

OTTAWA  
VALLEY  
LAND  
ROVERS



September 2011

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

Volume XXVIII, Number 9

## Fall Roundup



*Molly helping Fred and friends gather some wood. (article and photo on page 3)* PHOTO BY FRED BARRETT



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

#### General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. 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 ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive 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:

14.160Mhz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.org>

Any ideas for the web site please contact  
Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

## OVLRL Forums

Please see:

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

## OVLRL Executive and General Hangers-On

### President

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### Secretary-Treasurer

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### All British Car Day Coordinator

Dave Pell / JL Morin.

## 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 ([terryking@rogers.com](mailto:terryking@rogers.com)) or Dixon Denner ([dkenner@fourfold.org](mailto:dkenner@fourfold.org)) 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 ad space is provided to members.

**Deadlines:** Submissions to the OVLRL Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. 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 directors, 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 independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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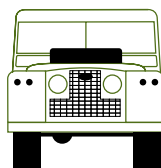
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## Hey man, what's going on?

### OVLRL Calendar of Events

#### **Socials:**

Socials are held at the Prescott Hotel on Preston St., Ottawa – third Monday of every month at 7:00 pm

#### **Executive Meeting:**

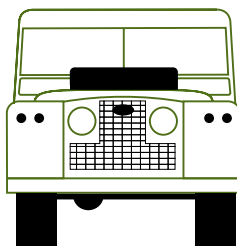
Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location  
– email: [b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

#### **Notices:**

October 15th (16th rain date) – Cedar Hill Classic, Pakenham

November 5th – Guy Fawkes Rally, NY State

December 3rd – Christmas Party, Masonic Hall, Westboro



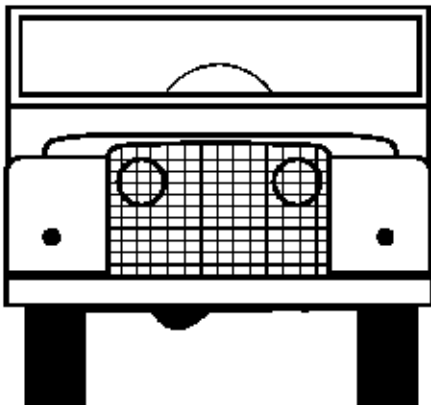


# Molly, the Hard Working Land Rover

ARTICLE AND PHOTOS BY FRED BARRETT

**H**ere's a picture of me moving logs on a friend's property up the road. Can't keep a 1955 107 from doing what it's made for.

I accessed his property to shift other timber earlier in the day via a deep ditch that his crony scoffers with their Dodge Ram said was impossible to cross. I went through while they blinked.



## New Members Wanted!

*Invite your Land Rover obsessed friends to join OVLRL!*

*See page 2 for subscription details.*

## Special Promotion

LRO has agreed to run a special promotion to coincide with MAR and the LRO show in the UK. The offer is 2 years for the price of 1. So it's 26 issues for £66.50 (approx. \$106 in real money). Subscribe via the website - pay by credit card. Here's the link so you can have a look - you just need to select the international offers tab.

[www.greatmagazines.co.uk/lro](http://www.greatmagazines.co.uk/lro)



# Flipping Axles

ARTICLE AND PHOTOS BY CREDIT D. KENNER

A year or two ago my lovely wife Deborah was given an 80" project. It has some interesting modifications that will need to be corrected, but there it has sat in her laneway while other priorities were addressed. The other day I had the opportunity to assist swapping the axles back to their usual spot above the springs and thus the opportunity to contemplate some of the many things that need to be addressed.

The general premise behind the modification was to raise the vehicle up for a more awesome off-road ability. Yet, while the chassis is now higher, and thus the engine, gearbox and centre of gravity, the solid beam axles are still at the same place. I understand that this modification has been done to some Land-Rovers in the past and while I had never seen this on a Land-Rover before, I have read about this elsewhere. This was the first time I had ever seen this modification attempted.

This modification, either doing or reversing back to original, is also a perfect opportunity to deal with spring bolts that possibly have not been removed recently as everyone knows, (1) these are such pleasurable parts to have to shift and (2) the space between spring and chassis is smaller than the drums



and backing plates. If you think that you can remove drums and backing plates and fit the axle through, remember the differential is bigger still. Now, you could remove the diff from casing too and the easily move the, much lighter, casing about, but this is really getting ambitious when the alternative is to undo a pair of frame or spring bolts and drop half the springs to move the axle in and out. (Read on why you might want to strip the axle casing) Please note! Use lots of anti-seize when you put them back together. It will be most welcome when you put the axles back atop the springs!

