

OTTAWA
VALLEY
LAND
ROVERS



January 2016

www.ovlr.org

Volume 33, Number 1



Find us on
Facebook

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

Last Call



Prototype Series, HUE166 oldest Land Rover, HMX and SNX (middle) did the 1955 Far Eastern expedition, H166 HUE last of the breed. (Photos taken from the web – see related article on page 7.)



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>

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

Land Rover FAQ: <http://www.lrfqa.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

Chairperson

Will Ficner
will@willboro.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Andrew Jones
andrew.jones@explornet.ca

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Executive Member-at-Large

Andrew Watkins
watkinsottawa@sympatico.ca

Paul Davids
pauliedavids@gmail.com

Past-president

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

OVL R Marshall

position open

Archivist

Ben Smith
bens101fc@gmail.com

Auditor

Christian Szpilfogel
christian@szpilfogel.com

Returning Officer

Dixon Kenner
dkenner@gmail.com

Merchandising Coordinators

Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner,
dkenner@gmail.com
Benjamin Smith
bens101fc@gmail.com

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.

Copyright: Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor.

Copyright is held by the author of articles or photographer and the balance by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

Newsletter Content Editor

Terry King
terrycking@rogers.com

Newsletter Production Editor

Lynda Wegner
lynda@freshimage.ca

Production Assistance

Bruce Ricker
b.p.ricker@rogers.com



February 15, 2016

262nd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

March 21, 2016

263rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

Other Friendly & Neighbouring Clubs' Events

February 12 to February 15

Maine Winter Romp
Location: 738 Unity Road, Benton, ME

July 30-31, 2016

Blacker Than Night Rally

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

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/>

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Maine Winter Romp

The Maine Winter Romp is an informal annual gathering of Land Rover owners and enthusiasts hosted by Bruce Fowler. Set in and around Benton, Maine over Presidents' Weekend, Maine Winter Romp provides a non-competitive opportunity to test your Rover and driving skills in conditions that can be extreme.

The event has grown into the largest winter gathering of Land-Rovers in the Northeast—maybe even the country. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.)

There is no charge for the event itself, but the group does meet and eat at various local establishments during the event. Winter Romp is not affiliated with any Land-Rover Club, but clubs are invited to participate.

If you do plan to attend you must RSVP by filling out the form on the website <http://www.winterromp.org/>

Dates & Time

February 12 - February 15
February 12 at 7:00 pm to
February 15 at 9:00 am

Location: 738 Unity Road, Benton, ME



Annual General Meeting

Location

Whispers Pub & Eatery, 249 Richmond Road, Ottawa, Ont. K1Z 6X1

Call to order 6:30 PM

Proposed agenda was reviewed and accepted.

First order of business was reports from last year's executive.

Chairman, Kevin Newell

Spoke first; the following is an excerpt from Kevin's address:

Kevin started by saying he has not much to say; he tried to fulfill the duties as Chairman. Was pleased that the club held the usual events and overall felt we had a successful year. That he wanted to engage all members, not just the small band of regulars. Kevin also thanked the usual suspects, the organizers of the events, those that helped out with the food preparation, the newsletter editor, the secretary/treasurer and all that attended the events and made them successful.

Off road Coordinator, Kevin Newell

Kevin felt that the club had a really good off road season, that we added a new and very successful trail to the birthday party. Kevin encouraged us to talk up the use of smart phones loaded with GPS software and maps to provide self guiding, the biggest opposition to the use of the GPS software has been tradition.

Meeting Adjourned for food at 6:40 PM

Meeting reconvened at 7:00 PM as most people had finished.

Newsletter Editor, Terry King

Terry stated that the newsletter was produced every month and thanked all the members who contributed material for the newsletter. That most of the feedback from the membership was positive. Terry mentioned two issues which the new executive need to address; the first is we did have some issues with the distribution of the paper editions of the newsletter and will try to do

better. The second is expired emails and bounced email addresses, this causes additional work for Terry, often requiring him to call people to get updated email addresses, and despite best efforts we sometime loose contact with members.

Member at Large, Will Ficner

Will is working on a new website for the club on Shopify. This site will make it easier for members to join, register for events, purchase merchandize as well as pay for all of the above. In the near future Will will link the shopify site to the clubs www.OVLR.CA address, making this the site for current events and using the OVLR.org site as the excellent archive of useful data.

