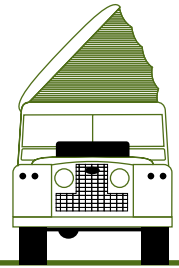


OTTAWA
VALLEY
LAND
ROVERS



June 2015

www.ovlr.org

Volume 32, Number 6



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Reflections on BP



Peter of 3 Brothers. PHOTO BY WILL FICNER



Ian goes back through the bog.
PHOTO BY D. KENNER



Saturday dinner. PHOTO BY D. KENNER



Silver Lake at night. PHOTO BY D. KENNER



PO Box 478
CARP, ONTARIO CANADA K0A 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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open

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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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Upcoming Events

July 18, 2015

11th Annual All British Car Day (ABCD)
 Britannia Beach Park – Lakeside Gardens, Ottawa
www.britishcarday.ca

July 20, 2015

255th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

August 17, 2015

256th Monthly Social
 Prescott Hotel (Beach & Preston Streets in Ottawa)

Correction: last month's cover photo was actually taken by Claude Fortin... my apologies.

*Does your Land Rover
 need expert help?*

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Parts Manager: Mike Comtois
mcomtois@stlaurentvolvo.com

Land Rover Ottawa
www.landroverottawa.ca

1300 Michael Street, Ottawa, ON K1B 3N2
 Tel: 613-744-5500 Fax: 613-722- 6868

Other Friendly & Neighbouring Clubs' Events

July 27- 31 2015

National Rally Colorado
 Grand Junction Colorado
 Club Affiliation: Solihull Society
 Web: <http://landrovernationalrally.org/land-rover-national-rally-2015/>

Aug 2-3 Blacker than Night

As always people are welcome to come early and to stay late. Or to come for just a few hours.
 141 Pine Bank Rd. Flemington, NJ, USA
 RSVP: bens101fc@gmail.com

September 12-20 2015

British Invasion, Stowe Vermont
 Club Affiliation: Independent event (non club sponsored)
 Web: <http://britishinvasion.com>

October 1-4, 2015

Mid Atlantic Rally (MAR)
 100 Hoges Orchard Ln, Pembroke, VA 24136
 (37°18'50.8"N 80°35'07.8"W)
 Club Affiliation: Rover Owners Association of Virginia ROAV
 Web: <http://www.roav.org/#!/mar-2015/c1jqm>

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

OVL R Facebook Page

The OVL R Facebook page, which was first put up by past president Andrew Jones in 2013, will be regularly updated with goings on and club membership stuff.

We will post the upcoming events and other important things when we can. Please drop by and "like" our OVL R community. Our intent is that it will be regularly used by me, gets to share stories, trips and musings on all things Land Rover. If are having trouble repairing your Landy or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at:

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

Chairman's Corner

SUBMITTED BY KEVIN NEWELL

Musings from the chair

Well monsieur Dixon Kenner has been busy keeping the club alive and functioning. A while back he reminded a few of the currently sitting members of the executive that we had some club constitutional responsibilities and offered some suggestions. With thanks to his bureaucratic expertise the leadership of the club is still in sound hands. All kidding aside, thank you Dixon.

It seems that I, as your humble OVLR off road coordinator, have somehow become the chairperson of an appointed executive committee. So as chair here goes some modest musings on the clubs goings on. We just finished an awesome 32nd Annual Birthday Party at Silver Lake Ontario and by all accounts it was a resounding success. Smiles and good humour were everywhere. Some off roading actually took place and several members came forward to take on roles not previously done. Simple things like leading a few trucks on the trails help us out immeasurably. Eric, Francois you guys rock! Thank you everyone, I personally had a great time.

Many people should be recognized for their efforts to set up this event and keep the business of the club working. First and foremost recognition must be bestowed upon our last club President, Andrew Jones. For providing astonishingly good humoured leadership thank you Andrew for your flawless three year term and your boundless enthusiasm. To Dave Pell as our treasurer and secretary a special thank you and shout out. We cannot do this without you. Keep up the great work. Peter Thomas Gaby and Andrew Watkins, your great humour and (not so bad) cooking skills are appreciated by legions. Terry King, this club owes you a debt of gratitude for putting up with the all the emails and badgering just because you are the messenger. Without the newsletter many believe that the club would be much less than it is. It remains the backbone of this enterprise. Gabe, keep up the awesome work on sourcing such excellent quality merchandise. As a relatively new member Will Ficner has stepped forward and declared his affliction of Land Roveritis. He also helped us gather some new sponsors and donations and is part of the executive committee,



thank you Will. And a thank you goes to Fred Barrett for communicating with Ernie and the Deacons who once again offered up their land for our outing. Lastly I must mention the generosity of our sponsors. Thank you so much to all of you it helps us keep the costs down and provide you with a very low cost high quality event.