Add to the mix that u-joints only efficiently work at certain angles. The nose of the differentials have now dropped quite a bit in relation to the gearbox.

In short, your u-joints will have a potentially limited lifespan. Now, you could in fact consider angling the differential up towards the gearbox to reduce the angles, but several problems manifest themselves. First, you are also changing the oil level of the 90 weight in both diffs and will be leaving the pinions dry. Yes, the oil does get tossed around, but not that much. On the front, contemplating this solution will result in your castor changing as the axle rotates and the fixed swivel balls rotate with the axle casing. More on that later.

Despite this, if you are really interested

*... continued on page 6*



## Flipping Axles *(continued from page 5)*

in pursuing this option and dealing with some of the other issues, there are other things to contemplate.

First, when you look at an axle sitting atop the spring, you will notice that there is a wedge shaped piece welded to the round axle tube. This is a spring perch. This locates the axle atop the spring and helps keep it from rotating as power is applied the differential and thus the wheels. If you are going to put this axle under the spring, this wedge either needs to be cut off and rewelded on the opposite side of the tube, or a new wedge fashioned and welded to the axle casing. Failure to do so will mean that all of the rotational forces, either from the drive train, or the vehicle operating on uneven terrain will need to be controlled by the four mild steel u-bolts that are clamping the axle to bottom of the spring. This modification can be done with the axle complete, under the vehicle, or disassembled and on a bench. Your call.

On the top of the axle tube there is a small flat surface welded there that acts as the other half of the rubber bump stop for the springs. As the bump stop is not perfectly lined up with the axle, this small plate is at a slight angle. Using this to rest the axle on the spring will result in the axle no longer being level.

Which raises another point. Where exactly is that point you are bolting to? On Series vehicles there is a depression/hole and stub combination between the springs and the spring perch/axle casing which locate the spring and also helps keep the axle from moving, or sliding, back and forth atop the spring. Furthermore, on an 80", there is a long bolt through the front spring leaves to keep the axle located in the proper spot and to keep the leaves from moving about too much. Flipping the axles and forgetting about this will also cause issues.

Then there is what you use to bolt the axle too. In this case the simple solution was to use the bottom plate for the road spring and bolt to that. This plate also has the mounting point for the shocks. Moving



this plate up several inches will require that you get new shocks that are shorter.

Finally, in the front there is also the steering geometry to consider. Flipping that axle now makes the rod from steering relay to right swivel too short. As well as at a new angle. Make sure that you get a new rod so it will reach, and if you are not keeping the axle level for the diff angles, the swivel balls will need to be rotated on the axle casing to keep the geometry correct and not make for some interesting steering, as we found when we first tried to flat tow this home.

As the idea sounds intriguing, like with many modifications to a vehicle, a certain level of thought, contemplation, and consultation should accompany any dramatic modifications to a vehicle. We can talk another day about putting a V8 into an 80" and seeing what could happen to the rest of the drive train.

Other things to consider if you are looking for more ground clearance. Slightly larger tires if you want to increase ground clearance under the axles. Military shackles make a slight difference too, though they only address half the spring, but has been done. A military chassis during a frame swap might be another idea. If you really have a few extra dollars burning a hole in your pocket, there is a Cuthbertson conversion or a portal axle conversion available. YMMV



# Overland eBook

## What the Hell Are We Doing Here!

(Sahara/West and Central Africa by Land Rover)

*This eBook book is the only one available covering independent Land Rover travel across the Sahara to West Africa with this mix of narrative and quality images. The print version was very popular with Land Rover club members in New Zealand, and we also had several enquiries from overseas. Unfortunately the economics of book distribution overseas were too marginal to extend distribution to other countries, but the eBook version now makes it available internationally.*

