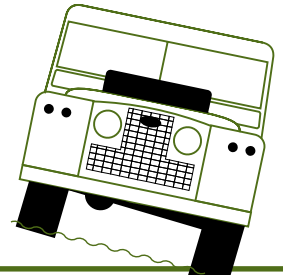


OTTAWA VALLEY LAND ROVERS



April 2016

www.ovlr.org

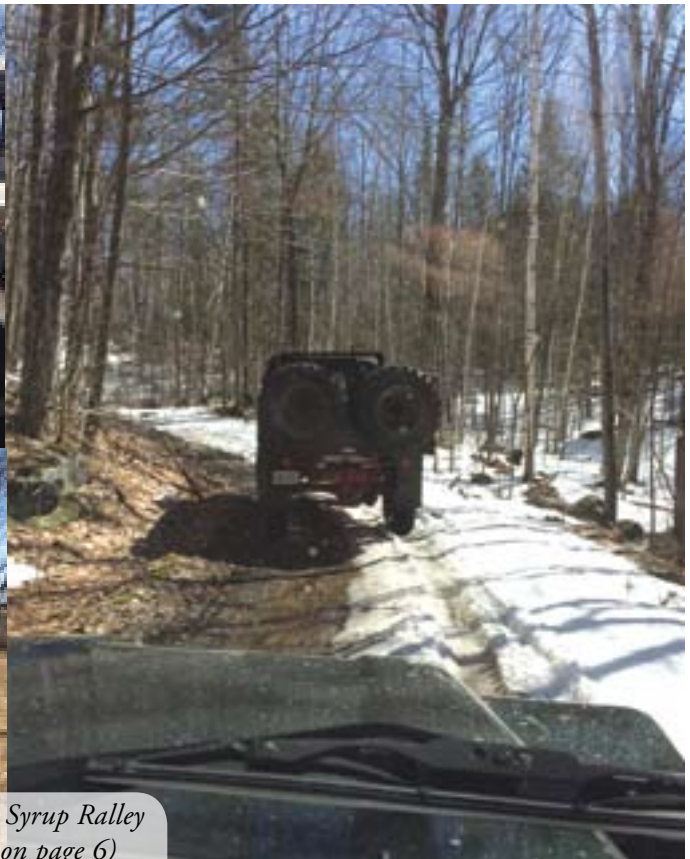
Volume 33, Number 4



Find us on Facebook

<http://tinyurl.com/hdu9np8>

Sweet Times



*At the Maple Syrup Ralley
(more photos on page 6)
PHOTOS BY A. JONES —*





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@wilboro.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

Upcoming Events

May 16, 2016

265th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

June 20, 2016

266th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

June 24-26, 2016

Birthday Party – Silver Lake

Other Friendly & Neighbouring Clubs' Events

July 16, 2016

All British Car Day (ABCD), Britannia Beach Park, Ottawa, On. All British Vehicles welcome. People's Choice Award and BBQ lunch for Entrants. www.britishcarday.ca

July 30-31, 2016

Blacker Than Night Rally

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

OVL R Facebook Page

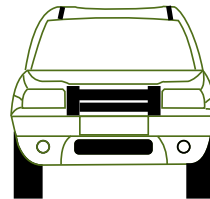
The OVL R Facebook page will be regularly updated with goings on and club membership stuff. We will post the upcoming events and other important things when we can. Please drop by and "like" our OVL R community. Our intent is that it gets to share stories, trips and musings on all things Land Rover. If are having trouble repairing your Land Rover or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at: <http://tinyurl.com/hdu9np8>



Our happy secretary taking a break, Alastair.

PHOTO: D. KENNER



3 Brothers Classic Rovers

What's your next adventure?



www.3BrothersClassicRovers.com

sales@3BrothersClassicRovers.com

17 Gold Street, Paris ON N3L 3S3 519-302-3227

After a discussion between Will and Dixon,
and a post on our Facebook page, Dixon wrote this:

The Rover (parts) Freedom RailRoad

– or as it is known today, the RoverParts Underground Railroad (RURR)

Ed : Essentially the idea behind RURR is for Rover owners to help other owners in the transportation of parts from one city to the other especially when one of them is already going somewhere and one way or the other they have room on their vehicle to help out.