I am certain I have forgotten to mention of a few people but as your chair my role is to ensure the majority of the thanks and kudos go to you, our membership and those who contribute. Without you we would not exist, so from long time members to new ones I offer a sincere thank you.

Our club is evolving we are attracting new members and more interest in activities. As evidence I suggest you have a look at the OVLR Facebook page and see how many hits we have been getting and the increasing level of participation. We intend to use this as one of our main communication tools with you. Please drop by and “like” us. Up next is the All British Car Day, see you out there, on the trails, in the swamps, on the rocks hmmm on the rocks, perhaps see you in the pub. Enjoy the summer.

KEVIN



2015 OVLR Birthday Party



Ian descends the steepest spot,

PHOTO BY DIXON KENNER

Andrew's Musings

SUBMITTED BY ANDREW JONES

Hi folks

I don't know about the rest of you, but I had an absolute blast at the Birthday Party. In over 12 years as a club member, this was the first time I have been able to carve out enough time to enjoy the entire event: And was able to spend 2 days out on the trails, in my own Land Rover – both being led, and as a leader – was awesome!

I had hoped to get both the 101, with its accompanying wide-track Sankey trailer, and the 109 to the event, ably assisted by our Special Correspondent Affaires Militaire (SCAM) aka Robin, but a broken oil pump drive on the 101 effectively sidelined it – despite a frenzy of activity to locate a replacement part (which ironically has just arrived today) in the days running up to last Thursday.

So Robin and I finally departed with the 109, and his Ram towing the Sankey – which was well stuffed with one part of the OVL R Pavillion, plus signs, the Napier



tents, and all the things I thought we might need...

Unlike a lot of people, I've never really latched onto the idea of naming my vehicles - with the exception of my Ferguson tractor – which is called Ferguson.... But a name for the 109 crystallized during the journey to the BP site. As we were trundling along the dirt roads - not far from home, 109 leading, I radioed Robin to ask how fast we were going – wanting to confirm that the speedo was reading properly: “7-zero kph” boomed the reply, so I pushed hard on the throttle, and amid a lot of gear whine, wind noise, some trans-sonic buffeting (J), and the sound of gravel bouncing off the hull, came the announcement “8-zero kph” . “Bloody-hell”, I shouted back, “I feel like Chuck Yeager”. So now the 109 is known as the X-1....

... continued on page 6



Andrew's Musings (continued from page 5)

We eventually rolled into camp at around 7:00pm, to find Messrs Pell, King, Newell, and Juneau already in residence, one or two of whom were showing evidence of being “over-served”. So we settled in on Kevin’s Helipad....were served a splendid dinner, and I made strenuous efforts to “catch up”. Needless to say, Thursday evening turned into a lively event, with appropriate evidential notes being taken by Robin, to be used at the most (in)appropriate occasions in the future - enough said.

Friday’s all day off-road along the K & P Trail, and Lavant Mountain was just tremendous. The X-1 acquitted itself very well – nothing broke or fell off, but I had a small issue with the fuel tank splitter valve, rectified back at camp. The day was a pleasant mix of light off-road lanes, interspersed with some more challenging sections involving some mud, water and rocks: With a break for lunch on the trail, served off the tailgate: All great fun.

Once again Chef Newell served a wonderful dinner of steak with all the trimmings: Clearly he’s a BIG fan of Gordon Ramsay - judging from his vocabulary at least. A lot of people started arriving at the event site and we had plenty of help getting the “pavilion” ready, and setting up the club trailer in readiness for Botulism (Gaby) and Salmonella (Watkins) to work their magic at breakfast on Saturday.

Friday night was rounded off with a Night Off Road to Ernie’s Land - I had a seat in the back of Clive Shepherd’s Pinzgauer on this trip – what a competent vehicle it is: Very thoughtfully engineered, with many elegant and sophisticated features: Makes the 101 look crude to say the least.

