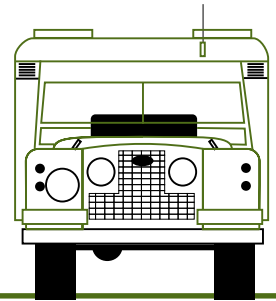


OTTAWA
VALLEY
LAND
ROVERS



July 2015

www.ovlr.org

Volume 32, Number 7



Find us on
Facebook

<https://www.facebook.com/groups/1477333665898918/>

Road Trip



Austin Kalcec and his 1974 Series 3 – 109” diesel Station Wagon. (another photo on page 5)

PHOTO BY ROBIN CRAIG.



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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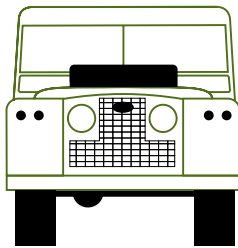
Upcoming Events

August 17, 2015

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

September 21, 2015

257th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)



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/groups/147733366589818/>

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Other Friendly & Neighbouring Clubs' Events

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.



Land Rover 90 out at a corn field while doing crop inspections.

PHOTO ROBIN CRAIG

Chairman's Corner

SUBMITTED BY KEVIN NEWELL

Musings from the chair

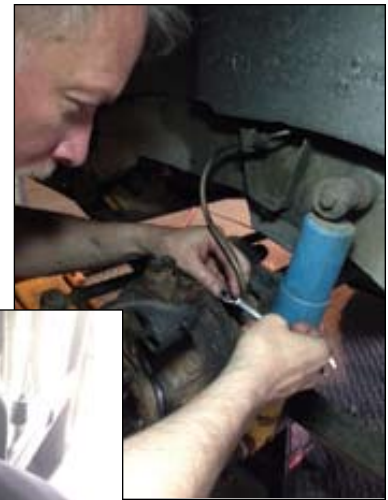
July was busy with preparations for the All British Car Day (ABCD) held at Britannia Park in Ottawa's west end. Unfortunately family matters kept me away but by all accounts it was a good day. More will be said about this by others but as the Chair of the executive committee I would like to express my gratitude to the usual suspects, Peter Gaby, Andrew Watkins, Dave Pell, Andrew Jones and Terry King. We cannot do these things without the support of club members like you.

Will Ficner and I have been exploring ways to keep you informed and up to date. Our club Facebook Community page seems to be a good venue and we are working on ways to make it better and easier for you to purchase club items, register and share information with members. To this end we are working towards changing from a "Community" page to a "group" page. Will has been doing a lot a great work behind the scenes and deserves kudos. In the near future you will see some changes to our FB presence and we hope you will find it more useful and easier to work with your executive and members.

On the home front I have been busy doing some much needed repairs to Stan, most notably fixing a busted front left outer axle. The inner bearing gave way and I foolishly let the rumble go and drove him anyway. A few days later I had no four wheel drive. This actually happened back in June before the 32nd Birthday Party. I had scrambled and with the help of 3 Brothers Classic Land Rovers (thanks Peter) I was able to get it back together and working in time for the BP. In this picture you can see the mess and how the failed inner bearing seized and then the outer axle broke when I engaged the front drive.



Tightening up the swivel ball seal and leather gaiter.



Final fit up before putting the wheel back on.

Once put back in good repair I noticed some clunking and quickly realized that the tie rod end had also failed and was a bit loose. I had carefully taken the tie rod end apart and removed

the afflicted lump only to find that my part box was mislabelled and I had the wrong part (cursed right had thread) Arrrrghhh. Thankfully Terry came to the rescue and had the correct part and all is good now and Stan is steering without a clunk and drives great in four wheel drive.

Two weeks ago Stan developed another clunk. Good grief, have I been ignoring him that much I thought? Well it turned out to be this. Any guesses?



The remains of my dreaded frame bushings.

I tried but failed to budge these hateful things. Stan's have been in place for a decade now and I am not surprised at how worn they were

... continued on page 5

Chairman's Corner (continued from page 4)

given the off roading, axle twisting and general bashing about he enjoys. So I paid a visit to my buddy Don Fournier at his garage and a half hour on the hoist with the correct tools it was done.



Bush knocked out.



New bush ready to slide in (with a lot of help from pneumatic clamp and air gun).



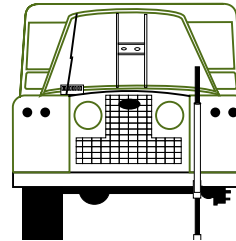
Final resting place of the new bushing, as it should be.