Secretary/Treasurer, David Pell

David presented the un-audited financial statements for 2015, as has been the mandate for the past couple of years the club reduced it's capital by subsidizing the events. The 2015 executive recommends that this direction be reversed, and have identified some equipment that the club should acquire as soon as funds become available. Over the 2015 year the club brought in 8620.28 \$ while our expenditures were 9093.23 \$. The Birthday party auction was used again successful and brought in 1847.24 \$ without these funds the losses on the events would have been significant. The executive is now recommending that all events be run with the goal to breakeven, and as such are recommending the following fees be charged for future events.

Membership fees be raised to 35.00 \$ per year with an additional charge of 40.00 \$ (total 75.00\$) if you wish to receive the newsletter by hard copy in the mail. This is required due to the increased costs associated with printing and mailing the newsletter.

For the events that they be run as breakeven, that the actual cost be confirmed closer to the time of the event but that the fees be increased as below
MSR to 10.00 \$ per adult, Children under 12 free.
Birthday Party to 70.00 \$ per adult,
CHC to 20 \$ per truck (vehicle)

... continued on page 5

Annual General Meeting (continued from page 4)

David also received the following actions out of his presentation.

Action D. Pell: 1 – Contact Christian Szpilfogel and see if he will audit the books, if necessary offer Christian a one-year membership to entice him to do the books.

Action D. Pell: 2 – Email Will with the new fee proposals to include in the Shopify site.

CLOSED. Jan 31, draft of minutes sent to Will for review contains fee structure.

Moved by Dixon Kenner and Bruce Ricker that the Books be accepted as un-audited.

Pending an Audit: CARRIED.

Elections, Dixon Kenner

The 2015 executive was relieved of duties and the meeting was then turned over to the returning officer Dixon Kenner.

Dixon stated that in the run up to the Elections he received some nominations for the key elected positions, however the nominates declined to accept. Therefore, we will again operate the club as a committee of the whole. Comprising of Will Ficner as chairman, Kevin Newell, and Paul Davids, and Past President Andrew Jones and an advisor. Also assisting the committee in advisory positions, Bruce Ricker, Peter Gaby, Terry King and Dixon Kenner. The committee meet briefly and appointed the following non-elected positions. It was felt that Wendy Ratcliffe would be an asset to the executive and she should be approached at the earliest opportunity to see if she would also serve on the executive committee in some capacity.

Treasurer: David Pell

Newsletter editor: Terry King

Secretary: Alastair Sinclair

The 2016 executive discussed the signing officers at the bank and appointed the following to have signing authority.

David Pell

Kevin Newell

Will Ficner

The following actions came out to the Elections.

Action D. Pell: 3 – Contact the TD bank and arrange at the earliest convenience to get Will

and Kevin added to the signing authorities at the bank, and to remove the signatories who are no longer on the executive.

Action W. Ficner: 1 – to contact Wendy Ratcliffe and see if she would also serve on the Committee of the whole.

New business

It was proposed that the club banners and signage are starting to look very tired and worn out.

The executive should renew the signage. That executive obtain costs and replace the signage in 2016. Moved by Andrew Jones and Paul Davids. CARRIED

The executive is looking at having the following events in 2016.

MSR – April or So weather dependant

Levant Run – May for a small number of trucks possibly overnight on the Mountain.

Tune up – Location and time to be determined.

Birthday party – June 24, 25 and 26'th to be held in the Maberly/ Silver Lake area. Utilizing the Fall River Pub for catering the Saturday night meal.

ABCD – Ottawa in July.

CHC – in the fall (*Andrew informed us that their property is for sale and we might have to make changes to the location depending on events*)

Christmas Party – Potluck format at TBD location in December.

The club will also support and advertise other Land Rover events as they become available.

Winter Romp – Maine Feb 12-14

BTN—New Jersey –Aug 1'st weekend

Guy Fox – New York November.

Birthday Party Sponsorships; The following members agreed to contact the following suppliers as soon as possible to see if they are willing to sponsor our birthday party.

Three Brothers – Andrew Jones.

Rovers North – David Pell

Atlantic British – Dixon Kenner

Autovation – Andrew Jones.

... continued on page 6

Excerpt from Expedition Neidermeyer South American expedition blog:

<http://expeditionmeyer.wix.com/travel-blog#!Peparation/cmbz/566b02470cf2beecdd83903a>

After only three days we finally managed today (Jan 14th) at 17:51 to get our Defenders out of the port. It took us so long as we had the great luck to have 16 cars and bikes being processed before us. All coming from either Panama or US. Normally it is about 2 cars per week.