SUBMITTED BY MURRAY GOUGH

### Overland Travel eBook Released

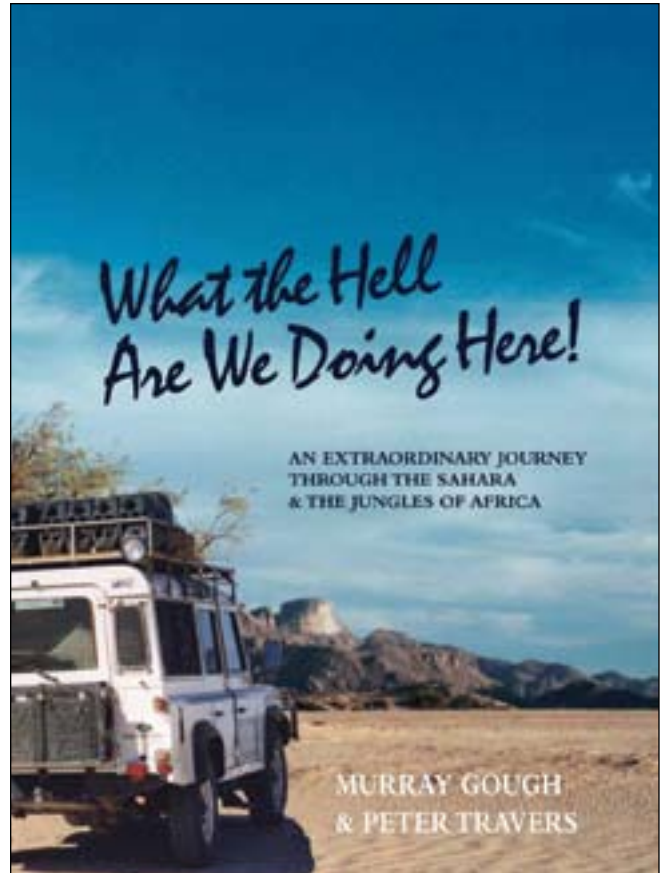
WELLINGTON, NEW ZEALAND 15 SEPTEMBER 2011

**A**n eBook version of the colourful overland travel book “What the Hell Are We Doing Here!” is now available.

First published as a high quality coffee-table production, this book records the adventures of a Land Rover journey by six New Zealanders across the Sahara to West and Central Africa. The eBook version includes all of the print edition's 200 colour photos, as well as links to a video of the journey shown at the Dijon Adventure Film Exhibition.

The UK-based Africa Overland Network said of the original edition “This book is outstanding - it provides the ideal coffee-table, conversation making, trip planning photo-journal for every overlander's household! A book like this has been long overdue in the “overland community”. Everyone I have shown it to has loved the photos and the narrative. Absolutely fantastic!!”

Written for travellers, 4WD enthusiasts, and armchair adventurers, the book brings to life the colour and drama of overland travel through this exciting region. The eBook version now makes it available internationally for just US\$9.99 from Amazon's Kindle bookstore, Apple's iBookstore, and others.



Amazon Kindle bookstore links are:

- UK <https://www.amazon.co.uk/dp/B004QTOHZ0>
- Europe <https://www.amazon.de/dp/B004QTOHZ0>
- USA and elsewhere <http://www.amazon.com/dp/B004QTOHZ0>

Contact:  
Murray Gough  
Overland Publishing Ltd  
[overlandpublishing@clear.net.nz](mailto:overlandpublishing@clear.net.nz)

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# Cedar Hill Trail Clearing

ARTICLE AND PHOTO BY T. KING

**W**ith both an Equestrian Event and the Second Cedar Hill Classic coming up, Andrew Jones enlisted some of the club members to come out for a Saturday to prove and clear the trails that would be used.

As I was “temporarily” without an offroader, Frank and I planned to share Andrew’s Series, so Andrew could man the tractor and Bruce would be driving Sedgewick.

We were supposed to be priming ourselves with coffee by 9:00 at Andrew’s, but an alarm malfunction caused me to be a little later. Happily, Frank had volunteered to get the coffee. As I arrived, the others were just heading into the paddock that is the gateway to the trails. I grabbed my boots and gloves and joined the others. Apparently the Series had some difficulty earlier so it was left behind and we proceeded on foot and with the other two vehicles.

For the first hour we trimmed brambles and low branches and new growth from underfoot, with loppers and chainsaws then hopped in the back of Sedgewick for the short run through a field before arriving at the forest with larger growth. There was enough time to gobble a doughnut and coffee and we were back to work.

Andrew had said there were some trees down and sure enough we soon came upon two fairly large uprooted and broken trees blocking the trail. There were other trees down beside the trail but these two were the ones that mattered. At first look, one



*Bruce R. tackles an obstacle*

of them pretty daunting to me, but we got a chain around it and winched it back to try to pull it away from other trees it was resting on. That didn’t do it, so Bruce cut the base off and he tugged it again, still to no avail. We cut one of the other trees that was in the way and tugged again on the big one with eventual success.

