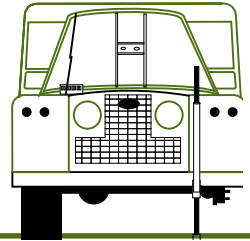


OTTAWA
VALLEY
LAND
ROVERS



August 2014

www.ovlr.org

Volume 31, Number 8

Fruit of the Labour



Before ...



and after.

*(more photos on
pages 10-12)*



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>

<http://www.facebook.com/OttawaValleyLandRovers>

OttawaValleyLandRovers

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

President

Andrew Jones
andrew.jones@explornet.ca

Secretary-Treasurer

Dave Pell
djpell3@yahoo.ca

Events Coordinator

Frank Ashworth
fashworth@gmail.com

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Executive Member-at-Large

Andrew Watkins
watkinsottawa@sympatico.ca

Past-president

Bruce Ricker
b.p.ricker@rogers.com

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

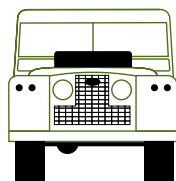
Dixon Kenner
dkenner@gmail.com

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.

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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



August 8-10, 2014

OVLRL Montreal Off-Road Event – Chertsey, QC

September 15, 2014

245th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

October 18, 2014

OVLRL Cedar Hill Classic

967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road). One Concession after Cedar Hill Berry Farm.

October 20, 2014

246th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)



Other Friendly & Neighbouring Clubs' Events

British Car Day

Sept TBD, Bronte Creek, On.

Annual Roav Mid-atlantic Rally

Oct TBD, Virginia, USA – a traditional big event

Cedar Hill Classic

Oct TBD, Pakenham, On .- OVLRL

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

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

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

OVLRL Cedar Hill Classic

Saturday October 18th 2014

967, 7th Concession South Road, Pakenham (off Cedar Hill Side Road) – 1 Concession after Cedar Hill Berry Farm

Event agenda

08:30 – 10:00

Participants arrive and breakfast

Marshalling / event briefing – in tent

Hearty breakfast – the famous CHC bacon butties and coffee

10:00 – start first event / activity

October trail to logging road and along logging road to hydro line. From hydro line work left to Bellamy Road and then circle back to Jones property along alternate trails. Time may permit a couple of runs or we could detour up to Mystery Lake....

Lunch

Participants to bring own lunch – club trailer provides coffee at start or the marshalling area.

The afternoon (13:00 – 17:00) offers two options:

Option 1

St Patrick's trail – this activity usually involves some clearing –not this year. It should be passable by both large (Range Rover / Disco) and small (SWB Series) trucks without damage, beyond some mild pin-striping

Option 2

Rover Polo – If one or other of the potential locations are not too wet, and people are up for it, then we shall play rover Polo.

Evening

Hot supper courtesy of Dominique, followed by ritual burning of things at the fire pit

If you are planning to attend, please respond to me and/or Terry King as soon as possible so we can plan catering etc.

Looking forward to seeing you

Andrew Jones

Email: andrew.jones3@ge.com

Tel: +1 613 617 3926

President's Message

Hi folks

Welcome to the August newsletter.

After a fairly hectic July, August has been relatively quiet – thankfully. No trip to the other side of the world and with the departure of my family back to England, life settled back into a more normal routine: Which meant that I was able to devote some attention to the 101 throttle setup.

The main problems were that a) the alternator got in the way of the “came with the kit” throttle cable bracket that mounted on the carb b) the clevis on the pedal end of the cable was too long, meaning I couldn’t get full throttle travel c) the throttle pedal pivot and lever were pretty knackered and d) the standard / “came with the kit” throttle return springs were not strong enough. So I spent a few hours working through each problem and I’m pleased to say that by Sunday afternoon (August 20th) everything was fixed - which meant that “field trials” ensued...

