction site and I have the all the guts I need.

First I had to determine the lengths of hose needed from my vast supply of used hoses and fittings. Ten feet each for high and low pressure lines. Four feet for HP to condenser and one foot to drier. I had most hoses and most fittings.



A trip to the hydraulic shop to crimp everything and then cutting holes in the tub was next.

... continued on page 7



Installing Air Conditioning in a Series III Land Rover *(continued from page 6)*

Next a trial fitting of evaporator unit and hoses inside the Land Rover. I ran the lines well tucked up by the frame and well protected and secured them.

Next I mounted the compressor and attached the lines to it for trial fitting.



I then set about figuring how to mount the drier in a safe place. There was no room in the crowded engine bay so I chose the inner front left fender.

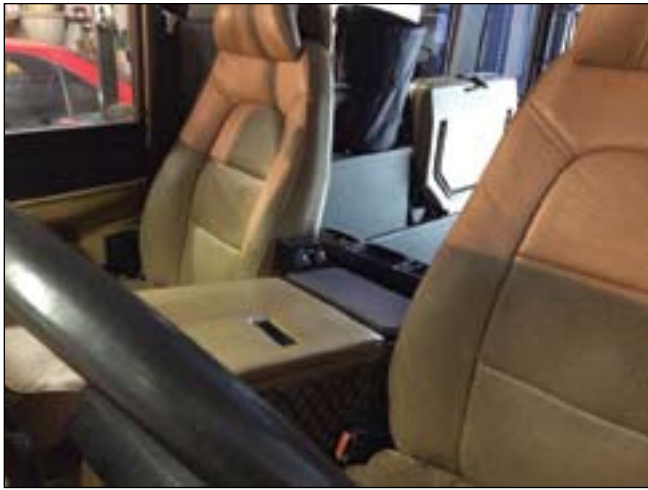


After trial fitting I tightened all lines and went my buddy's garage and checked for leaks with his AC system tester and charged it up. It held vacuum well and took about eight or so ounces of R134. I have air conditioning and can now drive in closed window

... continued on page 8

Installing Air Conditioning in a Series III Land Rover (continued from page 7)

comfort when the mood or heat speaks to me.



After using it a few times I found that the plumbing for the evaporator drain was insufficient. Given that I am using the unit in a vertical position rather than the usual horizontal the draining condensation goes everywhere on the rear floor. As a result a fabricated a small drain try and hooked it up to the main drain pipe. As you can see the install is fairly unobtrusive and with the lowered rear tub stabilizer bar install years ago this is very functional.



Tech Note

Fairy Overdrives back in production as of November 2014

SUBMITTED BY A.FINLAYSON

Fairey Overdrive RTC8020 – for details go to:

<http://www.rdsparts.com/fairey/>

President's Message (continued from page 4)



a splendid Fall day, and an absolute pleasure to be out in the woods clearing the trails, in support of a very good cause. We used my 101 and Stan, both of which acquitted themselves well: The sonorous, music of the healthy and minimally silenced Rover V8, contrasting with industrial chatter of the 300 TDi.

I think Stan is one of the most thoughtfully developed and improved LR's I have ever seen. The only thing lacking – to compliment the new sound system (features dozens of speakers) is a set of chrome, spinning wheel disks. Thank you to Bruce, Kevin and Terry for giving up your Sunday mornings – but despite the work, it was a blast.

Closer to home, our dedicated field services team (the donkeys) have been working hard to make sure that one of the CHC's most popular obstacles – the Terry Trap – has been thoroughly prepared and is ready to ensnare all but the boldest and best prepared CHC participants....

BEST REGARDS
ANDREW



Casualty Report — Pencil Lake

SUBMITTED BY TED MATTHEWS

The four remaining trippers to Pencil Lake this past Sunday didn't get past the first water hole: James Jung's Disco dipped too far into the drink, consequence – a hydro lock. Fern's Iltis took a war wound and ended up immobile, also.

After the tow to the trailhead, CAA took over from there, leaving Andy and Peter the only ones left standing...

CHEERS
TED MATTHEWS



Winch rope thimble addendum to August Newsletter Article

SUBMITTED BY: JAMES GEROUX — RESEARCHINRECOVERYLLC@GMAIL.COM

Regarding the article that Kevin Newell wrote for the August 2014 newsletter on the rope thimble. You can find more info on our Facebook page Research in Recovery LLC.

If you have any specific questions feel free to email me. We will also be at the Vermont overland Rally and Workshop in October with our full line of products.

Hope to See you there!