Anyway we are happy now and the first drive through Colombia from the port to the hotel was smooth and smile with a lot off people making big eyes.

In the hotel our ranking jumped right up to five as with these big cars we appear to have plata, plata (money), and that seems to count here :-)

Tomorrow we need to do some maintenance on the cars before we head off North to the caribbean coast around Santa Marta.

ANDREAS NIEDERMEYER



Annual General Meeting (continued from page 5)

- Ottawa Land Rover – Will Ficner
- Overland Magazine – Kevin Newell
- Classic Land rover Magazine – Andrew Jones
- Napier Tents – Terry King
- Canadian Tire – Dave Pell
- Princess Auto – Kevin Newell
- Trailhead – Will Ficner
- Cheshire Cat – David Pell
- Alice’s Village café – David Pell
- Bridgehead coffee – Paul Davids.

Attendees

- | | |
|---------------|-------------------|
| David Meadows | Bruce Ricker |
| Paul Davids | Will Ficner |
| Terry King | Dixon Kenner |
| Scott King | Deborah Sevigny |
| David Pell | Andrew Jones |
| Kevin Newell | Alistair Sinclair |
| Peter Gaby | |

The Defender rides once more

MOTORING

BY MICHAEL HARVEY

The end of the road for the iconic Land Rover Defender? Not quite; Michael Harvey exclusively reveals plans for its future.

Reports of the death of the Land Rover Defender – the last official car came off the line this morning – may have been (somewhat) greatly exaggerated. Land Rover has announced that 25 more cars will after all be built at the classic Land Rover's Solihull home. Only they won't be new Land Rovers but original Series 1 cars. These have been acquired by the company's new heritage division and given a ground-up restoration by a small crew of technicians picked from the assembly line and based in a new facility adjacent to the original line, which has been building Land Rovers since 1948.

Priced around £60,000 (although Land Rover is not confirming that yet) the cars will not be updated in any way but restored to original Series 1 specification, complete with torquey little 1.6-litre engines. Customers will be allowed to specify trim and paint items, such as they are. The team does not intend to fully paint the cars, leaving the interiors unpainted just as they were in the Forties. The heritage business will be then be open for existing owners to send their cars back to their place of birth for restoration.

Since Telegraph Luxury first broke the news confirming the end of the car's 68-year life on our first day of the site going live, demand for the vehicle has skyrocketed; it was granted a month's stay of execution to meet orders. But all the new cars are gone now, and have been for some time to be honest. The last car – the 2, 016,933 if you want specifics – will drive off the line just after 10.00am Jan 29, 2016. It will be kept in Land Rover's heritage collection. The two-millionth car – specially badged and trimmed and assembled with help from alumni in Land Rover's world – was sold at auction last year, raising £400,000 for the Born Free conservation foundation.

Conservation work, like relief, exploration, life-saving, peacekeeping and keeping rural communities functioning (and let's not entirely forget the Defender's military role) has been the cars stock-in trade since its conception, as myth has it, drawn in the sand on a Welsh beach two years after the end of the Second World War. What started life as a pragmatic new model

for the Rover Car Company, inspired by the Jeep and facilitated by the abundance of cheap aluminium (no longer required for building warplanes) and green paint became the seed DNA of a brand that last year sold over 400,000 cars.

The first Land Rovers cost just £450, the same company will now sell you a Range Rover SV Autobiography for a smidge under £150,000. And it's no less capable on mud, snow and sand. In fact, it's probably more so. The company is more than aware however that it cannot drift too far from its moorings and that the Defender will need to be replaced sooner rather than later. This is expected to be some time next year – at least that's when we'll get to see the first glimpses of it. Sales might be the year after.

Land Rover says it's committed to three families of cars; luxurious Range Rovers, leisure-orientated Discoverys and utility Defenders. Oh yes, there won't be just one new Defender, then again there was never just one old Defender. The new cars won't be – can't be – as utilitarian as the old; they are as unpleasant to drive as they are lovely to look at. Anyone who tells you otherwise is an incurable romantic, not that they will be able to hear you tell them that; Defenders are quite extraordinarily noisy.