Anyways, been a busy month as I have also acquired a new Land Rover Defender 110 from Germany. It's a 2000 model year and has very few kilometres on it, only 118K, air conditioning and a Td5 motor. Government owned and dealer serviced. Club member Andreas Neidermeyer graciously checked it out for me and has been instrumental in helping me get it cleared and loaded onto the car carrier bound for Halifax.

Just to keep an eye out for pitfalls and issues; I decided to chat with a couple of our members from the Toronto gang who had recently brought in Defenders. Seems I was on the right track and we were able to share importation, registration and licensing stories and perhaps save a bit of money. The new Defender should arrive August 10th in Halifax after which I will fly out and drive it home. Linda is strongly encouraging me to get rid of at least one of our current Land Rovers, hmmm which one could she mean? Till next month, enjoy this newsletter and see you out on the trails.

KEVIN

PHOTOS BY KEVIN AND TERRY KING



Austin Kalcec and his 1974 Series 3 – 109" diesel Station Wagon.

PHOTO BY ROBIN CRAIG

Andrew's Musings

SUBMITTED BY ANDREW JONES

Hi folks

I can't believe that I'm writing this on July 31st. Where is the time going? Doesn't seem like over a month since the Birthday Party! From a Rovering perspective it's been a fairly quiet month for me, with the main event being attendance of the All British Car Day at Britannia Park in Ottawa.

This was an absolute hoot, starting with a team breakfast at Ralph's Diner on Carling. The OVLR contingent included most of the usual suspects: Messrs Pell, Gaby, Watkins, Finlayson, Ficner, Parsons, and Davids. From a LR perspective, we were a bit thin on the ground, with Andrew W's Holland & Holland Plushie, plus Roy's and my Series 3s: Some of you may not be aware but Roy's truck was also at BATUS at the same time as mine, and has the military registration number: 32 HF 77, only one digit difference from mine (31 HF 77). So it was nice to be able to get the 2 trucks together and parked side by side at the show ground they looked really good.



As has become the norm at ABCD, OVLR provided the club trailer and a team of highly skilled catering experts (Botulism and Salmonella) to cook and serve the lunchtime burgers: And as usual, they did a splendid job – to the best of our knowledge, nobody died, or was hospitalized as a result.

I was really pleased with our set-up at the event. We pitched one of the tents, including flag and club banner, adjacent to the trailer and the food serving area. The two series trucks looked tremendous, Andrew W's



Plushie was parked up next to the tent with the Napier tent on display, and best of all, we were right next door to the JLR dealership area...

ABCD is attended by a huge variety of people and vehicles, all united under the common theme of the old British cars: Beneath the umbrella, there are a number of factions and tribes with allegiances to specific marques, makes and models. And many of the "establishment" figures in the sports car clubs – Jaguar, MG, and even Triumph, look down on Land Rovers and their owners... which creates a tension and rivalry at these sorts of events – which I love: Especially as I am firmly in the anti-establishment camp, and have a healthy disregard for pompous ar*eholes with their over-restored, trailer-queens, and golf-club attitudes: Which is why I refreshed the "just off the range look" of the Series 3 by taking a trip to the hydro-line and back, before the event.



So being positioned next to the JLR dealership display created the right conditions for some fun...

Peter Gaby is extremely proud of his Mk1 Jag, and had brought it along to the event: Affectionately known as the Rust-bucket, although in my view it looks just like an old Jag should: It doesn't conform to the Jaguar Owners Club, JLR Dealership norms and expectations regarding appearance

... continued on page 7

Andrew's Musings (continued from page 6)

– being as how it's unrestored, not excessively chromed, or over polished: You could say it has more than its share of patina.

Naturally we parked it right next to a virgin white Jaguar F-type Coupe, but were asked to move it by the dealership team, so that they could display the F-type more easily: Peter duly fired up and moved the Mk1, which spat a large cloud of soot and carbon all over the F-type door, causing a conniption and frenzy of cleaning and re-polishing from the dealership... we were in kinks...

They then followed up by placing a full face crash helmet on top of the F-type – presumably to suggest that it would be a good track-day car... so we found someone who had come to the event on a WWII dispatch rider's motor cycle and borrowed his helmet, placing it on the roof of Peter's Jag... the black looks were just priceless... out a**holing the a**holes – what fun..!

But the crowning achievement for us was “The Participants Choice” award for best car of the show...

Being somewhat familiar with subversive, clandestine skullduggery, we “persuaded” a number of people that Peter's Jag, should be the “Participants Choice” – certainly had there been a “people's choice” it would have won hands-down judging from the amount of positive attention it received throughout the day.