I heard that the RURR came up on the OVL R Facebook message forums the other day and that this was thought to be something new or unique. Actually, the RURR has been around for probably upwards of twenty-five plus years, comes in east coast and west coast flavours, and is very informal in nature.

The Disco Web forums even have some rules ascribed to it, though personally I think they are way too formal for what I am familiar with since the early Nineties. They do set expectations though and include:

- It does not mean free delivery
- It is a privilege and not a right
- If you have made connections in the Rover community, you know people who travel often, you lend a helping hand, RURR is for you
- If you p*ss people off, make low ball offers, or aren't an established/ contributing member of the Rover community then RURR is not for you
- RURR is exclusively for the recipient to co-ordinate at the convenience of the transporter and the originator of the items.
- Assistance with RURR is at the discretion of the seller, and those involved with the RURR.

RURR as a named concept for its origins in the Land-Rover Owners mailing-list, an email list started by Bill Caloccia around 1990 as an off-shoot of the British Cars mailing list, another email list from those dark days before the formal and popular Internet arrived in the late 1990's.

As the LRO list popularised various club events, and put people in contact with each other on a regular basis, the informal transport of generally used parts accelerated dramatically as people began to attend events further afield than before. That parts would

move along these paths was an obvious outgrowth.

I guess to start, as I recall, and believe, the naming of this informal network was by Dave Bobeck, an OVL R member in Washington DC. In his words, there was a real underground of secret operatives to move large, heavy, or otherwise hard-to-get parts around without interference from those who seek to prevent "freedom" from happening. Examples would be the Salisbury axle that made its way from Quebec, via Ottawa, to Penlan Farm (site for the Mid Atlantic Rally in the 90's), or numerous oily lumps that floated across a large, salty pond, stopping in the Maritimes and eventually making their way to an others in a northern state.

It was also called the Rover Parts Freedom Railroad, which was then refined to the more glib sounding Rover parts Underground Railroad, which is now used by all manner of cheap buggers to move little parts like shock absorbers that they don't want to pay shipping on.

Another quote was "There was a north bound route as well, liberating oppressed chunks of iron from the land of taxation without representation and taking them to the happy North where they could enjoy the benefits of universal, government sponsored care."

In a local context, there are numerous examples of items coming and going from Ottawa over the years that range from diesel engines, to Salisbury axles, to tires, to lathe parts and even DVDs and t-shirts. Intra-state within OVL R, even chassis have been moved, transfer occurring at various events, such as the British Invasion in Stowe.

Today, there are some stickers associated with the RURR, though the one I am familiar with shows a Disco in the centre and not a Series Land-Rover, which was the original workhorse of the railroad. (*Maybe someone in the club will make a better sticker!*)

OVL R should be proud that its members have been instrumental in the establishment, naming, and on-

... continued on page 7

Adding a rear side window to a D90

ARTICLE AND PHOTOS BY T .KING
KNOWLEDGE AND GRUNT WORK: K. NEWELL

A year ago I bought an imported D90 which was essentially a panel van or commercial vehicle based on its lack of side windows. This made it a very tough vehicle to drive on multi-lane highways, with blind spots that could hide a Greyhound. Not as hard as a RHD, but close ;)

I was able to survive the first season as is, but decided to add some rear windows once the warm weather was coming back in the spring. Ted Matthews sent a note asking for fellow owners if they needed anything from the UK and I ordered a pair of sliding Masai rear windows that were tinted. A bunch of us collaborated on the shipment and just had to wait for the arrival.

With Ian Desjordons' help (see related article in the RURR), the windows arrive safe and sound in Kanata in April.

I had to wait until the deep freeze ended in Kanata before tackling the job, so on a warm day after the MSR I drove to Kevin's place and we tackled the job. We centred the window on the passenger side and traced its outline with a marker.

Photo 1 shows Kevin chiseling out the upright support of the side panel. I was pretty much dead centre of the needed cut, and turned easier to be removed than cutting through twice.

