

OTTAWA
VALLEY
LAND
ROVERS



November 2015

www.ovlr.org

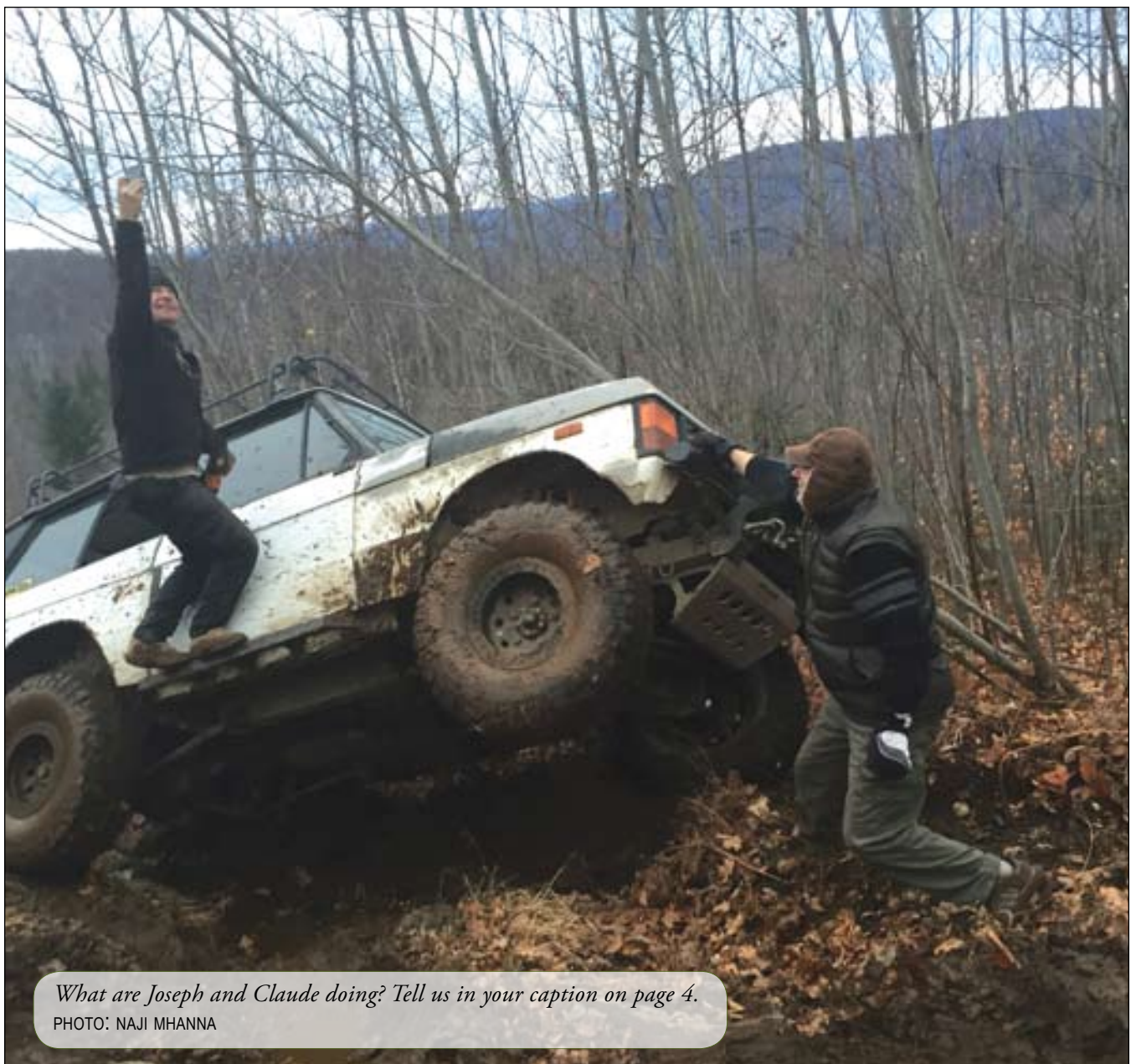
Volume 32, Number 11



Find us on
Facebook

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

Fall Over?



