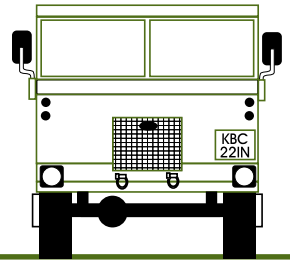


OTTAWA
VALLEY
LAND
ROVERS



September 2015

www.ovlr.org

Volume 32, Number 9



Find us on
Facebook

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

Building Bridges



*Gary, Darryl, JL, Kevin, Adam and Ox on the ATV bridge.
(see article and more photos on page 4-5)*



PO Box 478
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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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October 19, 2015

258th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 6 to 8th, 2015

15th Guy Fawkes Rallye
www.fourfold.org/dkenner/LandRover/GuyFawkesRally/

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/1477333665898918/>

How to make a gearbox leak less...

BY ANON

Noticing how much oil your Series gearbox seems to lose? Discovering the environment and decided that you would like to not add a bit of oil every few months? Well, there is a solution for the oil that seeps from the top of the gearbox where the selector rods leave the gearbox and run to the stick shift/ gear lever.

While this solution does require access to a rather large milling machine, a bit of patience as nowhere in the description is there a description of the time to remove said gearbox, strip it down to the casing, and reassemble, and refit. But, if the gearbox is out, and you have a couple hours to help the environment, watch this video:

<https://www.youtube.com/watch?v=0WM--Nl8r2I>

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Replacement Radiator Caps

A Bit of Detective Work

BY ANON

With a bit of detective work here and there on the subject of replacement radiator caps for a Series One turned up suitable replacement part numbers available at your local NAPA retailer.

First off, this particular cap is what is called a B-size cap. It crosses over to things like Fordson and Massey-Ferguson tractors (not to mention Freightliner over-the-road tractors), so seems more of an implement item here in the States.

The Series I had 3 possible flavours of radiator cap determined by the pressure – 4, 9 and 10 pounds. 4 was for the small petrol engines, 9 for the Diesel and 10 was listed as an alternative. I was not able to locate this cap in a 9-pound, but for those not wanting to go to 10 there is a 7-pound alternative.

Part numbers are:

Stant 10283 – B size 10 pound - NAPA 703-1422

Stant 10282 – B size 7 pounds - NAPA 703-1418

Stant 10281 – B size 4 pounds - NAPA 703-1419

Chairman's Corner

Swisha Loop

PHOTOS BY THE ENTOURAGE

KN - Swisha trail was a lot of fun, great trail, great people and we had great weather (until Sunday morning). No carnage on this trip, had to rebuild an ATV bridge and pull some rope out when we tried to climb a hill with my trailer then realized we were in two wheel drive (Doh!).

Destroyed our rebuilt bridge with the last two trucks but all was good. Camping sites were just great. There was about 50 kms of rutted and corduroy road and that was hateful in a Series or Defender. The Toyota's took it in stride and were comfy.

One rad leak, one diesel return line repair and one broken engine mount were all that needed tending to. Terry and Gary had fuses shaken out of their fuse box by the last part. All in all a fantastic few days in the bush. Gonna do it again!



(re: Photo of ATV bridge – cover) - We drove three Defenders and two Toyota Land Cruisers over this little thing....

Ted's regrets:

After a valiant effort by me and a couple of others we still haven't solved the wheel oil/grease leak from the front right hub. I am worried about putting 2000 KMS approximately on the truck in case I get stuck far from home re towing, etc. At this point we're reasonably certain that the swivel ball system needs attention or



replacing, complete with associated seals- this kit I have since ordered. An added piss-off has been the fact that I have discovered a hole in the muffler... and the tranny is still leaking but at a reduced rate. Is aluminum scrap worth anything?

But after shopping, packing, choosing the right wines, etc., I regret that it doesn't look like this trip is in the cards for me to depart today... But we did try right up to the last minute.

Hoping Kevin, Terry, Darcia, Gary and the others have a great time. Kevin will keep you out of trouble!

Missing you guys already...