Rovers & Parts for Sale

FOR SALE

Large Brownchurch roof rack for sale - fits D1 and D2s. I have a Disco 2 and bought it for a trip. Used it once. Gathering dust. Do you know anyone who might be interested? May be a good base for a roof tent... ? See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info.

Asking \$600

Pete – Tel: 416-436-2087

Sept2014

FOR SALE – ROOF RACK FROM 110

It's a full size rock of half-inch galvanized steel. The sidewalls are about 8 inches tall. It has a ladder, hi lift Jack mounts, and an 8 foot roll down awning inside of an aluminum case. It also has a small low power solar panel and the back end of the rack is cut out to accommodate a fold out rooftop tent. I have the cut out key which can be reattached with hinges or welded back on.

I'm asking \$1000 firm for everything. Pick up only, located in Don Mills.

Rick Firth <rfirth@rogers.com>

Sept2014

FOR SALE

Disco alloy wheels (5), body and other parts available: mrtedmatthews@gmail.com

May14

BARN CLEAR OUT

I have assorted LR parts, mainly Series Three 88" Station wagon: Roof, body sides, doors, Bulkhead, seat-box. Short engine, axles.

Free to a good home. Just come and collect them. If interested call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

FOR SALE

Series tropical roofed-cap with Alpine windows, with windowed sides and back, includes Series 3 windshield and new glass, new back hatch (no glass) and tailgate. Contact mrtedmatthews@gmail.com for photos – looking for offers!

May14

1973 SERIES 3 88" LAND ROVER

This is a project that I cannot finish at the moment, frame off rebuild that needs to go back together. It is basically a rolling chassis with body off. Rebuilt frame / new outriggers / new front horns/ new rear horns / new springs / new shocks / new brake lines / new stainless steel muffler and hangers / new brake master / rebuilt alternator / new motor mounts / new door posts / rebuilt engine (lower half) and much more I'm sure that I can't remember. Over \$6000 invested so far with new parts and labour, "wife says get that thing out of my garage". Looking to recoup a little, asking \$3200.

Call Sean McGuire 613-612-7622



WANTED

Am preparing to start rebuilding work on my NADA 109 station wagon. So if you have any of the following and are interested in selling them, please let me know: NADA 6 cylinder engine or engine parts – especially the exhaust manifold, 109 S/W rear side doors in good condition, front door bottoms, in good condition, Salisbury rear axle, or pair of military axles for SIIA or SIII.

Call Andrew Jones at 613 617 3926 or email at jones@explornet.ca

May14

... continued on page 11

Rovers & Parts for Sale *(continued from page 12)*

FOR SALE

1990 200 tdi defender 90. Right hand drive. Imported from England 7 years ago. Registered in Quebec. Engine rebuilt right down to the main bearing 4 years ago. Turbo rebuilt and transmission replaced 2 years ago. Clutch replaced last summer. Modified the exhaust system to one muffler. New last summer. Rust proofed every year since I brought it over. Driven one winter (I wouldn't recommend it unless you replace the heater). Block heater installed. Mud tires with lots of life left in them.



The roof-rack needs a little modding to fit properly. There is some rust but nothing major. I did some body work on it over the winter. Waiting for the proper paint to touch it up. Some extra parts. An extra set of rims.

Off-roaded but not heavily. A few dints and bumps here and there. Needs a little work. Brakes are still OK but need work soon. There is a slight shudder at certain speeds. When I grease up the universal joints it goes away but come back soon. I assume one of them needs replacing.

Asking \$15,000

Will Richards

514-631-0902 / 514-220-3508 will@ultravisual.ca

May14

FOR SALE

I have a complete engine, transmission, transfer case for an early series truck. It's a 2.25 petrol and the engine was running fine when removed from the vehicle. Looking for \$200 or so.

Also have a short block from an early V8 which I got for a project that changed direction. Condition unknown. Email for details.

Rob Ferguson rgferg@gmail.com

Aug14

FOR SALE

1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200
1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340

Chris – 819 570 1595, email info@swisscrafter.com

Mar14



FOR SALE

I have a restored 1987 Defender 90 2.5 diesel 5 speed RHD ex-MoD 83,000 miles fully restored in OD with many extras. I have close to \$20,000 into the vehicle and I am asking \$12,000.

Photos can be supplied, if there is any interest.

The vehicle is currently at the Ferret Club (Ontario Regiment Museum) in Oshawa.

David Sewell

David.Sewell@europac.ca

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Send information and/or photos to the editor.

Ads run for one month--please notify the editors each month to extend.



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*Paul Davids D90 near Smith's Falls
– taken by his entourage.*