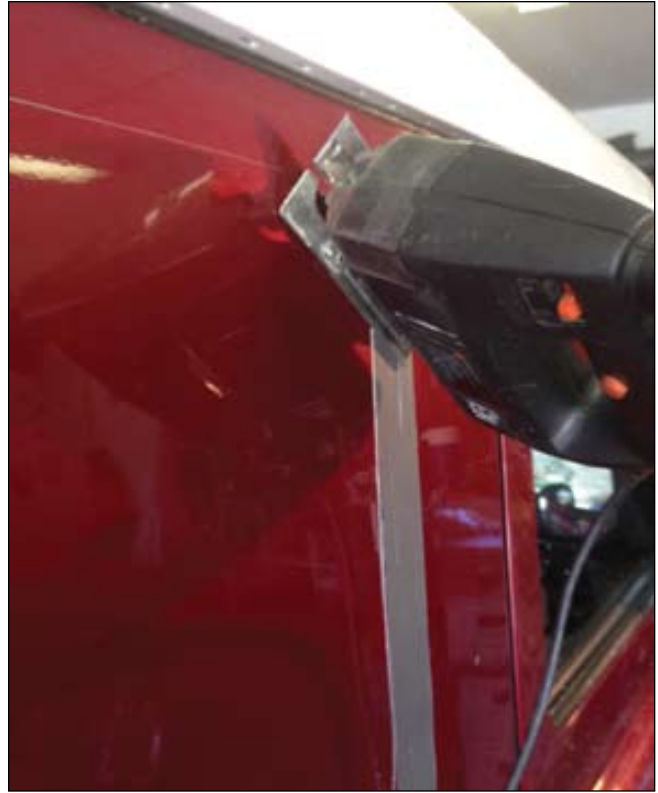


Photo 2 sees Kevin cutting out the lines as we marked them. Tolerance is minimal, so we cut the centre of the line, figuring we could file any tight spots, which we had to.

You can also see the tape we put on the outside of the cut line in order to save the paint from scratches.

In Photo 3 Kevin is removing the cut out panel.



... continued on page 6

Adding a rear side window to a D90 (continued from page 5)

Photo 4 shows the new view for the driver, and the passengers and dogs etc !!

After a bit of filing, we stuck the window in place, sealed it with silicon goop and drilled the 18 holes needed for the attachments. It called for rivets, but after a few abortive attempts we made two trips to Home Hardware and ended up using stainless machine bolts with nyloc nuts. This had the dual result of pulling the window in tight and being more secure than pop rivets on a thin skin.



See photo 5 for the finished result ! I could not be happier J

Driver's side is next.

CHEERS,
TK

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Photo Caption Contest

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

This month's photo was taken by OVL R Member

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



What our members are up to these days.



New leather on KN's 110.

March Caption Contest Results

As judged by

Everyone is a winner: This month was a solid tie right down the line :)

DK: All this petrol? I've a TDi. This is for my buddy in the Range Rover so he won't be stranded when we go and do the 800k Swisha loop north of Ottawa.

Ted Matthews: I can't believe I ran out.

Linda Scott: Yes, but it's not just any old, random collection of jerry cans...

Gabe Pell: Seriously, we need way more gas cans.



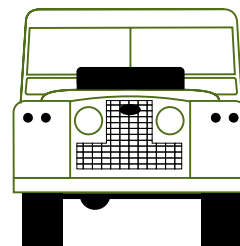
Anon: "I know there is a nozzle in here somewhere".

Thanks for playing everybody :)

Rover Freedom Railroad (continued from page 4)

going operation of this informal network for more than twenty five years. It is based upon leveraging a community of people to mutually help each other and keep their vehicles alive and running. I am quite pleased to see its principles continuing to be applied by members of OVL R as members help other members.

Ed note: Kevin and I had a heavy load of parts brought over from Toronto to Kanata this month by Ian Desjardons, he saw Will's note on Facebook and offered his time and effort to help us out. Thanks Ian.