... continued on page 5

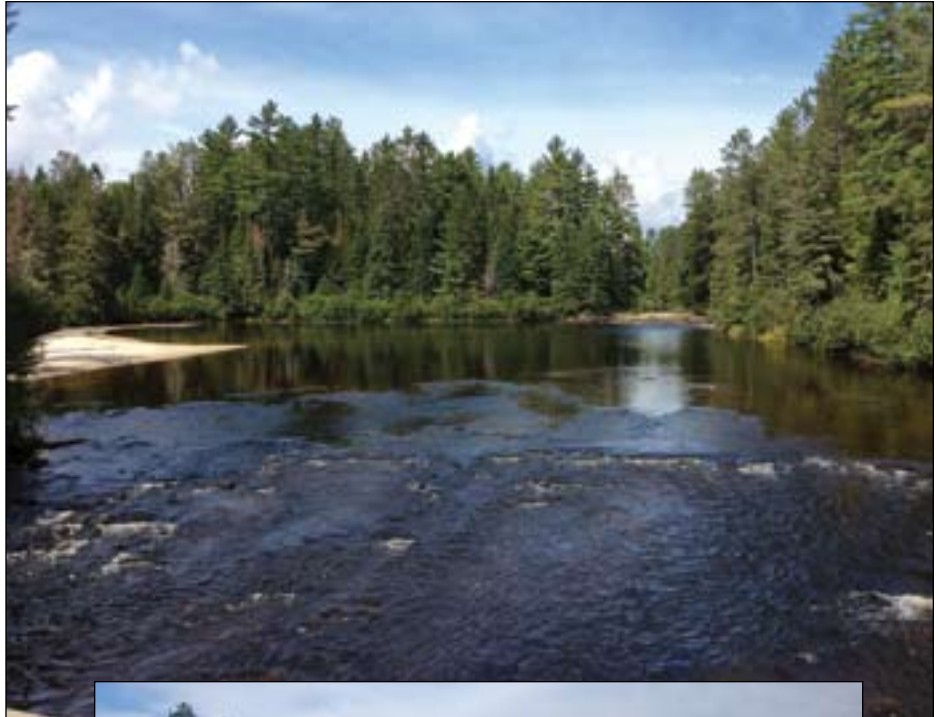
Chairman's Corner – Swisha Loop (continued from page 4)

Gary's comments :

Darcia and I really enjoyed this trip. Thanks for including us despite our lack of knowledge regarding even the most basic aspects of diesel mechanics and land rover maintenance. I learned a great deal this trip: bridge building, trust in others, diesel fuel line repair by improvisation, the importance of knowing the combination for a bear gun trigger lock and the ridiculousness of using a trigger lock in the first place. Most importantly I learned how important it is to “keep calm and carry on”. The bridge story will be retold many times over the next few years.

Everything including some of the electrical fuses were shaken loose on that last wash board road. An odd “ticking” noise came from the fuse box part way home. All of the electronics except the windshield wiper delay setting seemed

... continued on page 7



Andrew's Musings

SUBMITTED BY ANDREW JONES

Hi folks

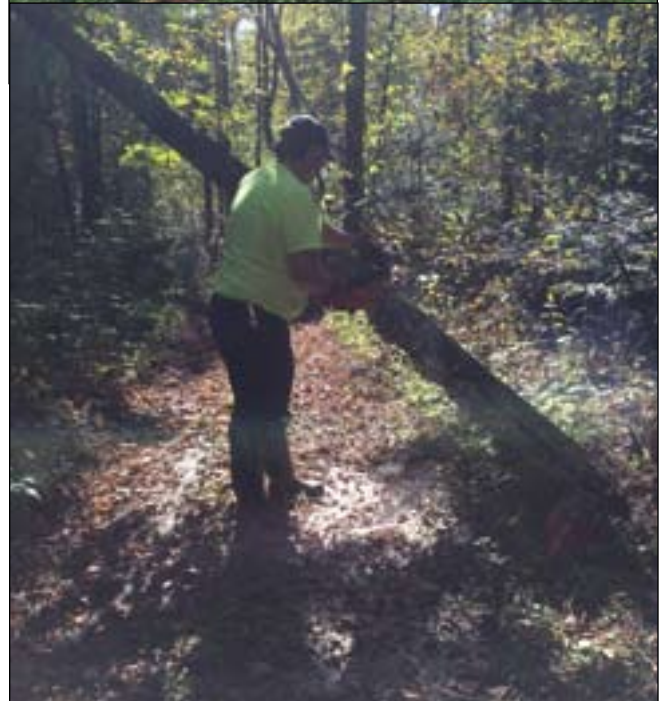
It's been a quiet month on the Rovering front: An extended work trip to Australia ensured that there wasn't much progress on anything mechanical other than sourcing of a distributor from RPi Engineering in the UK for the 101. Hopefully this will be the 'final solution': The 101 has really tried my patience this year, and as I write this I've got all my fingers and toes crossed that it'll make an appearance at the Cedar Hill Classic on Sunday: Once again I have called in the expert and Mr. Finlayson will be working his magic on Wednesday evening.