What are Joseph and Claude doing? Tell us in your caption on page 4.

PHOTO: NAJI MHANNA



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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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Upcoming Events

December 21, 2015

260th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

December 5th, 2015

OVL R Christmas Party (*see notice below*)

Notice

The annual OVL R Christmas Party is taking place December 5th. RSVP to petertgaby@rogers.com (ed: before Dec.2nd midnight hope this goes out in time)

Thank you Peter Gaby and Donna for hosting. Members attending should bring their own drink and a side dish or dessert. See details below.

Date: 5th. Dec.2015.

Time: 6:00 for arrival & social
Dinner serving around 7:00 — it's a pot luck arrangement. B.Y.O.B.

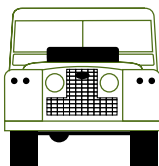
Location: 144 & 146 Cathcart Street, Ottawa (*this is one house, we use both sides – at the intersection of Cathcart & Dalhousie*)

Street parking should be quite good @ that time, it's before any of the downtown bar traffic arrives.

Dinner will likely be turkey (or turkeys) if numbers require it.

Guests should offer a choice of two dishes, Peter will select one to balance the meal. It can be Appetizer, Main Course or Dessert. Portion allowance should be around 6-8 if possible.

RSVP to petertgaby@rogers.com with attendee number and dish ideas.



Wolfe Island Remembrance Day

PHOTOS ROBIN CRAIG



Land Rover Wolf on the Howe Island Township ferry en route to Wolfe Island Remembrance Day ceremony.



Land Rover Wolf attending Remembrance Day ceremony on Wolfe Island.

OVL R Facebook Page

The OVL R Facebook page 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 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/>

Chairman's Corner

Your club executive committee and various other members have worked hard in 2015. We set up our annual Maple Syrup Ralleye; our marquee event, the club Birthday Party; our participation in the All British Car Day; the annual Cedar Hill Classic and several ad-hoc trail runs. The overnight camping events seem to be increasingly popular. The Christmas Party is just around the corner. The Montreal OVL R gang has had a busy season as well.

We do all this to make sure that you have been able to enjoy your beloved Land Rover as it was intended to be used. Our club events are an opportunity to get to know your Land Rover in a safe and friendly environment. Our social media footprint has grown exponentially in 2015 and our group Facebook page has proven to be an excellent way to share information, sell items and broadcast club news. If you have not done so please drop by and check it out.



It is clear that OVL R is changing as more new members join and existing members become more and more involved. There are always the regulars (you know who you are and thank you so much for what you do for us all). Without people like Terry who has edited our newsletter for so many years or Dave who keep us legal and organized or

Gabe who supplies us with some cool club swag, we simply would not have club.

To all of our club members and those of us who toil in silence to keep this enterprise running I say thank you and your efforts do not go unnoticed.

As for 2016 we are working on all the usual events and activities for your club. Have a fantastic Christmas holiday and I sincerely wish all of you a safe, healthy and prosperous new year.

CHEERS,
KN

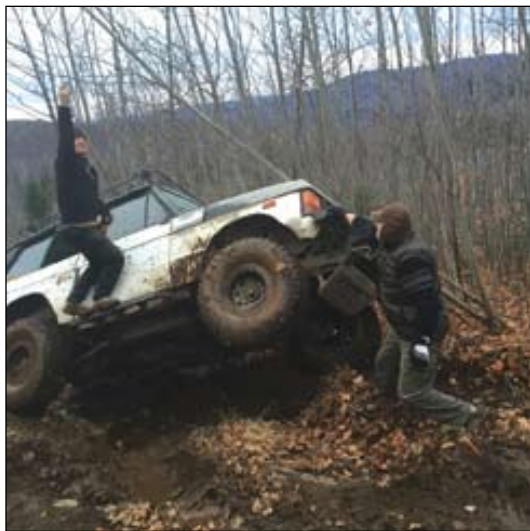
Photo Caption Contest

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

This month's photo was submitted by Naji Mhanna.

