

OTTAWA
VALLEY
LAND
ROVERS



July 2016

www.ovlr.org

Volume 33, Number 7



Find us on
Facebook

<http://tinyurl.com/hdu9np8>

Summer Travels



*Patrice Duclos negotiates a rock at Chertsey as Joseph Sfeir spots.
(more photos on page 8)*





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>

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OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of director, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Upcoming Events

August 15, 2016

268th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

September 19, 2016

269th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

OVL R Facebook Page

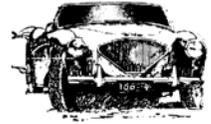
The OVL R Facebook page will be regularly updated with goings on and club membership stuff. We will post the upcoming events and other important things when we can. Please drop by and “like” our OVL R community. Our intent is that it gets to share stories, trips and musings on all things Land Rover. 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: <http://tinyurl.com/hdu9np8>

Other Friendly & Neighbouring Clubs' Events

August 14, 2016 (12 noon)

The Ottawa Austin Healey Club welcomes other local British Car Clubs to attend their club BBQ, Penny's Lane (Suite Miss Scarlet B&B) Perth ON Pot-luck afternoon lunch and BBQ – bring a contribution to the meal and something to BBQ for yourself. Condiments will be provided. BYOB.



RSVP by August 9

To confirm attendance or for more information, please email to: penny.mesa@yahoo.com or 613-276-7438

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



OVL R Badges proudly displayed

PHOTOS SUBMITTED BY D.KENNER



CTX gets Fogs

PHOTOS AND CAPTIONS K. NEWELL



Had several sets of auxiliary lights sitting around the garage and decided to fit this low profile fog light set to CTX.



And it is keyed. The 110 came with it already factory wired up with relay, switch etc.

Teaser for Blacker than Night



The Old Cranks: President Zippy, Ben "Jolt" Smith, D. Kanadian, O. Danny Boy (taken by Jeff Meyer)

Weekly Tub Update

BY W.FICNER

Rear quarter panels plug welded in place. Hooray!

I removed the old paint by scraping and a sanding, then cleaned with acetone and gave it a stainless brushing.

New holes were either punched, (where I could reach) and the rest drilled. Only in the top material obviously.

The welds were done with a copper backing plate as per my previous experimentation. They turned out pretty although I'm sure the more you do the prettier they look.



Winch Work

ARTICLE BY T. KING; PHOTOS BY K. NEWELL AND T. KING

July may not be the smartest choice for metal fabrication and torching, but after the Birthday Party my next challenge for D90 was to replace the thin front bumper and build a platform for my winch and install it.

I had a winch that has been around a while as you can see in the first photo, and the captive bolts on the bottom were all rusted and snapped off. This is a common problem because of where they sit and the conditions they live under. Wet and mucky and then sitting level while the corrosion goes to work.

Kevin and I spent a few hours torching them and notching them and eventually we got them all out, which surprised me. I had thought we might have to weld another bolt to them to finish the job.

Meanwhile I had sourced a galvanized Series bumper from Dave Pell which was easily twice as strong as the D90's and it fit right on. I covered it in POR15 which gives it a good look as you can see in photo 2.

For the winch plate, also shown in photo 2, I had Loucon Metal cut and bend some 3/16th cold steel to fit on the bumper and to hold the fairlead. I also used POR15 on it to match.

We made a cardboard template for the bottom four bolt holes from the base of the winch, marked the holes on the bumper and drilled through the plate and the bumper. It really was a sweatshop that day, with the temperature in the garage at 30C/86F while I drilled. With the way everything fit together the front

bolts were too near the bumper, so I had to cut two access holes with a hole saw through the front of the bumper for good measure. This let me get a wrench on the front bolts.

We lined up the winch over the holes and all four bolts slid in snugly. I was able to get the rear ones on by reaching through the steering guard. See photo 3 for the winch in place.

To top it off I also drilled two more holes for outrigger bolts centred over the frame and the bumper.

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Photo Caption Contest

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

This month's photo submitted by Shannon Lee Mannion.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



June Caption Contest Results

Winner !