The next one proved to be bit less difficult and we got it cleared from the trail with a little more tugging. This cleared the way to the next concession as well as the side trail to Mystery Lake (see photo back cover). It was a bumpy ride in the back of the truck, with an occasional whipping by branches for Andrew and I, whether due to the driver’s sense of humour or peripheral vision I’m not sure.

With the trail cleared, we took the shortcut back to Andrew’s to allow for other commitments. All in all it was a glorious day for a ride in the country that late in September.



# Cedar Hill Classic

## Saturday, October 15th (16th rain date)

**T**he second annual rally at 967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) 1 Concession after Cedar Hill Berry Farm.

### Event Agenda

#### 08:30 – 09:30

Participants arrive. Marshalling / event briefing and rules – in drive shed if wet. Club trailer will be manned to provide bacon sandwich and coffee breakfast.

#### 09:30

start first event / activity. Club trailer provides coffee at event start or the marshalling area. From start location we will follow the October trail to logging road and proceed along logging road to hydro line. From hydro line work either left to Bellamy Road or right and pick up 9th Concession and then circle back to Jones property via Cedar Hill Road. Time may permit a couple of runs to give everyone a chance to go the full length of the hydro line.

#### Lunch

Participants to bring own lunch

#### 13:00-16:30

St. Patrick's trail – this activity involves some clearing (3) large fallen trees will need to be cut into sections and pulled out of the way, we will also need to cut some small cedars, no hardwoods, before being able to complete the

circuit. It should be passable by both large (Range Rover / Disco) and small (SWB Series) trucks without damage, beyond some pin-striping. Those who opt not to run their vehicles around the trail will be entertained by watching those who do, they can also assist in obstacle clearing and marshalling.

#### Evening

Club trailer based barbeque at the marshalling point.

#### Other

There will be a driver's meeting discussing the rules and regulations prior to heading out. Anyone who has a working chainsaw is encouraged to bring it with them, along with loppers and tools for trail clearing. The trails are basically clear with the exception of St. Patrick's which will require some work to be able get round the full circuit. Rain Day: If we are experiencing a monsoon on Saturday, October 15th, then the event will be switched to Sunday, October 16th. If its only raining then the event will go as planned on Saturday.

*Clearing the trail for  
the upcoming Cedar  
Hill Classic*



# Classifieds

**Must sell 2-3 cars – landlord rented out parking spaces.**

**Peter T. Gaby – [petertgaby@rogers.com](mailto:petertgaby@rogers.com)**

## **1989 RANGE ROVER CLASSIC**

Two owner car, lived most of it's life in Baltimore, no salt. Good chassis, engine, transmissions & running gear, 160,000 miles. Drivers floor rusted out and a little on the passenger's side, simple repair. Offers.

## **1989 RANGE ROVER CLASSIC TRANSFERCASE**

Two complete units, one with a smashed case. Come and take them away to any club member, others \$50.

## **RANGE ROVER CLASSIC FACTORY WORKSHOP MANUALS**

Large, in two volumes. Nice and clean. \$75.

## **1984 BJ60 TOYOTA LAND CRUISER STATION WAGON**

The unbreakable work horse, 390.000 kilometers. Try and stop it. 2B. 4 cyl. diesel (3.4 lt.) rare 5-speed transmission and air cond. (not working) All mechanics fine, engine should have much life left in it. Has made money every week for 15 + years, you can't kill it. Offers

## **POSSIBLE SALE – 2001 HOLLAND & LAND RANGE ROVER P-38**

Savanna, Georgia car, maybe the only one in Canada, very rare special edition car. Look up Range Rover Holland & Holland for full specifications. 100% dealer service from new, never winter driven. Inquire.

## **1957 JAGUAR MARK 1. SALOON. 3.4 LT. MANUAL, OVERDRIVE**

In storage for 10+ years, very original car, needs some work, much has been done, many spares. Goes like a Jag should. Inquire.

*Jul2011*

## **LAND ROVER 101 AMBULANCE LHD**

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. Offers invited.