Last weekend I spent a very enjoyable few hours proving, and clearing the trails we will use for the CHC with Bruce and Sue, Dave Pell and Kevin N: Who showed up in his very smart looking 110 TD5.

Every year the weather gods provide something different for us for the CHC, and the footing of all the trails was dry and firm, with only a few wet patches: Even the October trail which last year was almost knee deep in water, was completely dry. There is rain in the forecast between now and the weekend, but I don't think it will make a huge difference to the footing – which could be described as “firm to good” at the moment.

Dominique asked me to investigate if we could create a new fording place for Campbell's Creek, which would

... continued on page 7



Andrew's Musings (continued from page 6)



avoid having to drive through the horse paddocks, so without waiting to be formally asked – Bruce volunteered to try crossing at the most promising location: Suffice to say that the next half hour was not a text book example of “treading lightly” but was very effective in making a crossing place that with a bit of additional work, could be traversed without the use of winches, chains, a large heavy tractor and Kevin’s new 110. Thank you Bruce, and Sedgewick.

That’s all for this month – hope to see you on Sunday.

BEST REGARDS
ANDREW



Chairman's Corner – Swisha Loop (continued from page 5)

to work alright. Came from a box type thing (fuse?) that controlled the electric window on the left and the signal lights. Disappeared after I pushed it in hard though the whole fuse section moved backwards too. Likely the fuse holder frame screws came off somewhere.

Although you probably have this I include a map and some stats covering the section when we went off road to the Swisha point where we left the group. *(ed: I left this out)*



Darcia and I were very impressed by your courtesy, good humour and willingness to share whatever you had. It was a pleasure to meet all of you and I look forward to seeing you at the next OVLRL meeting.

CHEERS, GARY

More photos on the back page!

Blacker Than Night XIV

AUTHOR BEN SMITH

As July draws to a close it becomes time for the southern members of OVLRL to gather at the home Ben Smith and Christina Albrecht for a weekend of RTV, RoverPolo, off-roading, wrenching, tall tales and good food. OVLRL members come from about a 700 km radius from Bensfold in New Jersey with the furthest drives coming from Ottawa, Maine and Washington, DC area. And many points in between.

The 14th installment of this event was held the weekend before the first Monday in August to correspond with the Canadian bank holiday weekend.

Dixon was the first to arrive Thursday night to assist with the various tasks setting up the event. He was particularly keen to ensure that the kegs were properly tapped and working. To that end, Ben and Dixon headed off to the local Wine and Spirit company in Ben's 80" to pick up the kegs. They returned forthwith with three 1/6 barrel kegs in the rear of the 80". This year the adult beverage selection on tap included Brooklyn Lager, Yards IPA and Neshanic Creek Extra Special Bitter.

As Friday afternoon dragged into evening Land-Rovers and enthusiasts started to arrive in dribs and drabs. Of note was the Zipkin convoy which included: Eric driving his father's expedition SII 109 SW, Ann driving the family 110 SW, Bruce Fowler from ME in his RRC with Eric's 80" on a trailer and the Bulls (George, Joanna, little George IV and George's sister) in a LR3 from NH.

Our fearless Secretary-Treasurer Dave Pell also came



Zipkin expedition 109"



down with Gabe from Ottawa to lend executive support, but not in a Land-Rover. The DC contingent included Dave Bobeck in his D90 with little puppy and Quintin Aspin along with his girlfriend Suzzane in a Suburban towing the front half of a SIIA 109SW and a partial SIII 88 on a trailer for long term storage at Bensfold. Mike Loiodice sadly was feeling under the weather and thus was not able to attend this year. Rounding out OVLRL members were both Russell and Fred Dushin with their SII and SIIA 88" Land-Rovers, Bill Maloney with his SIII 109", Eric Riston with a current generation Mini, Jeff Meyer, sans Land-Rover with some non-running excuse for WASHME, Bill O'Hara and Kris Anderson with their SIIA 88" OLDROVR, and Greg Fitzgerald with his Disco 1. Dave Stauffer, who was at the BP, showed up with a RHD diesel 110. Work issues caused Bill Fishel and Jan Hilborn to send in their regrets.