IMPORTANT NOTICE TO ALL MEMBERS

Venue Change for 2016 Birthday Party

In recent years the Birthday Party main site together with the trails on the adjacent land have changed ownership several times: And although the main site is still available, access to the local trails has been restricted and increasingly denied. This is not a new problem, and for the last few years the Exec has actively explored alternative venues. We have also worked hard to develop new trails and green lanes close to Silver Lake, to replace and augment the traditional favourites: The feedback we have received from the membership on these new trails has been fantastic.

Last year a local land owner offered an alternative venue for our consideration: We investigated shortly after the Birthday Party and again in the early fall of 2015. After due consideration by the Exec, we decided to move the Birthday Party to the new site commencing 2016.

The site is larger than the current one, it is central to all of the trails we regularly use, (it's adjacent to "Ernie's Land", a site we already make good use of): and is still conveniently close to the Silver Lake Provincial Park camp ground.

The Exec are really excited by the move, as the new venue opens up the opportunity to develop the Birthday Party event further to meet the membership's evolving needs, and desires.

It is located a few kilometres from the Silver Lake Provincial Campground, just north of Maberly at 222 Fagan Lake Road:

We will make sure that you receive regular reminders about this prior to the Birthday Party including maps, GPS coordinates and instructions on how to install electronic mapping software on your smartphones. As usual, there will be signage on local roads directing members where to proceed: The map below shows many of our current trails and the location of the new site as well as Silver Lake and the old site.

We appreciate that change is never easy, and the decision to move away from the traditional location to a completely new site was debated long and hard by the Exec. But we absolutely believe it is the right decision, as it will allow much greater flexibility and opportunities for future growth and development.

In the meantime, if anyone has any questions, please feel free to reach out directly to any of the Exec team who will be happy to provide answers: You can be assured that we will strive to ensure that the 2016 BP is all that you could wish for.

BEST REGARDS
YOUR CLUB EXECUTIVE



Maple Syrup Ralley

PHOTOS BY A. JONES — AT THE MAPLE SYRUP RALLEY



Rovers & Parts for Sale

FOR SALE

1976 Land Rover Military One-Tonne truck (101FC - GS)

One of a batch of 58 trucks supplied to the Grand Duchy of Luxembourg; Which maintains three infantry companies and one Support Company as part of NATO's Rapid reaction force. It was built to the General Service (GS) specification, but includes some Luxembourg specific features:

LHD 24V, painted internally and externally Matt Khaki LR275.

This truck is one of eight fitted with the R1B Nokken winch – which includes a winch brake (lever position in the cab adjacent to the driver's right leg). This allows loads to be held without having to turn the engine off, a common complaint with the Nokken winch.

Rear full length longitudinal bench seats for eight infantrymen.

Side lockers, accessible from outside the vehicle - between the wheel arches; document/map pocket inside the driver's door. Fuel pump external to tank – fitted as a field service item.

Uprated gross vehicle weight on the chassis plate (from 3143 KG to 3652 KG)

This truck had a VRN of 3746 and was fitted with a second roll over hoop at the rear, which was used as a mounting for three Radio antennas that allowed the vehicle to be used as a forward flight control vehicle. Radios carried included GRC-160, GRC-106A and a VRC240.

I have owned the truck for eight years during which time the following work has been done:

Engine: New valves, valve guides and seats recut, new cam, cam followers, intake manifold (Offenhauser), new carb (Edelbrock 4 barrel), new



distributor with electronic ignition, timing gears and chain, high volume / pressure oil pump, water pump, fuel pump (external to tank Facet). Brakes: new master cylinder, plus all wheel cylinders, shoes, including transmission brake, most of the brake pipes (Automec), and all brake hoses, recon brake bias valve (above rear axle). Clutch: master and slave cylinders, and hoses

Other mechanical: All wheel bearings / seals replaced, new Rimmer Bros stainless sports exhaust (sounds lovely)

Electrical: Rebuilt starter motor, generator and generator control panel.