Saturday saw us repeating the K & P trail, this time leading a group of vehicles: Robin acting as navigator, and Paul Davids, Heather, and Peter Gaby, riding in the back. Our group of six vehicles included Peter and Dave Baker (the fabulous Baker boys...) of 3-Brothers Classic Rovers, in their ’74 Series 3 88, who admitted that this was their first time off-road, and they have now become afflicted and addicted...all good!

The catered dinner was up to its usual standard, and it proved to be a good decision to hold the auction on Saturday evening, in order to avoid the rain, which swept in over-night, and would have made the auction a pretty soggy affair. As it was, the auction went very well, judging from the bidding frenzy on some of the items.



One other catering item worthy of note: Paul Davids (a well-known OVLR member) and his partner Heather have established a business called Caffeine Fix and they set their mobile espresso / coffee bar on site and provided some pretty damn good coffee. Anyone planning an event that needs a really good beverage service should check it out on Facebook or call Paul on 613 264 6364.

Given our new executive structure, you’ll find a note elsewhere in the NL from Kevin N, who is our newly minted Chairman of the Committee of the Whole (or is that hole) formally thanking those who contributed to the event, but in my current capacity as Past- Prez, I’d like to extend my personal thanks to the following people who I feel really made a difference, and made the event a real success:

- Dave Pell – for once again being the prime mover in coordinating and organizing everything - from soup to nuts – couldn’t have happened without you
- Kevin Newell - for preparing a really good event schedule that enabled everyone to spend as much time as they wanted out on the trails – really good
- Botulism and Salmonella - for two excellent

... continued on page 7

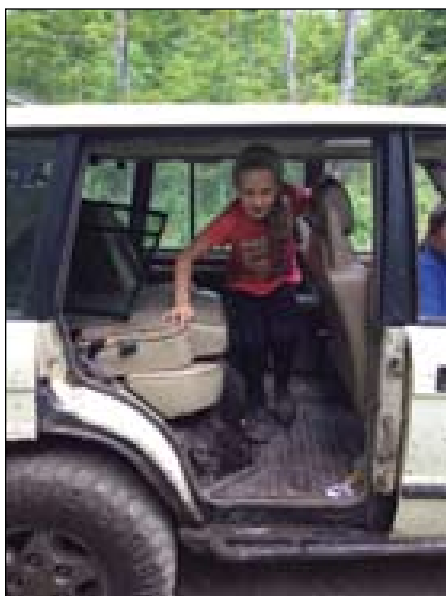
Photo Caption Contest

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

This month's photo was submitted by D. Kenner.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



May Caption Contest Results

ENTRIES FOR MAY (AS JUDGED BY TK)

Winner:

Ben Smith – Dixon's failed attempt at photosynthetic transportation.

Runner-up:

Len Cater – Planter Fashia-itis?

Great Minds Award:

Will Ficner – If I just put this plant here I'm pretty sure she won't notice it.

Deborah Sevigny – I wonder if my wife will notice?

Honourable Mentions:

Gary Hasey – Remains of a hippy-owned landrover driven by "flower power"

Naji Mhanna – Ecosystem from earth to rust to plant nutrients :-)

Linda Scott – You can put lipstick on a pig...

K. Newell – Land Rover goes green with a new flower powered Defender based prototype (From Land and Garden Rover magazine). Managing Director of global garden blooms, Philip Tulip says he is optimistic regarding the new model addition to the Land Rover line up.

Deborah Sevigny – Pushing up pansies?

AJones – "Flower Power...!"

Fred Barrett - Petal to the Metal

Thanks for playing everyone!
TK



Andrew's Musings (continued from page 6)

breakfasts and all the logistics associated with the club trailer and modelling of the Napier SUV tent

- Terry King - our resident propagandist for getting the word out - 69 adults in attendance is a pretty good score for this event
- The Deacon family for once again being gracious and flexible hosts
- The massed ranks of the OVLR Montreal Chapter – for bringing a whole lot of energy and passion and some pretty extreme vehicles – that's you Patrick...