From the local NJLR group we had Jarek and Barbara Maras & kids with their red SIII 88" and Disco 1, Eric and Helen Choi with their SIII 88" and RR mk 3, Dan Marcello with his SI 86" and RR Sport, Ryan and Jill Muller with their LR3, Cristina Calado with her SIIA 109 regular and RR mk3, John O'Mara with his late SIIA 88", George and Paula Miniotis & kids with their SIIA 109", RRC and Disco 1, Karl Koeffer with Lisa Black in their Disco 1, and Will Skidmore & Katie Vince, without their SIII 109" SW which was not running. Adding in was Josh O'Neill with a D90 and Jimmy first with a D90 and then with a Disco 1. Steve Hoare (LRO magazine North American correspondent) & family showed with his D110.

As usual people were up late Friday night swapping tall tales and Land-Rover stories. Saturday dawned bright and sunny. After a breakfast of waffles, etc., people

... continued on page 9

Blacker Than Night XIV (continued from page 8)

moved out to the Barn for the first wave of repairs. Eric's 80" brakes needed bleeding. His father's 109" needed an exhaust gasket. There was various tinkering with charging systems; both Fred and Eric Z needed to fix their generators.

A challenging "seelie-mealie" competition was set up by Dixon with 20 items for each person to identify. If possible people were to add in the provenance of each part. The seelie mealie deadline was extended from dinner Saturday until lunch on Sunday.

The afternoon was occupied with a two section traditional ALRC RTV. 17 people competed. The first section featured a off camber downhill, sharp left around a tree past the hornets nest, followed by a short hill climb, through the woods to a steep ledge 2 meter drop to a left wheel lock turn at the bottom, off camber climb up a short hill, down, around a tree and finish with a hub over. The hill climb up to the 9 gate felled most people, though a few like Russ Dushin, Dave Bobeck, and George M made it up. LWB trucks used their free shunt here. The next spot to catch people was the full lock turn at the bottom of the steep drop for the 6 gate. Russ Dushin managed to run it clean.

The second section involved playing with a berm. Out the 12 gate, left off the berm, wiggle through the trees to a hard right over some bumps, down the trail, right over a bump, sweeping left up and over the berm with an off camber on the back side, long circle around to come back climb the berm, hard left along the top to exit out the starting gate. Various turns tricked different people. Most were caught out early on with the hard right to bumps that was gated by trees getting either 9 or 10 points. LWB again used their shunts to their advantage over SWB. The turn around with the 4 and 5 gates tripped up most of the rest. Ben and Russ Dushin ran it clean. Fred gave everyone a scare when he came over the berm a bit wide to the off camber,

thought he might roll it, so turned hard right unto the roll and caromed off a tree for the recovery with only minor body damage.

Somewhere along in the day someone <ahem Dixon> started painting various phrases on Dave Stauffer's D110, such as "DHS Eat Me", "Plushies Rule" and "Series Suck". The paint did easily wash off but caused great amusement.



In the evening we got everyone together for a group shot. Three Series I Land Rovers out front and rest behind in two rows. Jeff Meyer, shooting photos, asked what people thought of LR killing off the Defender at the end of 2015? Everyone raised his or her middle finger in response.

Sometime during the day new-comer Jimmy, who works at Land Rover Manhattan, asked if he could do a tranny swap. Sure, why? It turns out that his girlfriend blew an autobox with her Disco 1 by the NJ shore that morning. He set off with his D90 to swap trucks with her, and returned with the Disco on an AAA recovery truck. They got it into the Barn and over the pit. He and Dan started on the job after dinner, but then drank too much and called it a night. The next day they left mid morning for Brooklyn with promises to come back in a few weeks and finish the job.

Dinner was the usual amazing assembly of food by Christina and everyone else who contributed. Lots of merriment around the tables. Awards for the RTV were given out at the end of dinner.