Dave Pell: cheep cheep ... Canadian Land Rover owners are cheep :)

Tied for second:

Gary Hasey: Kevin's prototype for a new biological back-up warning signal requires some maintenance.

Derrick Hammond: And so little Johnny, the moral of our story is that just like these baby birds, all Land Rovers crave attention and feeding of new parts...

Thanks for playing everybody :)



Winch Work *(continued from page 6)*

We ran the cables through the cowling and called it a day.

The next day I wrapped one turn of the rope around the drum and the rest around the bumper (see photo 4). This is just for show now, as I/we still need to connect the power and figure out a solenoid issue. It presently only works in one direction.

On top of that, I think my 65amp alternator has nearly expired, as well as my 8 year old battery, so those have to be resolved next.

Until next time...

TK



Offroading with Sam Watson at Chertsey

PHOTOS FROM OVLR MONTREAL



Sam Watson: Itinerant Brit usually found bouncing round the more remote bits of the Middle East, North or East Africa in a Land Rover, has spent some time in the USA and Canada this summer, here are his comments from a recent trip with the OVLR Montreal gang:

https://twitter.com/SamWatson__

Though the modified trucks were impressive, perhaps the most applause should go to Patrice's 1985 Defender pickup, which did everything the larger, more expensive vehicles did. At times she needed to take a different line over obstacles, or move more slowly, but this unmodified ex-British army 2.5 n/a diesel 110 coped impressively with some fairly full-on terrain, underlining the capabilities of the factory-spec vehicles. (*see cover photo*)

Another impressive wagon was Joseph's 1970 Range Rover – older than all the other cars and most of the people on the trip, still she made light of all the obstacles she encountered. Shown in the last photo with the whole gang.



The whole gang.

Rovers & Parts for Sale

FOR SALE

A gentleman in Mississauga Ontario is selling his fleet of Land-Rovers. His dreams of restoration has met a need to downsize.

There are two Series IIA and five Series III available as a lot (seven vehicles in total). It comes with a further five spare engines and a lot of extra parts.

Two of the chassis are said to be OK, the other five are rotten. He notes that you can build a frame and just bolt everything on and that the value of them is skyrocketing.

The vehicles are in Caledon. He will not sell one by one.

Asking price is C\$9,000 for all seven.

For further details, the advert and further photos can be found in Ad ID 1171803564 in the Classic Cars in Mississauga / Peel Region of <http://www.kijiji.ca>

Jul16



WANTED

Rover 3.5 or 3.9 V8

Hello,

We were speaking with some of the members at the ABCD.

It was suggested to contact the club regarding our request for a Rover 3.5 or 3.9 V8.

We are modifying our MGB in hopes of finding a V8.

Thanks so much for your help.

Jen and Todd Steeves

613 701-3598 maritimer@sympatico.ca

Jul16

FOR SALE

Right & left hand Disco 1 fenders, some minor body work required, used, other parts available: window mechanism, tail light & socket, headlight, etc??- offers considered, available in Toronto.

Ted – matthewsted@aol.com

Jun16

FOR SALE

1950 80" – It is a 1967 NADA station Wagon. The 6 cylinder is dead. This is a disassembled project. The chassis has been replaced with a later Series III chassis.

Marc Leblanc, Dieppe New Brunswick

MarcJustin.LebLANC@tc.gc.ca or 506 851 5945

May15



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 10

Rovers & Parts for Sale *(continued from page 9)*

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-prayed 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.

Mar15

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

... continued on page 11

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

FOR SALE

1963 109 hardtop for sale.
Marc Leblanc, Dieppe New Brunswick
MarcJustin.Leblanc@tc.gc.ca or 506 851 5945
May15



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@pacificcoast.net or 613.831.7106
Feb16

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

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

Thank you to our BP Sponsors

Our signature event, the Birthday Party, continues to grow each year thanks to the effort of the volunteers, members and our sponsors. 2016 was another great year. We would like to acknowledge and thank the sponsors whose generous donations help us keep this great event going year after year.



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