- And finally, everyone who took the trouble to get their vehicle ready and bring it to the event and participate and play hard – it was great

As usual the Exec will be reviewing what worked well, and what we could improve upon for next year. If anyone has any comments that would be helpful please give anyone of us a call, send us an email, or write a post on our facebook page at <https://www.facebook.com/OttawaValleyLandRovers>

That's all for now

BEST REGARDS
ANDREW

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<http://trailheadpaddleshack.ca>



www.harveyandverns.com

Photos from 2015 Birthday Party



Adam at Lavant Mountain. PHOTO BY ADAM CHAPPEL.



Adam C. in the pond. PHOTO BY PATRICK FINDLAY



PHOTO BY ADAM CHAPPEL.



The entourage to the top of Lavant Mountain. PHOTO BY PATRICK FINDLAY

New Members Wanted!

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

See page 2 for subscription details.

More Photos from 2015 Birthday Party

PHOTOS BY NAJI MHANNA



Another look at Adam in the muck.



Naji's Disco



On the trail to Lavant.



Homemade A/C with a bucket of ice and fan.

More Photos from 2015 Birthday Party

PHOTOS BY DIXON KENNER



OVL R Drive and Seek game.



Patrick and Naji ready to roll.



Disco at Lavant.



Paul Davids' mobile coffee wagon.



On Lavant trail.



Bruce enjoys the tranquility.

PHOTO BY DIXON KENNER



Ben and daughters going for a ride.



Saturday dinner at the main site.



At the top of the mountain.



Claude Fortin's campsite.

And still more Photos from 2015 Birthday Party!



Saturday dinner at the main site.

PHOTO BY DIXON KENNER



Andrew W. and Peter G. cooking.

PHOTO BY WILL FICNER



Eric in line.

PHOTO BY WILL FICNER



Kris and Bill.

PHOTO BY WILL FICNER

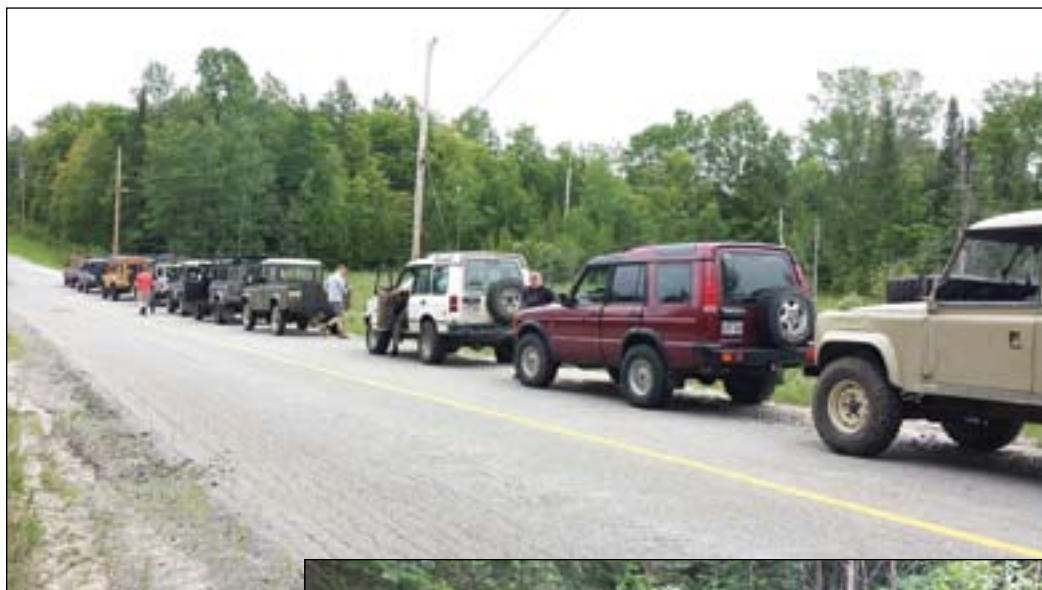


A gathering of Defenders.

PHOTO BY DIXON KENNER



Guess what... Photos from 2015 Birthday Party!



Andrei's red Disco heading up 509.

PHOTO BY ANDREI CHETREAN



Gar's Disco catches the shoulder at Lavant.

PHOTO BY ANDREI CHETREAN



High water on Dodd's Lake trail.

PHOTO BY ANDREI CHETREAN

Drive and Seek Report

SUBMITTED BY BEN SMITH

My two little girls and I ran the drive and seek.

20 small quarter-size medallions were nailed to trees and stumps in and around the Birthday party site. Each had a number stamped to them. You were issued a crayon on string that was attached to something central like a gearshift lever so that you could only get the crayon so many feet from this point. You were also issued a color satellite photograph that showed where each point was located.