They're dirty too and in not fit state to be modified to meet coming emissions regulations. Safety legislation meanwhile is the reason the Defender hasn't been sold in the USA in many years. The car could have continued a little longer, but sooner or later a decision to end production had to come. "It's just time..." an insider told us two years ago.

The Defender, the definitive Land Rover, has had the most extraordinary life, proof that truly great design is pretty much timeless. The last car, with its simultaneously perfect and exaggerated proportions coming off the line today looks as good as the first car did back in the summer of 1948. But there is nothing to mourn here, most of the two million plus cars still exist somewhere and Land Rover's new heritage programme is dedicated to their conservation, bringing them back to life pretty much in the same spot they were born. This really isn't the end of the story, merely its first installment.

Land Rover – www.landrover.co.uk

Belt Tensioner and pulley replacement on a D2

ARTICLE AND PHOTOS BY T. KING

When I started the D2 yesterday, with the radio on and the blower going I was pretty sure I heard a squeal on top of the usual noises. I shut off the radio. Squeal. I shut off the fan.. SqUeAl... I revved the engine... SQUEAL.....

I got out, opened the hood... the squeal was coming from the passenger side on a LHD car. I backed it into the garage, shut it off and took a few minutes to think. This is a 12 year old car with low mileage and low usage, so I guessed it was the belt tensioner or one of the two pulleys that keep the serpentine (serp) belt on its circuitous route around the alternator and crankshaft.

It was a Thursday afternoon, I have one car running at this time of year and no desire to walk to the store for 4 days, so I called Eric at Atlantic British and ordered a tensioner and pulley kit, which he had in stock! I chose the Fedex overnight delivery and crossed my fingers.

11:00 am on Friday and the Fedex guy is there with the parts. In this case I knew there would be a charge so I stayed home, but they did call and I could have paid in advance over the phone that morning, thus freeing me to walk the dog or whatever.

I had alerted Kevin N. that I might like to use his garage shortly, and a message to him was replied with... "come on over".

So I packed up my parts and tools and headed over, half thinking that the failing bearing would go and leave me waiting for Kevin to tow me there. But I made it and we set to work.

The instructions below are good for a V8, but are also similar to the 300tdi (see photo), or any other powerplant that has a serp belt.

First, we made sure that we had a photo or a diagram of



the routing for the serp belt. We had two.

Next we took off the cowl over the rad to give access to the belt and various parts in question.

I knew that it was most likely the tensioner that was shot, but the two pulleys were also suspect so I planned to change all three. Photo above shows the tensioner and 70mm pulley below.

You start by releasing the tension on the belt with a socket wrench (or similar) on the tensioner. This is a two man job, the tensioner is about a 50lb pull and you have to lift the belt off the top of the alternator while releasing that tension. This one is a left hand thread and needs to be lifted up clockwise in order to get the belt off. We used a ratchet, which was a minor mistake because once the tension is off, it got locked down against the cooling hose, so we had to lever it up with a pry bar to get the wrench off.

Once done, we took off the bolt holding the tensioner to the engine, now going counter-clockwise. You can wiggle it out with the fan in place. Save that bolt though, the new one did not come with one.

The belt is lying loose now and may come off of some its contact points, so keep an eye on it.

You now have access to the pulley that is down and to the right of the tensioner, also held in place by a centre bolt. This are normal (RH) bolts, but might take a longer tool to get it loose, we used a bar on the end

... continued on page 9

Photo Caption Contest

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

This month's photo was submitted by K. Newell.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



December Caption Contest Results

ENTRIES FOR DECEMBER (AS JUDGED BY SHANNON LEE MANNION)

Winner:

G. Pell: Here kitty kitty.

Second:

D. Kenner: Attention to detail. Getting ready for the OVLRC concourse...

Editor's entry:

Darn! Another breech birth !!

Thanks for playing everyone! TK



Belt Tensioner... (continued from page 8)

of the socket wrench. You take that one out, put in the new pulley, put in the new tensioner which has a metal hook or arm to fit it in place, and then go to the second pulley.

This one, the 80mm (see photo) is very accessible and easily removed and replaced.

Now comes the time to refit the serp belt. I know you have a diagram, but the key to doing it right is that anything with a smooth surface will be facing the smooth back of the belt, and anything with grooves will be facing the front of the belt with the grooves.