... continued on page 10

Blacker Than Night XIV (continued from page 9)

Overall winners

1. Russ Dushin, SII 88" (SWB class), 0 points
2. Bruce Fowler, RRC (LWB class), 8 points
3. Karl Koefer, Disco 1 (LWB class) & Josh O'Neill, D90, (SWB class), 9 points

SWB Class

1. Russ Dushin, SII 88", 0 points
2. Josh O'Neill, D90, 9 points
3. Dave Bobeck, D90, 16 points
3. Eric Zipkin, 80", 16 points
5. Fred Dushin, SIIA 88", 17 points
6. Dan Marcello, SI 86", 18 points
7. Bill O'Hara, SII 88", 20 points
8. Clarke Ferber, 80", 21 points

LWB Class

1. Bruce Fowler, RRC, 8 points
2. Karl Koefer, Disco 1, 9 points
3. Eric Choy, Disco 2, 11 points
4. Greg Fitzgerald, Disco 1, 17 points
5. Quintin Aspin, Disco 1, 18 points
6. Jarek Maras, Disco 1, 18 points
7. George Miniotis, RRC, 19 points
8. Dave Stauffer, D110, 22 points.

Ed note: Ben ran both sections after everyone else in his 80 and scored an 8, but since he set up the RTV, his score doesn't count as he had an unfair advantage.

We ended with a toast of single malt scotch to absent Land-Rover friends – those who have passed away. People mentioned included OVL R members Jon Humphry and Bill Caloccia as well as Alex Scott, a member of the Scottish Land Rover Owners Club who Ben knew from RTVs and comps in Scotland.

People stayed up very late chatting and driving LR's on the trails in the woods.

Sunday featured a trip out to the Whitehouse General Store (a change from the usual Oldwick General store). WGS is much closer, is generally closed on Sundays and was happy to open for private party. WGS put out

a buffet that was well received and got everyone to eat must faster than the prior location. For a return trip, Ben led everyone on a 12 mile country drive through farms including 4 miles of dirt roads.

Sunday mid-day was the Rover Polo match. Two teams of 4 vehicles battled it out for 40 minutes. There was one minor vehicle ding which earned one team -5 points. Despite many charges back and forth there were only two goals, leaving the end score 1 to -4.



The seelie meelie objects were:

1. Series gearshift base [From Dora with the stripped and retapped grub hole]
2. Series I steering grommet (shaft through bulkhead), burned with bubbles [From one of Dixon's 80s]
3. Series I accelerator linkage
4. Disco 1 front differential vibration dampener mount
5. Series I differential flange, damaged [From Ben's 80" which tried to fall off]
6. SII hub flange
7. 2nd/3rd gear mainshaft snap ring.
8. 2.25L cam follower, damaged [from an unhardened set back when, from Dora]
9. SII steering upper bush and spring
10. V8 rear main shell
11. 80" panel for fuel pump
12. SII/early IIA rear door handle guide generator bracket
13. SII/IIA generator bracket
14. Late IIA/III servo to intake manifold pipe
15. 88" rear wheel cylinder piston
16. Series I chassis bolts, expired
17. Serves SW window latch, rear
18. SIII steering cowl mount
19. Melted Solex carb from WASHME
20. SII/IIA lower radiator hose, 4 cyl petrol

Nine people submitted answers. The winner overall with 18/20 was Dave Bobeck, who narrowly beat out Quintin with 17/20.

... continued on page 11

Photo Caption Contest

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

This month's photo was submitted by Ben Smith.

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 (AS JUDGED BY TK)

Winner:

Kris A.: The instructions said: Wind clockwise until finger tight. Release for spring loaded action.

Second:

Gabe P.: Do you think he's ready for the home?

Third:

Ian D.: " why did I ever watch that DIY YouTube video!?"

Honourable Mentions:

Dave P.: I've heard of collapsible steering column But this is ridiculous.

AJ: Previously thought to be lost forever – the 80 inch prototype Forward Control which pre-dates the center-steer was recently unearthed at an undisclosed location in Ontario.

Fred B.: Front wheel drive – no engine required.

Bruce R.: Errr... Nope...

KN: Bruce soon saw the error of his ways, but it was too late and he failed on his first attempt during the practical component of the mechanics exam.

Thanks for playing everyone! TK



Blacker Than Night XIV (continued from page 10)

In the afternoon everyone started breaking camp and heading home. Jarek blew a diff on the trails letting his son drive a little and had to leave his truck. Eric Zipkin headed for home in the expedition Land Rover. He quickly returned with oil pressure concerns and caught a ride home with Bruce.

Eric was back Monday night with a trailer to fetch his 109. Jarek was back a few nights later for his truck. Jimmy and Dan showed up 2 weeks later to finish pulling the tranny and replacing it with a used unit.

Many thanks to Atlantic British that donated prizes for the RTV and seelie mealie.