As the judges were deliberating, one of them ran over to us, red faced and clearly not happy, alleging that we had cooked up a scam to have the Mk1 win the award... who us?

Needless to say when the awards were conferred Peter won 3rd place, but his acceptance speech was priceless – sincerely thanking the judges, and adding that the considerable amount of sympathetic restoration work carried out since winning a similar third place at Stowe a number of years ago, had clearly been vindicated, but that he was a little disappointed at only winning a third place, and that perhaps a slight imperfection in the



chrome of one of the wheel rim embellishers let him down on the day... just magnificent.

All in all, a really good day, thanks to:

- 1 Peter Gaby – for once again being the prime mover in coordinating and organizing everything – from soup to nuts – couldn't have happened without you.
- 2 Botulism and Salmonella and Dave Pell – for not killing anyone with their lunch...
- 3 Andrew W. for all the logistics associated with the club trailer and modelling of the Napier

SUV tent.

Other news: Two of my Rovers will be moving to a new home this weekend. The '59 Station wagon, and '64 pick-up are heading south into New England to a guy who will be able to give them the restorative attention they both deserve much more quickly than I can. This will enable me to focus on a new project... more on this in the future.

That's all for now

BEST REGARDS
ANDREW

All British Field Day, Britannia Beach Ottawa



The OVL R contingent.
PHOTO BY ROY PARSONS.

Memories from Shannon Lee Mannion



1995 Oiler.



Iltis at 2001 Oiler.



Andrew F at 2002 TuneUp.



Peter M. at 2002 Oiler.



1994 Lineup.



Stan at 2000 Oiler.



Kevin W and Disco in 2003.



Mog at 2003 TuneUp.



1999 Oiler.



Playing tag at 2004 MSR.

Photo Caption Contest

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

This month's photo was submitted by Robin Craig.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



June Caption Contest Results

ENTRIES FOR JUNE (AS JUDGED BY DIXON AND DEBORAH)

Winner:

Peter Wood – “Dad !!, the door fell off again.”

Runner-up:

Ted Matthews – “My dad says someday this will all be yours, daughter.”

Honourable Mentions:

K. Newell – As Ian gently glides the Presidential Range Rover to its landing spot he suddenly realizes that he started the run with two children and four doors... Something is missing.

Naji Mhanna – OVL R DARE DEVIL

Thanks for playing everyone! TK



Series Restoration

PHOTOS BY SEAN MCGUIRE

A beautiful job of restoring a former garage dweller to a great looking ride (*ed.*)



*Before...
and After.*



Cubby Build

ARTICLE AND PHOTOS BY T. KING

Anyone who has sat in the front of a D90 will know that the middle seat is designed for a 40 lb person with short legs. Otherwise there would be no way to shift gears or engage Diff-Lock without some contortions.

Also, the 1998 model has virtually no storage space and nowhere to hide cameras or wallets, so with Kevin N's plan in mind, the two of us set about swapping the middle seat for a home made cubby/armrest.

Kevin has built one in the past and took the lead on design and manufacture.

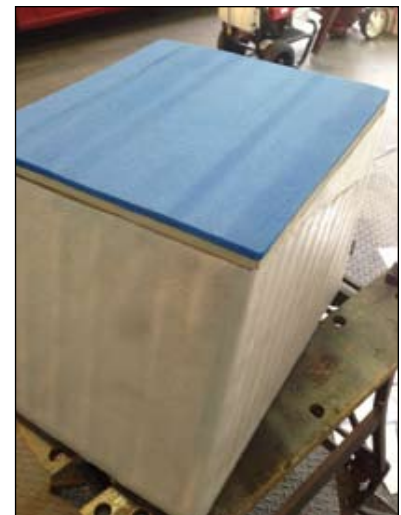
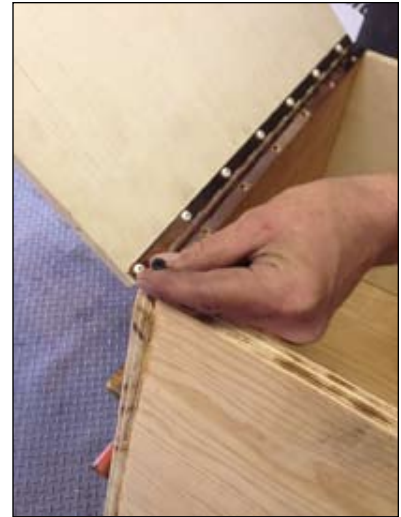
I needed a sheet of plywood, hinges and spray glue, but he had the other materials available.

It is easy to remove the seat, just pull up and slide forward.

