

OTTAWA  
VALLEY  
LAND  
ROVERS



October 2015

[www.ovlr.org](http://www.ovlr.org)

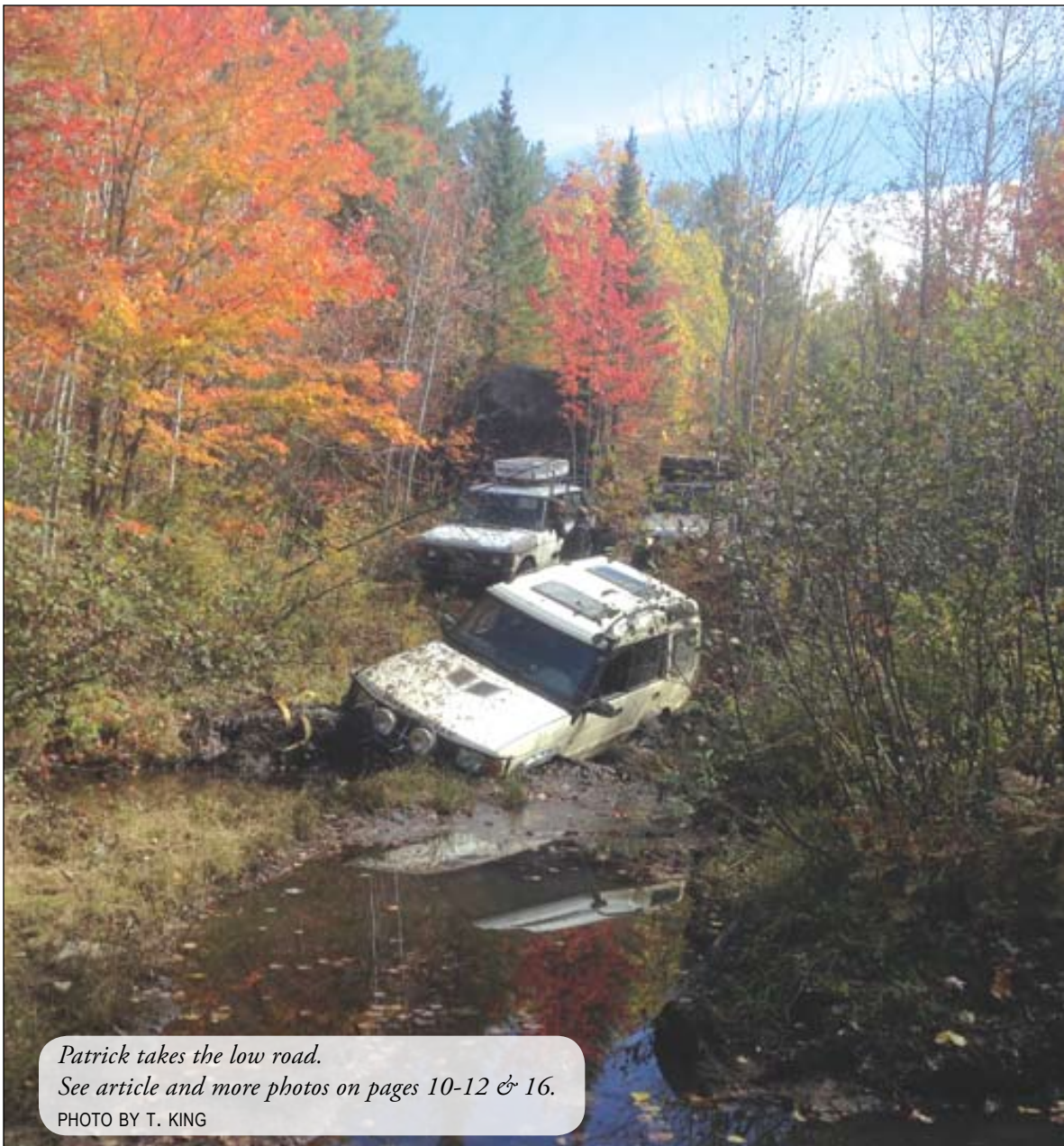
Volume 32, Number 10



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

# October *Trail* Fest



*Patrick takes the low road.*

*See article and more photos on pages 10-12 & 16.*

PHOTO BY T. KING



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>

## OVL R Executive and General Hangers-On

### President

open

### Secretary-Treasurer

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### Events Coordinator

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### Club Equipment Officer

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### OVL R Marshall

position 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](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto: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