Captions should submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



October Caption Contest Results

ENTRIES FOR OCTOBER (AS JUDGED BY TK)

Winner:

Dave Pell: Read the instructions again. This fire drill doesn't feel right.

Second:

Ted Matthews : Clearly, they are eating too much monkey food.

Honourable Mentions:

Vern F: We best get to higher ground, as we are going down!

KN: Eeek! I am sure it was a mouse!!!!

Deborah S: <ack!> Spider!

also rans (mine, as if it matters):
SSSSNNNNAAAAAAAAAAAAAAAAAKE!!)

Thanks for playing everyone! TK



Andrew's Musings

ARTICLE AND PHOTOS BY ANDREW JONES

Hi folks

Not a great deal of Rover related activity to report on this month, other than generally getting the toys prepared and packed away ready for winter. This started with a pretty significant clear out of one of the barns so that I could make best use of the floor space. And involved exhuming Ferguson (which started on the first attempt after having been stood idle for about 6 months – just magnificent), and finished with a horse trailer full of assorted crap getting hauled off to the local dump. But the effort was well worth it, as I was able to accommodate the M100 trailer, Wide Track Sankey, The Relic - which was carried / dragged / pushed / man-hauled into position, Ferguson and finally the Kubota mower.

Flushed with success I turned my attention to the 109, which was cleaned and vacuumed before being tucked up in the Gatineau Garage, jacked up, fogged, run dry, and the remaining fuel in the tank stabilized before I removed and stored the canvas and battery in the house.



... continued on page 6



Andrew's Musings (continued from page 5)

The NADA was checked over and generally judged to be ok – having not moved since being put away last winter. That only left the 101, and with some time to spare on a Sunday, I went back to it to see if I could get it running with some oil pressure. Highlights summarized below:

- a) Cut a big flat blade screwdriver to make a pump priming tool that could be used with my cordless drill;
- b) Given it had been sat for over a month – having walked away from it before the CHC, I removed the pump bottom plate, packed the gears with vaseline, refitted it, got as much oil in the filter as I could and injected some more into the oil cooler holes;
- c) Connected everything up, including the oil pressure switch – per the wiring diagram – so oil pressure light works... small victory, but celebrated nonetheless;
- d) Primed the pump with the drill – after about a minute and a half of priming, the oil light went out and the fuel pump kicked in – woo woo , success, it all works... much celebration this time...
- e) Refitted the (new) distributor, having previously marked all the positions, and...
- f) Tried to start it up – engine turned vigorously, and oil pressure light remained on, so pump wouldn't start, so engine wouldn't fire – small defeat... much cursing and renaming of the vehicle... (TC – which is short for Traitorous Cxxx)
- g) So I bypassed the oil pressure switch, engine started
- h) Previously awful lifter clatter noise still present, but much diminished – got to listen for it now – engine shut down quickly....

Conclusion:

I don't think the original oil pump can supply sufficient pressure – although it's strange that it worked with the priming tool, but not the distributor: So am thinking I need to do something to improve pump performance – not sure what at this stage but maybe I should consider refitting the high pressure / high volume kit, which I thought was the source of the big leak that sent me down the path of trying to fix it back in April. For sure I will source a descent pressure gauge and get it



fitted before going any further.

All (helpful) suggestions gratefully received.

It being November, it was deer hunting season here in Lanarkansas: So my neighbours were all heavily engaged, but I managed to catch up with Henry on the last weekend, and was invited to go over for some target shooting on a sunny Sunday afternoon. The highlight was when I was given an exploding target to have a go at – never seen these before – plastic container about the size of a margarine pot, filled with white granules, and a sachet of grey powder, which is mixed into the granules before being set up as the target (in the centre of a piece of plywood, nailed to a tree). Am pleased to report I hit the target first time from approx. 120 yards away and was rewarded with a VERY satisfying BANG! That left a very big hole in the plywood – once we found it... Which made me think that a dozen of the exploding targets wrapped around a couple of jerry-cans of gas, located under the centre of the vehicle, set off with a high velocity round fired from a safe distance, would be a fitting, and FINAL solution to my 101 issues... great way to see in the New Year too...J

That's all for now.

