



# OTTAWA VALLEY LAND ROVERS



March 2017

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*OVLR Maple syrup enthusiasts Francois & Michel are out helping Bern tap trees!*

P.O. 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.

OVLRL 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  
OVLRL/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>  
<https://www.facebook.com/groups/1477333665898918/>  
Land Rover FAQ: <http://www.lrfaq.org>

## OVLRL Forums

<http://www.ovlr.ca/phpBB2/index.php>

## Newsletter Archive

<http://www.ovlr.ca/nl/OVLRL.nl.freq.html>

## OVLRL Executive and General Hangers-On

### Chairperson

Will Ficner  
[will@wilboro.com](mailto:will@wilboro.com)

### Secretary

Terry King  
[terrycking@gmail.com](mailto:terrycking@gmail.com)

### Treasurer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Events Coordinator

Andrew Jones  
[andrew.jones@xplornet.ca](mailto:andrew.jones@xplornet.ca)

### Off-road Coordinator

Kevin Newell  
[newellandscott@bell.net](mailto:newellandscott@bell.net)

### Executive Member-at-Large

Paul Davids  
[pauliedavids@gmail.com](mailto:pauliedavids@gmail.com)  
Andrew Jones  
[andrew.jones@xplornet.ca](mailto:andrew.jones@xplornet.ca)

### Past-president

Andrew Jones  
[andrew.jones@xplornet.ca](mailto:andrew.jones@xplornet.ca)

### Club Equipment Officer

Andrew Finlayson  
[andrewf@xplornet.com](mailto:andrewf@xplornet.com)

### OVLRL Marshall

position open

### Archivist

Ben Smith  
[bens101fc@gmail.com](mailto:bens101fc@gmail.com)

### Auditor

position open

### Returning Officer

Dixon Kenner  
[dkenner@gmail.com](mailto:dkenner@gmail.com)

### Merchandising Coordinator

Gabrielle Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)

### Webmasters

Dixon Kenner,  
[dkenner@gmail.com](mailto:dkenner@gmail.com)  
Benjamin Smith  
[bens101fc@gmail.com](mailto:bens101fc@gmail.com)

## OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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 OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL 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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### Newsletter Editor:

This issue: Dixon Kenner  
[temporaryeditor@gmail.com](mailto:temporaryeditor@gmail.com)

### Newsletter Production Editor

This issue: Kris Anderson

### Production Assistance:

Bruce Ricker





# 2017 Maple Syrup Rally

That time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra. For the past twenty-six years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vernon Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow out the cobwebs. The actual date for the MSR is a Sunday, but it varies due to actual sap run.



## Activities:

- Winter camping for the hearty
- Gathering sap from the sugar bush and stoking fires under evaporators
- Brunch of french toast, sausage and baked beans with fresh maple syrup
- Driving snowy trails and lanes
- Maple syrup for sale (while supplies last)
- Members are also welcome to come up on Saturday and help with sap gathering and maple syrup production

A convoy of vehicles leaving from the Westgate Shopping Centre at 8:30 am. (Corner of Carling Avenue and Merivale). If you know your way and are coming up on the Saturday, we are looking for a convoy leader. Contact Terry King or Peter Gaby.

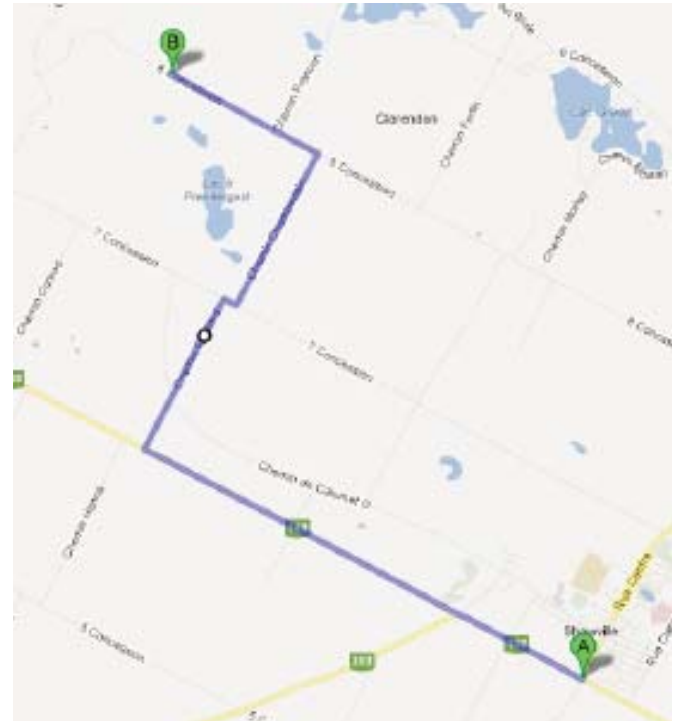


## Details:

- The cost of the rally is \$5 dollars per person with children under three free.
- RSVP to Peter Gaby (gaby@rogers.com).
- For winter camping please contact Vernon at either antiquebikeguy@yahoo.ca or (819) 647-5544
- Per insurance requirements driving off-road trails requires you OVLRL membership and a valid driver's licence.