November 16, 2015

259th Monthly Social  
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 6 to 8th, 2015

15th Guy Fawkes Rallye  
[www.fourfold.org/dkenner/LandRover/GuyFawkesRally/](http://www.fourfold.org/dkenner/LandRover/GuyFawkesRally/)

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## 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/>

## Classy Wine Tours

SUBMITTED BY ANDREW FINLAYSON

Saw this Defender in Niagara on the Lake around the corner from my brothers place. And ,as it says, he does tours in his Land Rover of the vineyards. Classy!

It is a 110 Regular. With seats in the back and wide open sides instead of windows.



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## Scotland apologizes for its continued existence

You have to see this to believe it ad: <https://www.gumtree.com/p/cars-vans-motorbikes/1970-classic-landrover/1134986584>





# Chairman's Corner

## Mini Oiler

ARTICLE BY KN AND PHOTOS BY KN AND TK

Applied undercoating to CTX yesterday; started out great (read on). I finished in about an hour and used about three litres for the 110. Lots of nooks and cramped spaces under there. Already did the inside of the doors and some other spots inside.

This stuff is fantastic, no drips no spills. Only bad thing is that it was sunny when I started but began to rain when Terry got to Jager and then it snowed, then hail!!! Yuck!



*Kevin applying the spray.*



*Defenders at the Oiler.*

The formula 3000 (aka Wannakeepit) does not flow so am looking for a substitute for internal cavity application. Probably gonna use Krown or something similar.

CHEERS,  
KN



*Terry working in the rain.*

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# Elections... Elections... Elections!

The upcoming AGM (date tbd) will include the officer elections, reports from all current officers, and conduct any other business necessary for the club. As usual, the following elected executive positions are open for nomination:

**President:** Responsible for the overall operation of the club.

**Events Co-ordinator:** As Events can be a large and onerous load, the Events Co-ordinator position organizes the overall Events proper, not the off-road portions. This person is responsible for the overall co-ordination and running of large "family oriented" events such as the Maple Syrup Rally, the Birthday Party, and the Christmas Party. Plus any other events that the Executive chooses to hold throughout the year.

**Off-road Co-ordinator:** Responsible for organizing all

green laning, off-road events and RTV Trials that the club will undertake.

**Executive Member at large:** A position that would allow for members to learn the ropes, assist the other Executives in undertaking their tasks. If you're thinking you wanted to help the club and was thinking about getting onto the executive all is not lost.

This is your opportunity to help with the future direction of the club. If you have a couple of free hours a month, and want to help run the club, contact the executive and let your intentions be known.

If you are interested in running, or would like to nominate someone for a position on the executive, drop an email to our resident Returning Officer Dixon Kenner at [dkenner@gmail.com](mailto:dkenner@gmail.com)

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## Photo Caption Contest

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

This month's photo was submitted by Shannon Lee Mannion.

Captions should submitted to: [terrycking@rogers.com](mailto:terrycking@rogers.com)

People are encouraged to submit photos for the coming months.



### September Caption Contest Results

ENTRIES FOR SEPTEMBER (AS JUDGED BY TK)

**Winner:**

Naji Mhanna: Land Rover, driven by the Queen and it is a trailer Queen.



**Runner-Up:**

Mike McDermott:

If we can just get the body out, it'll look like new again.

**Honourable Mentions:**

Linda Scott: The last photo of the Land Rover enthusiast who happened to get run over by a Series 1 on a flat bed.