It was an exercise of drive to the point, dismount, look around to find the metal bit, and take an imprint of the number with the crayon. Anne, my elder daughter, said that it was “sneaky” where they were hidden. The 3 of us had a good time out with the 80” finding all 20. It was doable and involved driving a few miles.



My two little helpers out finding point #10.

We are pleased to announce that this trio gets the gold medal for this year!!! And we apologize for the nearby poison ivy to those that ventured out.

SNEAKY KEVIN AND TRICKY TERRY

Plushie Tech Tip

(Series owners have a good laugh)

SUBMITTED T. KING

Hi all,

As some of you know I bought an imported '98 D90 in March and drove it home from Peterborough at the tail end of winter. While it was quite complete; saftied, etested, had decent rubber and ran well, it had one deficiency. One Key.

The previous owner thought he had the second one somewhere, but wasn't sure, said he would look when he got home to Sarnia.

So I drove it home as is with only a little nagging worry, as Jimmy Buffet sang, it felt like 'Driving around with no spare'.

After an uneventful trip home over about 4 hours I went online and bought two key blanks from ebay and had them about three days later. That was fine because I had to get a set of tires remounted, change all the fluids and didn't plan to use it until the Maple Syrup run in April.

Even though I'd had Discos for 15 years I didn't really worry about the fob that was on the key chain as I thought it was for the door locks and it just didn't seem to work, or wasn't needed at least.

After a few weeks of sporadic use I was Kevin's one day doing minor work and when it came time to go home, the car alarm went off when I opened the door. This happened about 3-4 times AND the engine was immobilized. I figured out the fob was in fact extremely important, well critical actually to the operation of the vehicle.

Managed to get it going by pushing the buttons alternately and re-mobilized the engine, but now the nagging was more a persistent worry... the vehicle needed the fob to run... and I only had one.

An hour of internet study told me this much: I did need the fob, the battery was fading, it needed to be changed, and I better get a second one before I was stuck somewhere.

I bought new batteries, went through a minor procedure to swap in a new one, you have to follow instructions and act quickly, but it worked out.

I just matched the coding on the back of the existing fob and ordered one from ebay UK. It came in a few days.

BUT, it needs to be programmed... other than Land Rover dealers, some companies say they can do it... but in reality I have found they cannot, with one exception. Late model Land Rovers with these systems come with a manual code on a security card, and a complicated procedure to follow involving the hood release, doors and door locks and many turns of the ignition key in a coded sequence in order to override the immobilizer. When you buy a used vehicle you most likely will not get this code. In 6 tries I have never seen one.

So... with high hopes I called the local dealer to make an appointment to have my new fob programmed by them. I am not kidding when the girl in service said, in order what is a Defender? Oh, a Land Rover, let me check with the guys if they can do it... I said you are the only ones who can... she came back and said, they will try to do it... they think they can, and I said, oh boy, she said, and oh, even if we can't you have to pay the hourly rate... long pause... yes ok I'll come in Friday and you can go for it. Insert foreshadowing/portent here.

The day came and I was pretty concerned about the whole deal because if they bugged it up, they could possibly disable my existing fob and sideline the vehicle at their shop for who knew how long. As luck would have it, the day was filled with pouring rain and on the way there, my passenger wiper came loose and I had to remove it. I decided to postpone and head home. On the way I checked my mail and the new windshield wiper stanchion was in my mailbox.

But it was now the weekend so I went back on the internet looking for an alternative. Lo and behold, I came across a site in the UK that offered an electronic device to plug into your vehicle which would read the existing security code and dump it into a new fob that they supplied.

The site is : <http://www.remotekey.co.uk/land-rover/>

... continued on page 16

Plushie Tech Tip (continued from page 15)

They offer Discovery, Freelander and Defender key fob repair and replacement. (You would have to inquire about Range Rovers).

A few days later I got the package and read the instructions. Unlock car and put existing fob out of radio reach, insert device in diagnostic port with new fob nearby. Watch blue light come on and go off. Remove device. Press the buttons on the fob (they missed this instruction, you have to do it 4 times, the same as new battery, then it is active).

Voila... new fob works perfectly, old fob still works. Cost - \$189 CDN, and if you send back the device they will refund \$50. The dealer would have charged an hour's work, and sold you a fob for \$xx.