It took us two tries to get the left pulley oriented, and two people to release the tension again in order to get the belt back in place, but once we had the cowling back on, and started it up, it purred like a kitten 🐾

The pulleys are now working spares. The tensioner has two parts, so only half of it is non serviceable at this



point, half has a shot bearing, but that is not a huge job if you want to replace that to have a spare.

CHEERS,
TK

Land Rover Spares

SUBMITTED BY D. KENNER

REPRINTED FROM THE NATIONAL

<http://www.thenational.ae/lifestyle/ahmad-mohammed-ghanems-land-rover-spares-business-is-looking-the-part#full>

In a large dusty shed in the middle of the desert around Falaj Al Mualla, in Umm Al Quwain, is something of a motoring gold mine.

Thousands of metal and rubber Land Rover or Range Rover spare parts are scattered on the floor of the shed or in cardboard boxes that bulge at the sides. Most are covered with a very fine layer of desert sand.

Outside the shed, there are about a dozen wooden shipping crates that have been imported from countries including Malaysia and Germany.

To an outsider, it is an unremarkable and fairly disorganised sight. But to its owner, Ahmad Mohammed Ghanem, it is organised chaos that earns him a monthly salary higher than his previous job in oil and gas.

“Finding the parts is like a gold hunt,” he grins. “This business came by chance. I didn’t do any strategic planning or anything, I stumbled into it by adventure. Now I love it. Even if I had a job for a hundred million dollars, I would still do this. But now it is a business more than a hobby. This is how I provide for my family. It has to be profitable.

“There’s no competition. I think I am the only person in the world with this collection.”

Regarding the competition, there’s a very strong chance that Ghanem is right.

The items that he sells, which range from small dials for dashboards to original clicker indicators and steering wheels, would not be easy to come by for the regular customer. Over the past few years, Ghanem, 40, an Emirati, has worked hard to create a network of traders across the world who alert him of any spare parts for sale.

The majority of the pieces arrive via a middleman from militaries in countries that once had a British

army presence, for which the Land Rover was the main vehicle.

In the UAE, for example, the Trucial Oman Scouts – which was started by the British in 1951 – used Land Rovers to navigate the country’s tough terrain, so the UAE army, as it is now, has a lot of leftover parts.

“Most of the parts come from places like Saudi Arabia, Malaysia and Qatar. This week, I will receive maybe 50,000 items from a trader in Qatar. Originally they were from the Qatar military.”

Ghanem’s interest in the spare parts business came after he bought his first Land Rover, a dark green 1952 Series I, in 2006.

When he discovered it needed a lot of repair, the hunt for parts began. Although generally sturdy cars, Land Rovers do not fare well if they are not driven for long periods of time. He now owns close to 150 vehicles and runs the Classic Safari Company, which escorts people into the desert in 1950s cars.

“If you are doing a restoration of a classic Land Rover or Range Rover, and there is a tiny part missing, it will not be complete. You will pay any price, because the car is not finished until you have all the parts.

“This is how I was with my car, and now I am helping other people do the same.”

Despite the country’s love of cars, the UAE is not a great market for the spare parts, and the vast majority of Ghanem’s business comes from the US and UK.

He works with two men, one in each country, who sell the parts on his behalf on the online auction site eBay.

Depending on the size and value of the parts, Ghanem, who has two young daughters and a son, will ship or fly them to his colleagues abroad, who then send them on to the winning bidders.

“I know exactly what is available. If I don’t see something on eBay, I know it is not out there in the market; this is a good thing for me.

... continued on page 11

Land Rover Spares (continued from page 10)

“In the beginning, I was struggling to find a seller to sell them in the States on behalf of me. I purchased a car from a man there and found out he had a workshop, too; we agreed to work together.

“The man in the UK? I liked the nickname on eBay.”

The parts sold by Ghanem are almost all “ONP” (which stands for “old new parts”) and this is what makes them so rare.

The Land Rover Series I dates back to 1948, and the Series II to 1958, so over the years most of the spare parts have left general circulation. The only ones remaining are those owned by military organisations.

For Ghanem, this makes his job all the more exciting. When armies sell off warehouses full of army surplus goods – which can include uniforms, water bottles, old electronics (no weaponry) and, crucially for Ghanem, Land Rover spare parts – an opportunity arises for the parts to re-enter the market.

Whenever he is told of a possible stash, Ghanem either flies to inspect the goods himself or relies on the traders that he trusts to give him an honest price for the parts.