KN: Wait a minute... This looks like a jeep under here!

Mystery Man: Where is that darn squeak coming from??

Thanks for playing everyone! TK

# Andrew's Musings

ARTICLE AND PHOTOS BY ANDREW JONES

Hi folks

Although it's only been a matter of a few weeks since the CHC – somehow it feels longer: The weather has turned a tad colder, and signaled that in the words of my fellow Yorkshireman Shaun Bean as Ned Stark - truly “Winter is coming”. Like many of you, I have been working away to get ready for the white stuff, which means that I've been clearing out storage space and putting the toys to bed for the winter. So, both military trailers and the Relic, plus Ferguson and my faithful Kubota mower have all been prepared and tucked away in the barn. Next will be the 109: It's going to live in the Gatineau Garage, to allow me to put the LR3 in the garage: It was heavily crusted with ice this morning when I left for the airport, and given the usage pattern that it has these days – keeping it indoors is a good idea if I want it to remain reliable.

While on the subject: At Terry K's suggestion, I had the LR3 serviced recently by Autovation in Stittsville, and I have to say that I am pleased with the result. They were very courteous, clearly know what they are doing, and the final bill was less than I anticipated. So I'm in the process of scheduling the next visit, which will be more involved; new winter tyres, front brakes, front / rear alignment: I'll report on my experiences in the next NL.

But back to the CHC, or more specifically the weekend of 3rd / 4th October.

Once again we hosted the Lanark Therapeutic Riding Program Fall Fundraiser Trail Ride on the Saturday.

With over 55 riders, and cash pledges in excess of \$4,500 it was one of the most successful events in recent years: And for sure the weather helped enormously – it was a perfect Fall day, and the colours were spectacular. It was great to see the hayfield full of trucks and trailers, and watch the riders head out for the 20km ride.

As has become usual – Dave P arrived early to help set up,

and volunteered to man the drinks stand at the halfway mark: Thank you Sir.

Also, as usual someone managed to misjudge the approach to the bridge that is the main feature of our laneway, and got a 5-horse trailer well and truly wedged. This was at peak arrival time, so pretty soon we were having to back people up and send them “round the back” and into our property via Shaun, my neighbour's place. Ironically having extricated the trailer from the bridge – the lady driver chose to try the



back route in, and promptly dropped a wheel off Shaun's laneway, blocking traffic again....

But at the end of the day, everyone had a great time, and no sooner had the last trailer departed than the CHC campers started to arrive: First

*... continued on page 7*

## Andrew's Musings (continued from page 6)

on scene was Team Dejordon with their travel trailer (caravan to me), closely followed by David Roberge and family: Team Newell (Kevin, Brian, Terry and Will) arrived after dark and started burning things and drinking – pretty soon the place looked like the New Age Travelers had arrived....

Having had a pretty long day, and in anticipation of another, I retired to the house at about 23:00, but the campfire revelry carried on - for quite some time after, judging from the pile of empty bottles that had accumulated underneath Kevin's bordello.

Sunday morning got off to an early start for me with barn chores, and the campers were still dormant / in stasis while I was putting out a couple of round bales, but soon everyone (except Kevin) were up and getting ready for the day.

Resident chefs Botulism and Salmonella arrived in the Holland and Holland plushie at around 8:00: Birthday Boy Peter looking every inch the country gent, resplendent in a tweed ensemble befitting of one being chauffeured in the H & H. He and Andrew did a fabulous job catering the celebrated Cedar Hill breakfast and soon everyone had had their fill of ham 'n egg butties, and coffee: So after a short drivers' meeting, we made ready to head out on the trails.

As has become usual – Dave P arrived early to help. Every year we have a different set of vehicles taking part – in previous years the Plushies and older Series trucks have been in the majority, but 2015 was the year of the Defender. There

was more than you could shake a stick at. There were howls of protest when I suggested that being coil sprung they qualify as a pseudo-plushie.