BEST REGARDS
ANDREW

Special Project

ARTICLE AND PHOTOS BY ROBIN CRAIG

At a top secret location in central Ontario this very special Land Rover 90 has been taking shape since this past summer.

This is a 2.5 Na diesel RHD ex British Army and was originally fitted with a set of hoops and a soft top.

There were a well known number of Land Rover 110 Desert Patrol Vehicles which were the next generation from the iconic Series Pink Panthers belonging to the Special Air Service (SAS)



At the outbreak of the first Gulf War it was soon realised that the SAS needed more vehicles and a number of bog standard 90s were converted in haste by the unit's support mechanics of REME and the crews themselves.

The vehicles were a hurried conversion and very few records let alone photos exist of the vehicles which were converted. The vehicles themselves have not resurfaced in civilian hands and likely were returned to their original fitment and melted into obscurity.

The vehicle is the result of a painful amount of research and delving into the dark secretive world of the SAS. Bear in mind that parts were sourced from the supply chain or made on site at the time.



What is portrayed is a very classy replica of what were known as the “Dinky” and is fitted with SA80 personal weapons and GPMG 7.62 machine guns.

Considering the vehicle will become part of a larger Gulf War themed collection it is perfect that the owner has chosen to reproduce one of the most elusive Land Rovers ever used by the British Army.

In case you are wondering, what appear to be firearms are actually Airsoft versions of the real thing and are the only legal way of owning what appears to be a machine gun without buying a deactivated item. Even as Airsoft items they have a fairly hefty price tag.



Guy Fawkes Celebration

POSTED ON: NOV 11, 2015

BY: DAVE BOBECK CATEGORY: LAND ROVER NEWS

[HTTP://WWW.ROVERPARTS.COM/NEWS/ARCHIVE/](http://www.roverparts.com/news/archive/)

[LANDROVERSCONVERGEFORGUYFAWKESCELEBRATION.CFM](http://www.roverparts.com/news/archive/landroversconvergeforguyfawkescelebration.cfm)

A handful of Land Rover owners traveled from as far as Ontario and Washington DC to a small farm in Upstate New York, to participate in the annual Guy Fawkes Day Land Rover gathering.

This little known, unofficial event has been taking place for over a decade, started by organizer Howard Smith in the early 2000's. Attendance can vary, and although this year's turnout was a bit on the small side, it seems a good time was shared by all. Being in upstate New York, in November, the weather and trail conditions are somewhat unpredictable.

This year, the weather on Friday was glorious with temperatures in the 50's or 60's and clear skies. I arrived late in the evening due to the usual last-minute delays in departure. Part of the problem stemmed from my choice to make the drive in my new-to-me 2008 Range Rover Sport Supercharged. While this ride is certainly more nimble on road than anything else in my Land Rover fleet, I still had to prepare it for the trails, which meant putting on the front skidplate which was left off by the previous owner, Dan. Of course, the bolts he left with me for its reinstallation were of the wrong thread pitch. To his credit, this was among several items he offered to fix before I collected the vehicle, which I declined in favor of a price adjustment.

All that said, the drive up was effortless thanks to the 4.2 liter blown Jaguar powerplant and the luxurious Range Rover Sport interior. I arrived well-rested and joined the party of "usual suspects" standing around chatting. As the night wore on and the temperature began to drop, a group of intrepid sorts ventured out into the woods. Unsure of my new vehicle's off-road abilities, I declined to join them. Eventually, I headed back to our hotel for the night and a last round of socializing with the few who perhaps wisely opted out

of the off-road festivities.