## Directions:

- Cross the Champlain Bridge (Island Drive) over the Ottawa River
- Go straight to the second set of lights where the road ends at a "T" and make a left
- Follow the upper road (Highway #148) 6.6 km to Aylmer to a set of lights at the park
- Make a right and continue on Highway 148
- Follow Highway 148 out of Aylmer
- Continue 63km to Shawville
- 1.4 km out of town is a flashing light (Highway 303)
- 3.5 km after the flashing light make a right. Look for a side road on the right marked with a small green sign "Radford". There are 2 barns on the left.
- Go straight 1.7 km until the road ends
- Turn right, go 140 meters and then make an immediate left
- Go 1.7 km and take the first left at the next concession road
- Vernon's farm is 1.7 km down the road on the left




## Maps:


Shawville (and Vernon's farm) appear on the very leftmost portion of the Canadian Topographical Map 31-F/9. For some of the trails map sheet 31- F/10 is handy.

(Photos 2002 Maple Syrup Rally)



# The Annual Tune Up<sup>1</sup>

 Saturday, May 11th, the weekend before the Victoria Day long weekend will see the occasionally OVLRL Tune-Up.

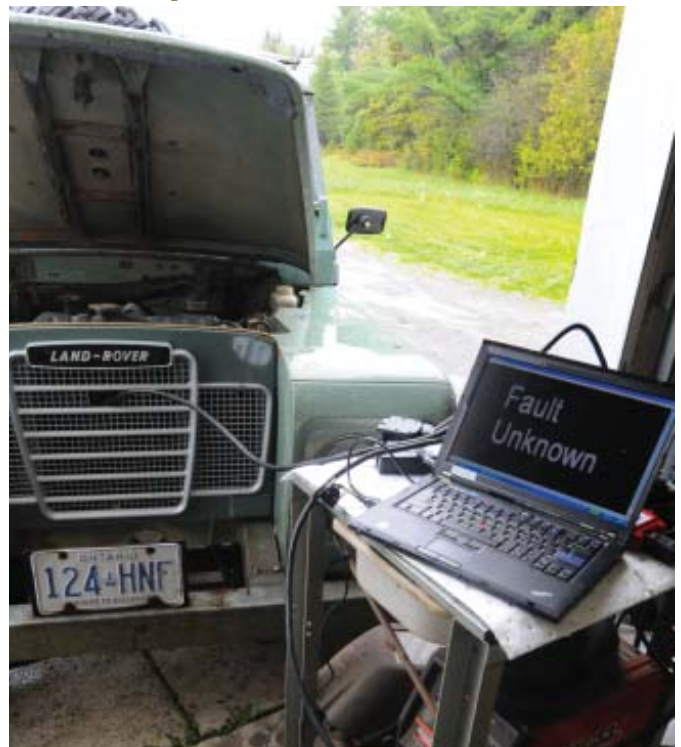
Traditionally the Tune Up was an opportunity for mechanically challenged, yet enthusiastic members shake the cobwebs out of their mighty steed's carburetors, drive over to either MiniMan, later the Land Rover dealership, to learn about some of the basic maintenance and tuning of your Land-Rover. In years passed, members learned first hand (read, an expert stood beside them and directed them as the vehicle owner did the work) how to tune the engine, adjust the brakes, and do other routine functions. However, times have changed and there are slightly more modern vehicles in the club which do not take well to some of the maintenance routines that the older Series vehicles can suffer.

This year, given the break in this event for the past year or so, it is possible that there are more than a couple of owners who are enthusiastic to learn more about their vehicles, but really do not know where to start, or what they can actually be doing. Expert members will be on hand to show you how to tune up your Land-Rover and provide help in tuning your Land-Rover or at the very least explaining what pro-active measures you should be taking for its long term health and longevity. The level of assistance and guidance will vary greatly between vehicles. While the owner of  a "Series" vehicle can learn about timing, setting dwell, how to adjust the tappets and a host of other things, the owner of a much more recent Land Rover will be following a very different course of action.