Contact: Robin 1-613-484-6602 or [rcraig@sakto.com](mailto:rcraig@sakto.com)

*Apr2011*

## **DISCOVERY II ORIGINAL PARTS**

Steering Guard \$400 (ovno) brand new still in original packaging - never used. LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings  
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used. LRN51175  
Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN5115B - bracket; LRN5115F - fittings  
Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260  
Contact: Kevin Le Messurier-Girling  
Daytime: 905-436-7813 Evening: 905-728-0822

*May2011*

## **2005 HONDA PILOT LX**

Silver, 3.5 litre V6  
VTEC engine,  
automatic trans,  
AWD, 8 seats, 230k  
kms, one owner  
from new, very  
good condition  
– everything works:  
Recent battery and  
starter motor. Dealer maintained from new, full service history. OEM tow package (class iv hitch, transmission / engine oil coolers), set of winter rims / tyres (65% tread remaining). Looking for offers around \$6500.



Vehicle can be seen / demonstrated at Cedar Hill Classic... not on the trails.

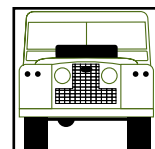
Contact: Andrew  
Jones 1-613-617-3926 or [andrew.jones@xplornet.com](mailto:andrew.jones@xplornet.com).

*Sep2011*



## **YOUR AD HERE**

FREE ad space to members.  
Send information and/or photos to:  
[ottawavalleylandrovers@sympatico.ca](mailto:ottawavalleylandrovers@sympatico.ca)



## 2001 DISCOVERY II

Moving to Botswana at the end of September and selling our 2001 Discovery II – purchased from Vern in 2008. Very well maintained (all the receipts for work done) and in great shape. 179,000 km, beige, asking \$6000.00. Can send photos to anyone who is interested. Contact: Geoff 613-521-5355

*Aug2011*

## 2004 DISCOVERY 2 SE7

For sale – Epson Green, Fully Equipped with leather, 7 seats, 140,000 km, dealer maintained with documentation. 4 winter tires mounted on rims, tow package. \$9400.

Contact: Chris Glauninger 613-632-2879 or [cjglauninger@sympatico.ca](mailto:cjglauninger@sympatico.ca)



## LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy.

Contact: Robin 1 613 484 6602 or [rcraig@sakto.com](mailto:rcraig@sakto.com)

*Apr2011*

## LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar

Asking \$3,000

Contact: Jean François Bonin 613-941-4172 or [jean-francois.bonin@justice.gc.ca](mailto:jean-francois.bonin@justice.gc.ca)

*Nov2010*

## 1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500

Contact: Matt 613-222-5121 [englishman99@hotmail.com](mailto:englishman99@hotmail.com)

*Mar2010*



## SET OF 4 TIRES ON RIMS

Original Land Rover alloy rims from 2001 Discovery II. Tires are General Grabber AT2, size 255/55/R18, about 50% tread. \$350.

Contact: Matt@DLisak.com or 613-852-2120 daytime.

*Sep2011*

## 1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains.

This is a solid Land Rover. \$15,500

Contact: Matt 613-222-5121

*Mar2010*



## 3 – 80 INCH LAND ROVERS

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers.

Contact: Sean McGuire 613-612-7622

Best reasonable offer takes them.

*Dec2010*

## EX-MoD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Contact: Len – [lnp00@live.ca](mailto:lnp00@live.ca)

*Dec2010*

## BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

*May2011*

## 1983 MERCEDES G WAGON 280

SWB model, right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. Excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000

Contact: Matt Macpherson 613-692-3684 or [mrgrey9@gmail.com](mailto:mrgrey9@gmail.com)

*May2011*




**BRITPART**  
 Dealer  
 Tel: 511 813 473 LAND (5263)  
 Toll Free: 1 888 473 LAND (5263)  
 Email: info@landroversalvage.ca


**LAND ROVER SALVAGE**  
 P.O. Box 790  
 104971 Highway 7  
 Madoc ON K0K 3K0  
 U-Haul Tel: 813 473 3022  
 email: uhaul@landroversalvage.ca


 Dealer

Located on Hwy. 7 halfway between Toronto & Ottawa

### Land Rover Parts

New OEM parts in CDN\$ — cheaper than paying customs and brokerage fees from our rivals!

We are constantly parting-out selected, good quality donor Land Rovers — full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!

### Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers — so you can trailer to & fro!

Visit our online store at

**www.landroversalvage.ca**

or call us

**613-473-LAND (5263)**

100% Canadian owned & operated business c/w British Mechanic

(We own our own premises, so are here for the long term!)

We are also OVLR Club Members = Enthusiasts serving Enthusiasts!

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need expert help?*

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allantaylor@landroverottawa.ca

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### Mystery Lake – Cedar Hill

*Why not come out to the Cedar Hill Classic  
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