Saturday we woke to light rain. This didn't bode well for the leaf-strewn trails, as they would surely not be offering any traction to my Rangie's road-biased tires. Its previous owner did provide a full-size spare, a nice feature to have if you are using your newer Land Rover off road. On this model, the tire protrudes well below the vehicle's frame. I opted to move the tire to the inside of the vehicle in order to increase the off-road clearance.



That accomplished, we headed over to the event site. There, after perusing the amassed vehicles and greeting various familiar faces, we slightly aired down the Sport's tires and headed out to see what it could do. I've spent a little time behind the wheel of some of Land Rover's newer models while off road, but not much. We ran up and down a few hills, and the performance was really quite good. The traction control and hill descent features worked exceptionally well and we made short work of several hills that other vehicles had to attempt several times. Then we did them all in reverse.

We also made the mistake of attempting to traverse the "mud bog" trail, despite all assurances that it was a bad idea. It turns out the assurance were correct, and we made it all of 10 feet before sliding off into the tall weeds on the side of the trail. Unable to reverse out,

... continued on page 9

Guy Fawkes... (continued from page 8)

we were firmly planted and in need of assistance. Eventually, Dan circled back around in his Defender and winched us out of our predicament.

We ran a few more trails, but not wanting to push our luck, we mostly stayed in the field and watched the shenanigans of others with more capable vehicles. We saw some pretty impressive efforts to push the Land Rovers through some really tough trails, with incredibly steep hill climbs including one that only four vehicles have ever made, and a successful traverse of a deep V-gully that nobody has ever even attempted before.

All in, we had a great time on the trails. Now, of course this is a Guy Fawkes celebration. And no Guy Fawkes party would be complete without a massive bonfire. To that end, many spent the day using their vehicles to drag large downed trees out of the woods to add to a large burn pile. A potluck dinner was served, and promptly followed by the ceremonial lighting of the bonfire. The initial flames were upwards of twelve feet high with an impressive column of smoke and embers reaching high as you could see.

This of course was accompanied almost immediately by more rain. Once the rain let up, we all went back to relaxing and swapping tall tales in front of the fire, until the wee hours.

Sunday morning, I replaced the spare into the well underneath the car in the hotel parking lot, in order to make room to load up for the trip home. After a buffet breakfast, most folks departed early. I had to enlist Howard's master metalworker skills to straighten the exhaust on the Sport that I had managed somehow to bend out of alignment.



Following that effort, I attempted to "air-up" the tires, only to have a valve stem break off. Two hours later I had the spare lowered down and installed in place of the bad tire and everything reloaded. Another late departure, and another effortless drive. Anyone that has not experienced a late-model supercharged Land Rover should really give one a go.



The Guy Fawkes gathering is held every year on a small farm near Cooperstown New York, on the weekend closest to November 5th, the day that Guy Fawkes, a member of the Gunpowder Plot, was arrested

while guarding explosives the plotters had placed beneath the British House of Lords. (Wikipedia)

Winter home for DII (Cream Puff)

PHOTO: TERRY KING – TERRYCKING@ROGERS.COM



Rovers & Parts for Sale

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.

Used but complete truck cab for late Series LR. Dent in the roof but all glass good. Asking \$500.

VG condition Series 2-3 bonnet (plain knife edge hood, no tire mount) Asking \$100.

Used fixed window sides: \$75 for pair.

Contact Liam at tlcox@pacificcoast.net or 613.831.7106

Nov2015

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 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

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

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



YOUR AD HERE

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.



... continued on page 11

Rovers & Parts for Sale *(continued from page 10)*

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

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

Jul2015

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

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

Jackrabbit

Last Run of 2015 for the Montreal Gang

PHOTOS BY ANDREI CHETREAN

Hello all!

This trail on November 20 was the last run for 2015, it is the Jack Rabbit 4, in the Howard area of Québec, big rocks, a lot of mud, great team!...

Red disco 2: Andrei
Yellow defender: Sylvain Duhamel
White defender: Ahmed Altaher
Military defender: Patrice Duclos
White Jeep: Pascal Larose
Argo 8x8 club Québec (Sylvain's brother)