It took 20 seconds on my own.



Attached is a photo of the bits and the instructions.

One other note, you can try an Ottawa company for this type of thing, not sure if they do any or all Rovers, but Defenders are not listed on their website: <http://www.mrremotesinc.com/>

Happy ending for me, hope it might help some of you.

CHEERS,
TK

p.s. These local businesses can cut rover keys (*bring your own key blanks*):

Everest Locksmith, 1581 Bank at Heron

Be Secure Custom Locksmithing, Mika St.,
Stittsville



On a trail north of Quyon, QC.
SUBMITTED BY ROY PARSONS



Automobile Seating and Children in Ontario

SUBMITTED BY D. KENNER

Some quick background and awareness from a non-authoritative source. Land-Rovers built before 1974 for Canada, and before 1968 for the United States (1), are not required to have seatbelts. The regulations came in for Canada in 1974 when the provinces agreed to transfer their responsibilities to Transport Canada for the regulation of safety requirements for motor vehicles on a harmonised and national basis (2).

In a vehicle not manufactured with seatbelts, is there no requirement to retrofit seatbelts. In fact, it might be more dangerous, given the feeling of greater security. A quick look at a Series vehicle and you realise that there is not much to attach them to. Look at a Series One 80" and you see there is even less. Well, with the exception of Mike Malone, who to meet RTV requirements at the ROAV Mid-Atlantic Rally in 1996, wrapped it around the seat cushion, and very nearly got away with it until he hit the corduroy section at speed.

In Ontario, Section 106 of the Highway and Traffic Act requires drivers and passengers to occupy a seating position in a motor vehicle (as opposed to sitting in the cargo area of a van) and wear the complete seatbelt assembly. Additionally, drivers are required to ensure that children who are passengers are secured properly in a prescribed child car restraint system or booster seat.

However, as with everything there are exceptions. "Classic" cars are one of them (3). It is not clear what is meant by a "classic" car. Section 9 and 10 of Ontario Regulation 613 provides some exceptions to the above-noted requirements under Section 106 for older vehicles and especially those originally manufactured without seatbelts.

So, Regulation 613 (which modifies section 106 for classic vehicles) speak to what is required for children in "classic" vehicles. Section 9 gives the exemption for a person not to be wearing a seatbelt. Section 10 gives the exemption for the vehicle, to have people wearing seatbelts, if it was manufactured without them. Neither section gives an exemption to the "obligation" that



the driver ensure that children are wearing seatbelts.

Note: There are three classes of passenger. Children, ages 0 to 8. Young adults, aged 9 to 16, and over 16. Under current legislation there is no requirement for someone who is over eight years old to be wearing a seatbelt in a vehicle that was never manufactured with one. However, if one has been fitted, it must be worn.

The rub, so to speak comes in with children. The rules are very clear that, depending upon weight, a child must be in either a child seat, or a booster seat. How these are fixed to the vehicle is a huge grey area. Strictly speaking, with ratchet straps and seats, you are compliant. However, the act with respect to children under nine, requires they be in an approved seat. It only states that these seats need to be securely in place. Nowhere does it proscribe how secure is to be attained.

Please be aware of these requirements, and exceptions, in case you are stopped and issued with a ticket. In Ontario, some research shows that to provide "awareness", if a child is not "properly" restrained, a ticket will be issued. However, these tickets will be withdrawn when you meet with the prosecutor. A hassle nevertheless. Costco has nice, wide, bright red, "Snap-on" brand ratchet straps. Pick up a set of four and look like you have tried to meet the spirit of the law.

PS. OVLR strongly recommends that children all wear helmets (bicycle or otherwise) while in vehicles off-road as they can bounce around a bit.

1. Wisconsin in 1961 beats California by a couple years. If you have a Volvo, they all had seatbelts starting in 1959.
2. We can have a whole discussion on requirements before 1974 and the mishmash that they were. Like, in Ontario that the front parking lights be off when the headlights are on for early Series IIAs...
3. Read, those vehicles on the road today that lack many of the modern safety requirements, like seatbelts, turn signals, wipers, et al. Emission controls are a whole different discussion.

Rovers & Parts for Sale

FOR SALE

Rims for sale – I have a set of 20 inch Range Rover rims, make me an offer.