Truck is 24v FFR but the engine ignition circuit had been hacked to 12v. So proper 24/12v converter fitted to do the job properly. Military (glowworm) headlamps replaced with halogen units

Other: Fuel tank reconditioned and lined, radiator re-cored, new windshield glass, aluminium (Rocky Mountain) door tops. Truck re-payed correct Luxembourg Army colours and unit markings (Fall 2015). New seats (Exmoor trim) Rebuilt the storage lockers. Bar-grip tyres replaced with 'used but good' Michelin XZLs – including the spare

Canvas is in great condition

If interested, please contact Andrew Jones at either Andrew.jones3@ge.com or +1 613 617 3926.

Mar16

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)*

STAN IS FOR SALE



Stan is a 1972 Series III. 300 TDI diesel engine with intercooler, 3/16 galvanized steel chassis. Auxiliary off roading lights, winch bumper - no winch, 5 steel wheel rims and tires of course, mounting bracket for hilift jack, limb risers, steel rock sliders, dual 70 liter switchable gas tanks, fully armoured underneath, 3 inch suspension lift, roof rack, mounting brackets on each front wing for axe and shovel (included), LED running lights and turn signals, AM/FM radio, 10 CD changer, custom fitted rubber mats front and back (easily removeable for cleaning), 2 side facing jump seats (with seat belts) in rear, 2 tuffy lock boxes, Saab bucket seats, heated, auto door locks, 12 volt power point, mount for ipad/tablet, CB radio, enhanced heating with 2 speed fan, block heater, electric coolant circulating pump for winter, AC - yes, that is NOT a typo.

Kevin, the previous owner and all around fabrication magician and McGyver, did all of the fabrication and additions to this vehicle. And to those who do not know Kevin, it has been meticulously maintained. \$18K Cdn. Contact Brian Scott at brian.scott4@icloud.com If you are interested, you are most welcome to come over and give it your once over. You can also contact any of the OVL R members who are familiar with Kevin's work and skill to confirm my tag of being "meticulously maintained".

FOR SALE

2 Tirfor style manual cable winches. Approx 40-50ft of cable with each. Made by Tirmaster & rated for 2750lbs safe pulling capacity. \$100 for both
Kurt: 416-807-5226 or kurt789@gmail.com

Apr16



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 \$100 obo. Used but complete truck cab for late Series LR. Dent in the roof but all glass good. Asking \$400. VG condition Series 2-3 bonnet (plain knife edge hood, no tire mount) Asking \$75. Used fixed window sides: \$50 for pair.

Contact Liam at tlcox@pacifccoast.net or 613.831.7106

Feb16

WANTED

Good day from Newfoundland, I'm having a hard time finding a pickup roof for my series landrover I was wondering if anyone here could help Thanks, please reply on facebook to me as per link below:
Andrew Burton
<https://www.facebook.com/andrew.burton.123276?fref=nf>
(ed note: if you can't reach him on facebook, email me at terrycking@gmail.com)

Feb16

2016 OVL R Birthday Party

June 24-26th

The big event for the club is only a few short weeks away. Dust off memories of trails like the 'Light' off-road, the Heavy Off-Road on the hydro line, Bolton Creek and Ernie's land. The RTV competition.

Some new trails near the camping. Perhaps Lavant Mtn?

A great BBQ dinner Saturday night made by a local restaurateur.

Then the entertainment of the Sunday auction where the auctioneers attempt to channel Bate's auction style, "This item is one of a kind..."

Have you registered your campsite at Silver Lake Provincial Park (real toilets and showers with swimming and playground available)?

Members typically congregate in the Dawson Campground with the 'party' site being #40.

<https://reservations.ontarioparks.com/SilverLake?Map>

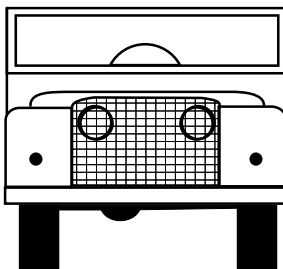
Or are you camping at the main site? Just show up and claim a space.

Details will be online and emailed soon.



By now the weekend of June 24 to 26 should be on your calendar.

Your Land Rover is ready by now, right? June is right around the corner!!



What our members are up to these days.



New storage for the rear of A.Hutton's 110.