We measured the space and picked a comfortable height for my right elbow then built the box to those dimensions, see photo 1.

Photo 2 shows the base of the seat that we cut off the chair in order to reuse the locking mechanism.

In photo 3 we temporarily attached the top to the hinge but then removed it again in order to do the covering materials.



We glued the foam coating to the sides and top which gives it a soft feel and deadens the sound (photo 4).



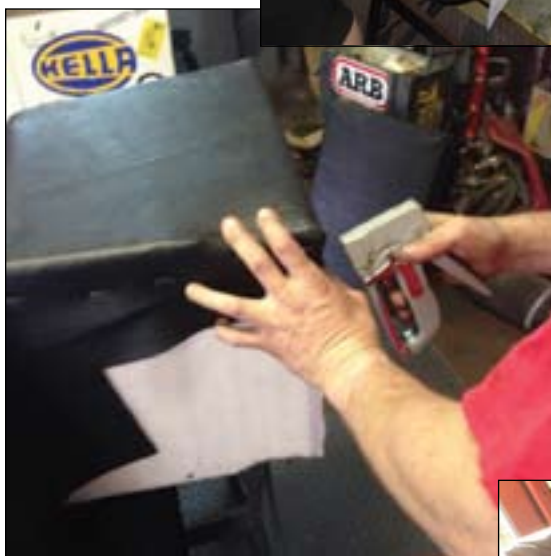
In photo 5 we are measuring and cutting the vinyl, this the most difficult part.

... continued on page 12

Cubby Build (continued from page 11)

It is best to remove the base again after you pre-drill it so that you get attach the vinyl (photo 6).

Then we fitted the vinyl on top of that and stapled it under the lid and under the bottom (photo 7)



Then screw the bottom back on and slide the finished product into place (photo 8).

Other notes: we carpeted the inside of the box using staples to attach it, and designed the top to open to the side, away from the driver for one handed opening. And finally, added cup holders to the front. Final cost was roughly \$80 in total.

TK



Rovers & Parts for Sale

FOR SALE

Brake pads — I got these pads sent to me in error from Rovers North. Price is \$20. They are rear pads with wear sensor for 1989-1998 Discovery or 1970-1994 Range Rover. New in box was \$40 USD + shipping to get them here.

Kurt: kurt789@gmail.com or 416-807-5226

Jul15

FOR SALE

Clutch Master Cylinder AEU 1714, BRAND NEW, will fit Disco1 or RR Classic
Matthewsted@aol.com

Jul15

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



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.

Jun15



FOR SALE AND WANTED

Galvanized, Five 16 inch wheels, looking for \$400. Call Sean 613-612-7622.

Also if anybody has an overdrive hanging around not being used i would be interested in purchasing or maybe trade for a massive Koenig winch.

Jul15

ANYBODY NEED FREELANDER FOR PARTS?

I currently have a 2004 Freelander that needs an engine rebuild. Apparently the cylinder slipped into the block. Any chance any of your club members want to try? Or have some tips on how to approach Land Rover about this issue?

Karen Fisher Favret, Montreal

514-378-8887

Jul15

FOR SALE – BEST OFFER

5 steel rims for Defender, RR classic or Disco 1/
Two good tires as in photo, 3 others hold air but not much tread.

Located in Ottawa.

Contact:

Terry King
– terrycking@rogers.com

May15



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@rogers.com

... AND FOUND

Thank you to Peter from 3 Brothers, Kevin Newell, Fred Joyce, Andrew Findlayson, and Bob Wood / Bruce Ricker; all parts received.

As always you can depend on OVLRL members to come through. Thx Sean

Jan2015

... continued on page 17

Rovers & Parts for Sale *(continued from page 16)*

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

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

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

WANTED

109 station wagon chassis in good condition, for Series II A project.
Andrew Watkins email awatkinsottawa@sympatico.ca
Feb2015

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

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

'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

Thank you to our BP Sponsors



The Great British Pasty & Pie Co.

gbpastyandpie.ca



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3brothersclassicrovers.com



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www.kbeer.ca



<http://trailheadpaddleshack.ca>



www.harveyandverns.com

OVLRO are grateful for the support of Napier Outdoors, who were one of the BP32 sponsors.

If you are looking for a tent for your truck, SUV, or minivan, check them out at www.ca.napieroutdoors.com



Sportz 84000 SUV Tent



Napier Outdoors is pleased to be sponsoring the 32nd Birthday Party and All British Car Day this year! To view their entire product lineup including tents for nearly every truck and SUV on the market, scan the QR code or visit www.napieroutdoors.com