I have to say that I am delighted with the result. The new carb and manifold really does allow the engine to breathe, so it can take advantage of the new cam, new distributor, rebuilt heads and the sports exhaust. I took it out to the hydro line and back a few times and it just pulled like a train, remaining very tractable and flexible at low revs, with lots of torque, but accelerating smoothly up to “very noisy” without missing a beat. So far everyone who has been in it or had a go at driving it, get out with a huge grin. It really sounds fantastic.

Peter McGough happened to drop by - returning the Albatross to its roost, it having spent some of the summer at Frank Ashworth’s place. And after another trip to the hydro-line and back we compared notes on engine specs between his RR and the 101 – which it turns out are very similar. Peter thinks that in its current set up the 101 could be producing around 200hp, which is a big jump from the stock figure of



around 140: Which is excellent.....

So flushed with success, I was keen to get it road legal, and had it safetied at the local garage in Pakenham – it passed with no problems, other than the rear brakes needed bleeding. Next came insurance and like most people it seems – I ended up with a Hagarty insurance policy for just over \$200 per year.



Olivia’s birthday, last Sunday saw the 101 pressed into service providing joy rides for kids of all ages around the back field, and on one occasion we forded the Indian Creek – which was fun – especially after 4 days of rain. Unfortunately Olivia is still not a fan... and I have been made to commit to a “pinkie promise” to never (ever)

bring it to either her school, or to the barn where she takes horse riding lessons.....

Next / final step will be licensing - which I hope to get done within the next week or so. One item that I will need to change is the tyres – a couple of them have developed sidewall cracks, and I’d like to get it on a set of radials. So I’m investigating options and hope to have them on before this year’s Cedar Hill Classic - date set for October 18th. See elsewhere in the NL for details.

BEST REGARDS
ANDREW

Photo Caption Contest



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

This month's photo was submitted by Robin Craig.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.

July Caption Contest Results

ENTRIES FOR JULY (JUDGED BY ROBIN CRAIG)

The Winner:

Sean McGuire: Really..... you showed up to a Land Rover event in that!

Also Rans (in no particular order):

Len Cater: If my name was spelt R-o-b-y-n then maybe I WOULD wear a bra!

D. Kenner: <sigh> I did it again. Anyone have a winch that works?

A. Finlayson: " Please Help Me stop the bleeding.... I'll Pay you!"

K. Newell: "Officer I think your equipment needs re-calibration you are saying my defender was going 110 kph in a 90? Its a bloody LAND ROVER!"

- D. Pell:
- 1) In one hand I have the pink slip and in the other I have the funds for the Restoration what should I do?
 - 2) There I go again. The RTV winners are:.....

Thanks for playing, everyone!



Historic Restoration

SUBMITTED BY DIXON KENNER

REPRINTED FROM MOTORAUTHORITY

http://www.motorauthority.com/news/1093818_first-ever-range-rover-going-up-for-auction

Nowadays you're most likely to find Range Rovers cruising the boulevards, ferrying children to school or taking groups of businessfolk to their next meeting. But the first Range Rovers launched back in 1970 had a much wider remit—they were to mix Land Rover's legendary off-road ability with extra comfort and convenience.

The very first example ever produced, bearing chassis #001, is set to go under the hammer at The Salon Privé Sale in London on September 4. Hosted by Silverstone Auctions, the car is expected to bring in between £100,000 and £140,000 (\$168,000-\$235,000 at current exchange rates). Even today's most opulent Range Rovers cost a little less than that, but none of the ones you'll see on your daily commute would draw as many admiring glances as the Olive Green original.

The car was built between November 24 and December 17 in 1969, and registered January 2, 1970—six months before the model officially went on sale.

Its very first owner was Michael Furlong, the man responsible for the Range Rover's early promotional films. By 1975, #001 had already been respayed in Bahama Gold but after color and registration changes in intervening years the car was effectively lost until the early 1990s.