“With the Land Rover, each part has value. It’s not like: ‘This is expensive and this is very cheap’.

“There is one part that is very rare that you can’t find in the UK market: the mirrors for the bonnet; they look like Mickey Mouse ears. Two years ago, I found 250 pieces, but I didn’t know what they were and I was thinking: ‘Do I take them or not?’

“I had no idea how much they were worth. I spoke to a man in the UK and he said he would pay me £10 [Dh60] for one. I said: ‘I’ll get back to you’, because I wasn’t sure if that was the right price. Then my contact said £100. I put a pair on eBay just to check, and they went for £700.

“It went from £300 to £700 at the last second. I know the value of most things and the parts I buy can be cheap, so it is worth it. When I went to Saudi Arabia, for example, I was checking the top of the boxes and I

knew the value. I didn’t continue to check the rest.

“I thought one part would cover the cost of all the other parts.”

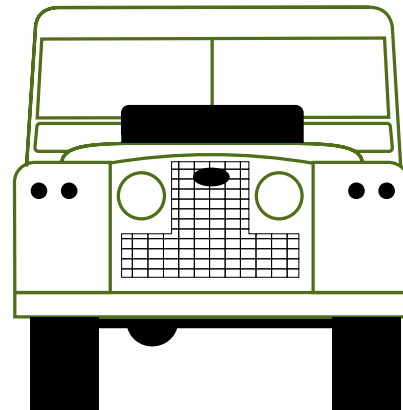
There are some spare parts that have not lasted the years, mainly the all-rubber pieces, such as seals for the windows.

To solve the problem, Ghanem gets replica parts made that he can then sell as new parts. A factory in Jebel Ali – which Ghanem says is the same factory that made some of the material for the Burj Khalifa – makes the rubber seals and borders, and an America-owned factory in Pakistan makes aluminium panels.

“Maybe there will be a day when there will be no more spare parts, and if there isn’t any, there isn’t any,” he says. “I can always make the reproduction parts. But I would like my children to take over this business; we will see what happens in the future.”

Email booking@classicsafari.com to find out more about the spare parts.

munderwood@thenational.ae



Rovers & Parts for Sale

FOR SALE-

Winch Carrier for Warn 9500 winch, fits Disco 1 or RR Classic, fits around stock bumper, good condition. \$250 firm, Toronto (can deliver to Ottawa area at OVLR June picnic), solid unit, more photos available.

Ted Matthews – matthewsted@aol.com

Jan16



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 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

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 \$39k 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

jfferrary@gmail.com

Sep15



FOR SALE

I have set of spark plug wires for Discovery series I, if you are interested \$30 please email:

Ahmed – kevin.ahmed@yahoo.ca

Oct15

... continued on page 9

Rovers & Parts for Sale *(continued from page 8)*

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

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 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@alphaloren.com

Nov2014

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

Invitation from Ben and Christina

15th Blacker Than Night Rally

FYA, the date is set by Ontario statute.

When we have the bank holiday at the beginning of August determines when an event in New Jersey is held. It is now January and before we know it August will be upon us. It is time to send out the notice for the 15th gathering of Land-Rover enthusiasts for the Blacker Than Night Rally at Christina and my place in NJ for the usual suspects.

It is the weekend of July 30-31. As always people are welcome to come early and to stay late. Or to come for just a few hours. I will be taking Friday the 29th off to do setup. Likely this will also be the same weekend as the Quikcheck balloon festival.

The standard schedule includes:

- 2 or 3 stage RTV on Saturday afternoon
- RoverPolo game on Sunday late morning
- Scenic drive on local dirt roads in Readington after breakfast on Sunday.
- Group photo Saturday before dinner
- Wrenching on various Rover projects yours or others (something will be broken)
- Meals provided on site, excepting Sunday where we go out to the Whitehouse General Store for breakfast
- Beer and other beverages will be available
- Pitch a tent or crash on the floor somewhere



As usual please let us know if you are planning on coming or not. As we get closer we will be asking when you are coming so that we can plan food appropriately.

I will be sending this out to non-hooiles over the weekend, so there will be some time delay for everyone to get notified.

Paul indicated last year that he intends to be on safari in the US this year and stop by along with some other Saffer LR friends to BTN for a traditional brai (and to celebrate Lynette's 50th birthday), so this may be the year to make for those who are occasional attendees.

BEN AND CHRISTINA

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.