Sorry – but real Land Rovers have leaf springs....

An informal count put the number of participants at approximately 30, plus an additional 8 or so kids, and a total of 16 vehicles: Including Mike McDermott and Jason Dowell in Mike's Series I. For those who don't know, Mike was a founding member of OVLR, one of the designer/ fabricators of the club trailer, and a real prime mover in the club for over 25 years. It was great to see him (and Jason) at the CHC this year.



At the other end of the age scale, my daughter Olivia made her driving debut at an OVLR event piloting our Kubota RTV with her BFF McKenna.



Once again my neighbours, Henry Deugo and Roy Munro gave

... continued on page 8

## Andrew's Musings (continued from page 7)

permission to use their trails: Henry acting as my co-driver in the 109; He had a blast last year watching city-folk get horribly stuck on trails that he's been blazing, travelling and maintaining for over 50 years, and had high expectations for this year....

Fortunately, or unfortunately, if you are Henry, conditions this year were not quite so challenging, the long dry spell ensuring that the most of the going was good to firm, with only a few soft / wet spots.

As a result we were able to cover more ground than last year: The October trail was dry, but with some large rocks to be negotiated, Smiths Road, out to the hydro line, and the back loop taking in Munro's hunting camp, posing little in the way of difficulty, enabling us all to thoroughly enjoy the Fall weather, and the colours.

We arrived at the lunch spot with plenty of time to take in the St Patrick's loop - which was great fun. As ever it offered some real challenges, rough and broken terrain in places and narrow gaps between trees meant that you had to be on your guard to avoid scuffs and minor damage – the 109 collected some additional patina and the Kubota just didn't have the ground clearance to get over some of the bigger obstacles.

It was here that we witnessed another manifestation of the Lanark County (Lanarkansas) local super hero (and some would say minority interest web site poster child) as mild mannered Dave Pell, through the miracle of the chain saw chaps, became...CHAIN SAW DAVE....

Rampaging through the bush in a cloud of 2-stroke fumes, and wood chippings....

After a couple of hours that for me had their nerve wracking, sweaty



moments, thanks to the long wheelbase, 50ft turning circle, and Armstrong steering, and especially after the throttle stuck open, we emerged from the trees, back into our top field, and headed across Henry's immaculate fields to the ford, re-crossing Indian Creek below the beaver dam, and back to base camp, full of fresh air and with lots of big grins. In the fading light, we packed up the tent,

and trailer and those with a long drive home, headed out. Dominique treated those who did remain to a tremendous lasagna supper. All too soon CHC 6 was over.

High points for me this year included:

- Watching Olivia drive the trails like a boss: She had a blast, and it was interesting to watch her negotiate the terrain thoughtfully, with skill, determination and an appreciation of what lines to take to not get stuck, and (important to me) not damage the truck.
- Seeing Mike McDermott out on the trails: He had great fun, and I got a huge kick watching him and the Series I enjoying themselves
- Mostly, I feel really pleased that what started out six years ago, as a day in the woods with a few friends who happen to be OVL R members has grown and matured into a regular fixture on the OVL R calendar. Adding the camping to this year's event was a great development. I have a

few ideas I'd like to try out next year: And I'd love to hear from anyone with suggestions of what else we can add to the event to make it even better.

That's all for this month

BEST REGARDS  
ANDREW





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# More photos from the CHC

PHOTOS BY ROY PARSONS



*Crowd pleaser.*



*McD on the trail.*



*Brian and Kevin.*



*Jager.*

# Thanksgiving Weekend – Chertsey, Quebec

ARTICLE AND PHOTOS BY T. KING

It was several months ago that I received an invite to the OVLRL Montreal gang's offroad weekend in Chertsey, and I decided to go, seeing as how I now had a viable offroad vehicle and they were dog friendly. Serena was ready and willing to hop in for a few days ride.

Kevin N. and I headed up on a rainy Friday in our Defenders with Serena sleeping in the back of my D90 and with our GPS units on.