Paul Davids <pauliedavids@gmail.com>

Jun15



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

Aug2014

FUTURE SALE

I have another Defender 130 on the way from France... this one is a 300tdi with an automatic box. I'm not looking to build a fleet of them so will be selling one in the next couple months after both are here in Toronto. (likely the Td5) If anyone might be interested in one please reach me at my email address kurt789@gmail.com and I'd be happy to forward pictures.

Kurt Schmidt

Jun15



FOR SALE

5 steel rims for Defender, RR classic or Disco 1/

Two good tires as in photo, 3 others hold air but not much tread.

\$200 o.b.o

Located in

Ottawa, can deliver to Silver Lake in June if needed.

Contact: Terry King – terrycking@rovers.com

May15



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

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

Aug2014

WANTED

I am looking for a Series 3 windshield wiper dash cover piece, and the steering column upper cover (the plastic one) as well as an alternator bracket for the same.

Any questions please email Sean McGuire at oldguns@rovers.com

Jan2015

... continued on page 19

Rovers & Parts for Sale *(continued from page 18)*

WANTED

109 station wagon chassis in good condition, for Series II A project.

Andrew Watkins email awatkinsottawa@sympatico.ca

Feb2015

FOR SALE

ARB Safari snorkel kit for Disco II (model SS395HF). Complete with all parts and cutting template. Never installed, new condition. Asking \$300 obo.

Genuine LR OEM rail grabber (roof cross bars) for Disco II (2000-2003). Like new and comes in original nylon storage bag, part STC50175. ASKING \$220 obo.

Genuine LR OEM roof cross bars for late model Range Rover (absolutely doesn't work for a LR3 : (. Like new in storage bag with 4 keys. Part VUB503330 . Asking \$200 obo.

Contact Liam at tlcox@pacificcoast.net or 613.831.7106

Jan2015

LAND ROVER PARTS: SOME FOR SALE AND SOME ARE FREE

Clearing out Rover parts collected over the years and have no further use for.

Series 3 / 2A / 2 Transmissions. The 2A is of a 6 cylinder with 6 cylinder bell housing. All have transfer cases.

Used diffs from series L/R 2 Range Rover Diffs.

1 Complete Range Rover front axle assy. (with hubs @ diff)

R/R Gas tank. A 2A L/R Gas tank.

A 100 litre gas tank made to fit on the floor of Land Rover. At the time, diesel was hard to find so had tank made up.

Home made Series tailgate.

2 1/4 lit L/R engine. Free for the taking. Needs rebuild.

1991 Range Rover electricals. (Free)

1 set of wheel chains fit 7/50 16" tires.

6 1991 R/R wheels with tires mounted.

4 L/R 16" rims 2 with tires from a 2A. 2 of a S1. no tires.

4 Land Rover Workshop Manuals. Book 1 & Book 2 for Series 2 & 2A

1 Parts book for the 2& 2A. One other 2/2A manual.

1 Range Rover Workshop Manual. Publication # WM US A01. This manual comes in a 4 ring binder. It's a big book, around 1 1/2 " thick.

Assorted Land/Rover books. Would send a list if interested.

Contact: Peter Thomson PH 519 9221536.

Email: typan_2@yahoo.com

Oct2014

FOR SALE – ROOF RACK FROM 110

It's a full size rack 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

'61 series II engine and trans. Have drive shafts (front and rear) as well as front and rear Diffs. Engine and trans are complete with header and carb. Also have a few misc steering parts and master cylinders; also have radiator no leaks. All parts are original.

Contact: Retcho, Joe (US) Joe.Retcho@ralphlauren.com

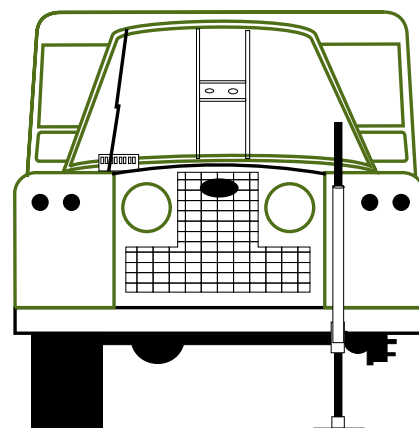
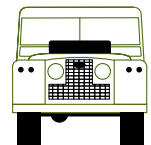
Nov2014

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