As for the more modern Land Rover owner, read Plushie... Well for the most part many of them don't do their own servicing anyway but there are a few adventurous types who do (Terry King, our valued editor being an ideal example). Terry mentioned that he would be happy to lend them his ear for advice etc. Sady, is getting to the point where there is less and less you can do yourself anyway .

 For those who might not make it, and feel the legendary Land Rover reputation precludes regular  maintenance<sup>2</sup> Plushie owners should know how to:


- a) Check if not change the serpentine belt and tensioner. Not too difficult but a real puzzle getting it back on without a diagram. Terry has done a DI several times but not the DII.
- b) Oil & filter are messy but doable, there is no way on a DI or DII to not splash oil off the steering arm where it is. (Masters of this task who feel over confident should try for the black standard and see if they can change a canister filter off of a Series without getting drenched in oil)
- c) Another common problem on any model with a centre diff-lock is it sticking due to lack of use or lack of grease. The process could be explained as it is not too hard to do. Kevin Newell, can do it in his sleep, Terry can do it but may have trouble explaining it. Taking the interior apart is the tricky bit. Not




- losing the nylon spacers from the shifter is a must!
- d) Brakes are not that difficult and could be explained using parts that may be on hand for a DI. Or, depending who is there, possibly someone could disassemble one a bit and reassemble.
  - e) Changing a headlight might be worth knowing.
  - f) Finding the inlets and greasing the drivetrain comes to mind as well.
  - g) Changing the diff oil is tiresome but not technical.

 Unfortunately, the diagnostic computer that has been to some of the recent events will not be there this year.

Lunch: As well if the club wants to provide the food we could use our BBQ for say sausages or hamburgers etc. for an easy lunch. And I suppose people could bring their own adult beverages.


 And of course good dogs are always welcome and parking/vehicles should stay on the gravel only as the ground will still be mushy then (especially this year) .


 So, bring along your hand tools and be ready to get your hands dirty!

<sup>1</sup> First cited in 1983, this event, though not without an unblemished annual record, the annual Tune-Up is actually older than OVLRL itself, having existed with "Operation Frank", the precursor to OVLRL under the umbrella of the Association of Land-Rover Owners of Canada.


<sup>2</sup> To be fair, Land Rovers are getting a lot better of late. Anecdotal hearsay from the United States says that the new LR3 and 4 vehicles require little more than routine maintenance, unlike the earlier Discover 1's and 2's, P38's and others.



 This is a morning event only starting at approximately nine AM. The session, or opportunity should wrap up by one PM, where exhausted members will repair to, a yet unidentified location as the Cheshire Cat on March Road had a small fire earlier this year. The post tune-up discussion will centre on who put on the best performance, and potentially set themselves up as an early entry into the annual "Gasket Under Glass" competition

 The Tune up will be happening at Shore Street Automotive at: 2321 Shore Street in Ottawa. Shore Street is a short street that branches east off of St. Laurent Boulevard between Belfast (to the south) and Tremblay Road (to the north). Across the turn to Short Street are the OC Transpo garages at the corner of Belfast and St. Laurent. You can also reach Short street by going east from St. Laurent on Belfast and taking your first left (Triole Street) The subsequent left is Short Street. Another close landmark is the Red Lobster. It is across the street from Shore Street Automotive.



Cost: There is no cost for this event, however you are expected to bring your own tools, and spare parts if necessary. 

## Caption Contest results:

1. "Look they sent another toy to for us. They must be testing our ability to share." Gabe Pell.
2. "Just another day at the water cooler !" Terry King
3. "It better be the truck that's squeeking!" Fred Barrett
4. " A portable bar? A bachelor party for the locals?" Deborah Sevigny



Send your vote in to:  
temporaryeditor@gmail.com

# 3 Brothers Classic Rovers

What's your next adventure?