Patrick and Nathalie host this event at their country place with some fortunate ones sleeping inside, but some of us sleep in our tents and RTTs as you can see in the photo below. They have a gorgeous chalet on a river overlook set among pine trees.

When we arrived Nat came out to greet us alone because of course the guys were already out on the trails!!

*Joseph and his Rangie.*



*Home Sweet Home.*

*... continued on page 11*

## Thanksgiving Weekend (continued from page 10)

So we settled in and had a campfire dinner and a few drinks and shook off the pavement patter.

The first night was sub-freezing and I made it a one-dog night huddling with Serena and a few extra blankets.

Saturday morning arrived, and then Joseph a bit later, so after a filling breakfast we headed out on the trail. Ten minutes in and we shifted to low-range, diff-lock on and started the adventure. I'd never been here before and haven't driven a manual tranny offroad before this year (with the exception of AF's 1951 S1 for about 300 yards), and didn't really know what to expect.

We started with a pretty steep descent, then alternating climbs and descents, with occasional off camber bouncy rocky challenges. It was challenging. I banged up both my bumper and my right hand fender (see photos below) going through one spot, "Bad driving that's all" – apologies to Blue Rodeo.



*The Carnage.*

I had aired down to 25 psi at Swisha and stayed there, but kind of wished I'd gone to 18 for this one, but stayed on with what I had. When you go over a side rock and lift way up, it is not a good feeling, less psi=less lift=less bounce, words to the wise.



*Kevin climbs the hill in CTX.*

In any case, we went up down and sideways for a couple of hours and then reached the turnaround point, stopped for a lunch break and sort of headed back. Except for Patrick. He decided to challenge the mucky bog at the bottom of a hill (see cover photo). I thought it looked bottomless, Kevin said he could go right through. As it turned out he buried the nose in the pit and was leaning over pretty far as well. It took two other vehicles with winches to pull him back up the hill so they could return to the fold.

We headed back to the chalet where I stoked the fire, but the others continued on for another few hours on yet another trail.

Later, I mentioned to Pat that this was the toughest trail I've ever been on, and he quietly said, "well this is the easiest trail we do"... so buyer beware... was a

*... continued on page 12*

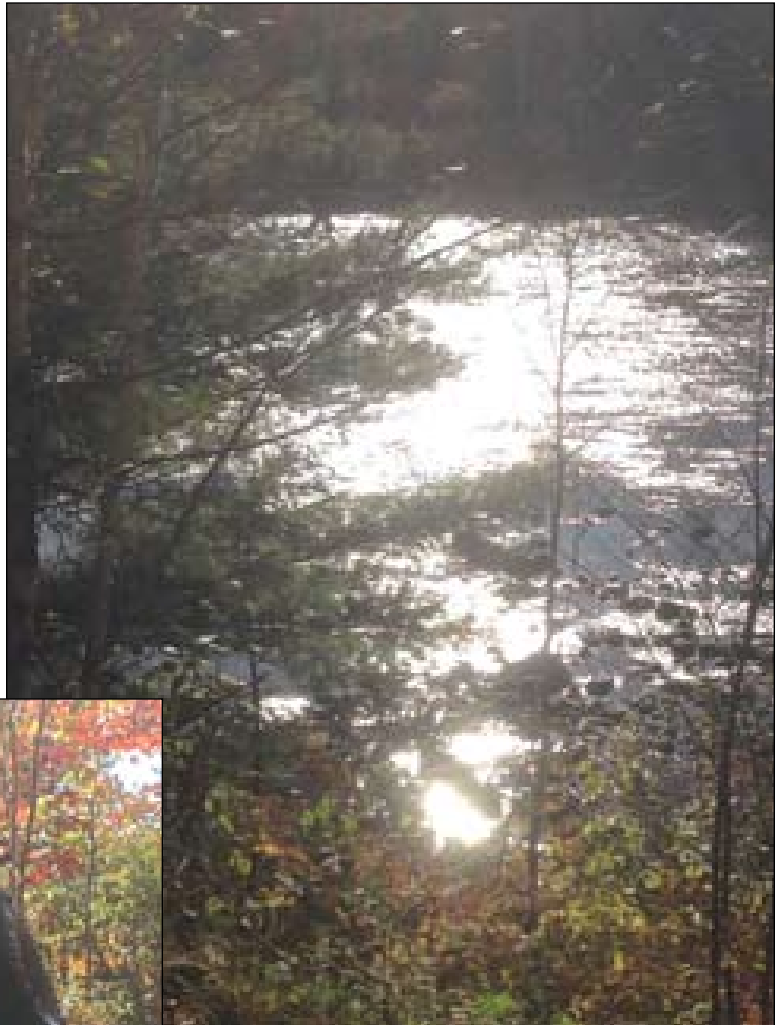
## Thanksgiving Weekend (continued from page 11)