Dan Marcello, Steve Hoare, Jimmy and Steve's daughter on the RTV.

The Road from Wolf Lake

ARTICLE AND PHOTOS BY ROY PARSONS

The rendezvous was scheduled for 10am on August 29th at the gas station in Quyon, Quebec. A few of the usual suspects were involved. Eric Ratcliffe and son Kenny in their mil. 110", Kevin Newell and wife Linda in their well equipped 88" and me in my mil. 109".

This past spring I solo explored an area north of Quyon and realized a road/trail I'd spotted on the topo. map looked promising. On the solo trip I'd turned around when the road deteriorated. By that point I was fairly remote and without my ham radio and out of cellphone range if things went sideways it would be a long walk. Returning with backup was more sensible.

Leaving Quyon and heading towards Lac de Loups (Wolf Lake) on dry dusty roads the image in my rear view was reminiscent of African safari films with a huge dust cloud from the first vehicle (which thankfully was me leading) engulfing the rest. At one point we rounded a bend and came upon a MUTT (jeep) parked on the roadside. Stopping to investigate it wasn't long before a local farmer turned up in his tractor to tow his stricken vehicle home after it had stalled.



Onward to Wolf Lake and our destination road. In time we pasted my previous turn around point and traveled roughly another 3/4 of a km at which point we found an obstacle that we decided not to attempt. It was doable given time (probable winching) and belly dragging over boulders and body rubbing on



trees, at least for the LWB vehicles, something I didn't feel like doing with mine. We decide to retreat and attempt the trail from the other end.

We drove in quite a ways from that direction and only called it a day when the path was blocked by a number of fallen large diameter trees. Significant wood cutting would be involved and the day was getting on. Although unsuccessful in completing the road/trail we all agreed that someday a return is in order.

Guy Fawkes (New York)

Howard has decreed when the fifteenth rallye will be held.

November 6th, 7th, and 8th have been deemed the dates for fun, frolic and bonfiring.

For those preferring the motel over camping in the paddock, or Howard's living room floor, the number for the KC Motel is either (800) 636-9492 or (607) 264-9392

See info here:

<http://www.fourfold.org/dkenner/LandRover/GuyFawkesRally/>

Almonte & Lanark Loop

ARTICLE AND PHOTOS BY ROY PARSONS
September 6, 2015

Phone calls were made but in the end no one took the bait so Lynn and I did this trip on our own. No problem as we make a good team and the 109” was running well. The trip being a route I’d mapped out a few years ago and drove some parts of with Terry King.

It’s a great route close to Ottawa that’s not too challenging if the water level’s relatively low as some trails cross marshy terrain. The overall area is between Almonte & Lanark and takes in numerous trails between the two towns. The route forms more or less a loop returning you to the Almonte area. Other than the possible water issues the trails could be described as greenlane/light off-road. In fact there are almost too many trails to cover and can make for a long day.

Overall it was a terrific adventure. Enjoyable route, the best company and met some locals; local farmer and also a family enjoying the roads/trails as well, all crammed on an ATV. Good pub lunch in Lanark, at the halfway point then back towards Almonte taking in more trails on the return. Only downside was the weather – it was another of the crazy humid days we’ve been experiencing this summer in the Ottawa Valley.



Lynn at the wheel

Rovers & Parts for Sale

FOR SALE

1997 300tdi Defender 110 Station wagon chassis. It's in decent shape, but needs a little bit of work here and there. It has a good diesel fuel tank and cradle, and a LHD front axle with vented discs (calipers not included).

Tow hitch and rear step also included.

The chassis is sitting on a empty rear Salisbury axle casing which is included as well. (Rims not included)

\$700 obo I would hate to have to cut this up for the scrap yard.

Will Ficner

will@wilboro.com

613-266-3989

Sep15



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

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

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

FOR SALE

For sale is my LR series 2 A as a restoration project with numerous new parts. It is posted on Kijiji Ottawa. I shall be happy to answer inquiries and discuss a suitable price. Please see the picture of the car in better days.

Thank you for your attention.

JF Ferrary

613 676 2510

jferrary@gmail.com

Sep15



FOR SALE

Clutch Master Cylinder AEU 1714, BRAND NEW, will fit Disco1 or RR Classic

Matthewsted@aol.com

Jul15

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

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



... continued on page 15

Rovers & Parts for Sale *(continued from page 14)*

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

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

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

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 \$150 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 \$174 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 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

More photos from
the Swisha Loop