[www.3BrothersClassicRovers.com](http://www.3BrothersClassicRovers.com)

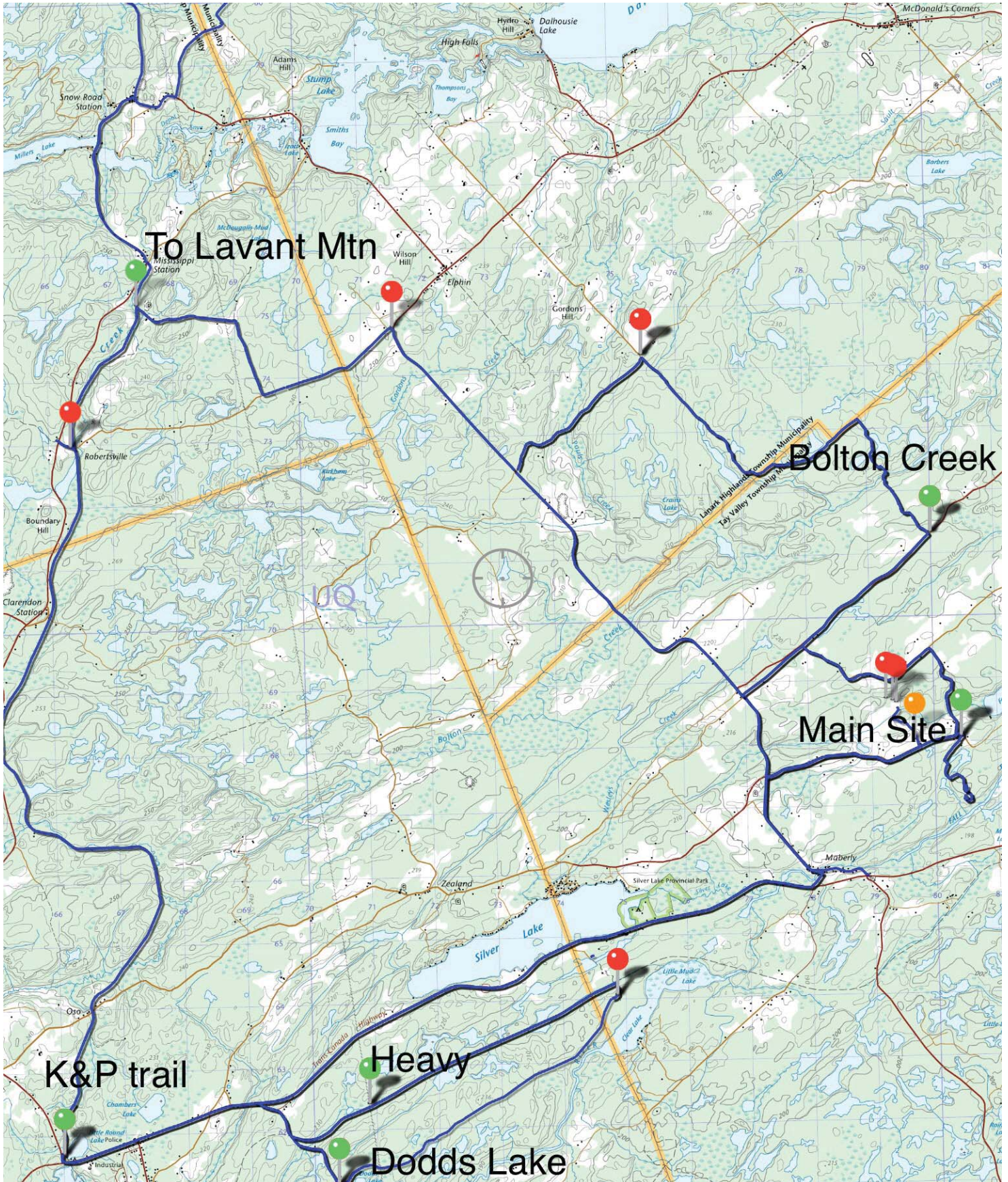
[sales@3BrothersClassicRovers.com](mailto:sales@3BrothersClassicRovers.com)

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





# Get ready for the 2017 Birthday Party!





# Rovers & Parts for Sale

**FREE ad space to members**

**Send information and/or photo to the editors  
Ads run for one month--please notify the  
editors each month to extend**

## '71 & '74 Range Rovers For Sale

For Sale from John Tackey

I have 2 complete (truck & parts) 2-dr Range Rovers that I'm letting go... '71 & '74. Going up 4sale on either BAT or eBAY soon.

Been in my shop in Richmond, VA since import from UK in 2000. Both ran/drove/stopped when parked. Included are parts for both to bring them up to MOT standard. '74 has an O-Drive! New seat upholstery for both! Clean VA titles. Documentation. Contact me if interested...jjt dot ric at gmail dot com. Let anyone you think might want 'em know...thanks! (03/17)

## 2000 Land Rover Defender For Sale

For sale from Nader Mishriky

2000 Land Rover Defender 110 Td5.

Personally imported to Canada in 2015. Ex-british embassy vehicle in Cairo Egypt. No rust! 94,000 km. all original. Expedition ready. Rarely been off road, never in Canada.