challenge for me. But he (or Joseph) also said, “nice to see what stock Defenders can do” :)

We settled in for a great visit outside, then inside by the fireplace for an evening of steak, wine, etc, and even dancing, where Serena lay on the hardwood in the midst of the partying.

Sunday was an early start... blown coolant from rad and road fix... 5 hours home and all good...

Hope your October was as fulfilling.



*The view from the chalet.*

*Patrick is King of the Hill.*

### Guy Fawkes (New York)

Howard has decreed when the fifteenth rally 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/>

# Upgrade your Leaking Rear Oil Seal

ARTICLE AND PHOTOS WILL FICNER

If you're like me and have a dreaded leaking rear oil seal, and are planning to replace it, here is a worthwhile upgrade for your consideration:

For many years, Dowty made the original OEM rear oil seal, and it was considered the best replacement (note "best" in a group of lackluster seals) however it is no longer available.

Luckily for us, when International took the 2.5L 300tdi and gave it an upgrade to 2.8L they also improved the the rear oil seal.

Turner Engineering in the UK has been using this International seal and have found that after rebuilding countless engines they state that this part is highly recommended and worthwhile upgrade.

You'll be able to see from the pictures that the International seal has both a dust lip and an oil lip whereas the original simply had a single oil lip.

A few things to note when doing this job:

It is no longer recommended to use a gasket behind the aluminum seal carrier, instead use sealant. I used Right Stuff.



Do not remove the plastic insert that is in the seal, it acts as a guide when installing the seal and will pop out on its own. It also protects the seal from getting any contaminants on it.

The crank surface has to be completely clean and free of oil before fitting, and the mating surface on the back of the block also needs to be completely clean.

Turner Engineering seems to be the only place to order from, at least they are the only source I have discovered online. I found that they are speedy with shipping and helpful with advice. The shipping calculator is a bit off, so I would email the company first to ask for a better shipping price.



# Rovers & Parts for Sale

## FOR SALE

I have set of spark plug wires for Discovery series I, if u are interested \$30 please email:  
Ahmed – kevin.ahmed@yahoo.ca

Oct15

## 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

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

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

1998 Defender  
130 Td5 \$42k  
obo. Original paint, interior and drivetrain all in very good condition.



Firewall & frame with original paint - no undercoating so you can see condition of everything - virtually rust free from a life in Southern France. 140,000kms on later 15p series td5 engine.

This has been my daily driver for the past 3 months getting average of 10L/100km

Kurt – 416-807-5226

Oct15

## FOR SALE

Used Radiator – from 99 Disco, low mileage, worked fine when removed in 2007, \$300 plus shipping.

Compatible with: Discovery I | '94 – '99 | automatic; Range Rover Classic | '95  
Reply to: terrycking@rogers.com

Oct15



## 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

## 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

... 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*



### 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*

### 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

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

Matthewsted@aol.com

*Jul15*

### 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*

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FREE ad space to members.

Send information and/or photos to the editor.

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





*OVL R Montreal Gang at Chertsey.*