- 5 cylinder Turbo diesel
- Central diff lock standard
- Protection & Performance roll cage and Snorkel. Hot dipped rubber coated
- Old Man Emu heavy duty suspension
- X-Eng disk hand brake
- new front seats.-lockable cubby box
- Jate rings/ towbar/ anti-roll bar
- steering guard.-reinforced steering arms and links
- long range aux. fuel tank
- upgraded central console
- dog guard
- drawer system and fridge drawer.

C\$59,995 tel: 514 772 7876 Nader Mishriky

## 1959 Series II For Sale

For Sale - 1959 Series II. C\$19,000. Vernon, British Columbia V1B3K5. 64,000 kilometres. Restored. Runs great. All original. Fun to drive. Moving. Must sell. Search Kijiji for "1959 Land Rover Other Oth" Attachments area



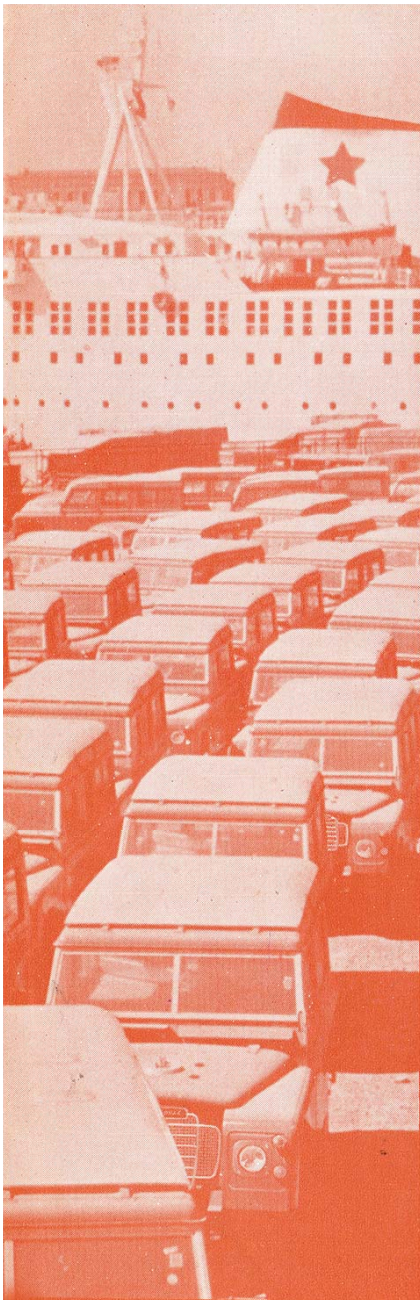
## 1957 Land Rover For Sale

For sale from <http://tinyurl.com/ml75xxo>

1957 Land-Rover. C\$7,500. Located in Sicamous, British Columbia. 30,000 kilometres. Complete car, needs restoration. (250) 803-2377. will trade for a roadworthy Series II or III. <http://tinyurl.com/ml75xxo>







### 88 in. Regular Land-Rover

1. Full length canvas hood
2. Full length canvas hood with side windows for export
3. Hardtop with tailboard and top hinged flap
4. Hardtop with side hinged rear door
5. Hardtop with fixed side windows (export only) tailboard and top hinged flap
6. Hardtop with fixed side windows (export only) and side hinged rear door
7. Hardtop with sliding side windows (export only) tailboard and top hinged flap
8. Hardtop with sliding side windows (export only) and side hinged rear door
9. Cab,  $\frac{3}{4}$  canvas hood with side windows for export
10. Cab,  $\frac{3}{4}$  canvas hood
11. Cab, open rear body
12. Chassis with cab and cab base
13. Chassis with wings, dash and seat-base

### 109 in. Long & 1-ton Land-Rovers

14. Cab and open rear body
15. Cab and  $\frac{3}{4}$  canvas hood
16. Cab and  $\frac{3}{4}$  canvas hood with side windows for export
17. Hardtop with tailboard and top hinged flap
18. Hardtop with side hinged door
19. Hardtop with tailboard and top hinged flap and fixed side windows for export
20. Hardtop with side hinged rear door and fixed side windows for export
21. Full length canvas hood with side windows for export
22. Full length canvas hood
23. Chassis with cab and cab base
24. Chassis with wings dash and seat-base

### Station Wagons

25. Station wagon 7 seater
26. Station wagon 10 seater
27. Station wagon 12 seater

Some of the illustrations in this catalogue show vehicles fitted with optional extras. For full details of the extras available, see separate publication.