At that point, the car underwent a six-month ground-up restoration, during which time it was restored to its original green shade. It's a matching-numbers car, features the original aluminum hood and even its original license plate number. Early Range Rovers like chassis #001 featured a Buick-derived 3.5-liter V-8 producing just 135 horsepower, but as ever with cars like this, the V-8's healthy torque and four-wheel-drive traction gave it all the abilities it needed for off-road driving.

Nick Whale, Managing Director at Silverstone Auctions sums up the Range Rover's inclusion by saying, "It's wonderful to be able to offer this iconic British model for auction at the U.K.'s finest concours event...and we expect a significant amount of interest when it goes under the hammer."

OVL R Social Note

BY ANONYMOUS

A French couple, Manu Bardone and wife along with children are over from France, visiting in-laws in Oka. Went to Parc Omega and while looking up land rover came across our web site and saw the social was the same evening. So they drove up from Oka, outside of Montreal, to the Social. Lovely couple. Francois and Deborah did much of the talking, (he really liked the Dormobile parked outside) and at the end was chatting with Peter Gaby (in broken English) with Francois and Deborah helping with some of the terminology.

Another well attended social. Some discussion of



certain disco woes. Also there were Peter Gaby, Bruce and Sue, Dixon, JL, William, Roy, Andrews F and W (J sent his 101 for a safety! But did not make it to the Social. A myriad of topics discussed. All those not there missed an enjoyable time.



Galvanizing the Bulkhead

ARTICLE AND PHOTOS BY WILLIAM FICNER

Although my 1997 Defender 110 will be considered very new by many of you, it is still none the less just as susceptible to galvanic corrosion and rust as any older series truck is, perhaps even more so....

Visually from the outside the bulkhead looked quite clean and rust free, but if you looked closely there was rust lurking. Specifically there was rust hiding under the acoustic matting in the footwells (yes very modern I know) and a large hole had developed right beside the heater box. I decided it would be best to deal with it now, rather than waiting until things got really serious.

I set myself the rather short timeline of one week to get the bulkhead out of the truck, send it off for blasting,



weld in all necessary repair panels and drop it off at galvanizing. Based on previous Land Rover projects I thought perhaps I was being a bit too ambitious, but family vacation was set to begin the day after my deadline. It was either finish or leave the project dead in the water.

... continued on page 8

Galvanizing the Bulkhead *(continued from page 7)*



In the end I did make the deadline, just, and it meant that I was drilling holes in the new foot wells at 10pm on a Thursday night before leaving Ottawa at 2am the next morning to drop it off at Pure Metals in Mississauga.

Now I just have to put it back in....



Kettle of Zinc



Zinc Blocks



Pictorial from Andrew Jones



New Home.



Fuel tank repaired and ready for refitting.



24 Volt alternator and control panel ready for refit.



Outside under its own power – briefly.



Pump alt rad belts and fan installed.



New brakes – pipes shoes and cylinders.

... continued on page 10

Pictorial from Andrew Jones (continued from page 9)



New glass and door tops.



Stainless sports exhaust arrives.



Top end rebuild in progress.



Reconditioned cylinder heads.



New frame for the tilt.



Looking better - the hover 101.



Salvation - the Edelbrock.

Photos from OVL R Montreal Chertsey Event

PHOTOS TAKEN BY NAJI MHANNA



Francois and the Unimog



Patrick and the Monster Disco



Selfie of Naji

... continued on page 12

OVLR Photos
(continued from page 11)



Michel Guay – Defender 90.



Joseph Sfeir – white Range Rover.



*Patrice – repairing his
Defender 110 steering.*

Rovers & Parts for Sale

1973 SERIES 3 88" LAND ROVER

This is a project that I cannot finish at the moment, frame off rebuild that needs to go back together. It is basically a rolling chassis with body off. Rebuilt frame / new outriggers / new front horns/ new rear horns / new springs / new shocks / new brake lines / new stainless steel muffler and hangers / new brake master / rebuilt alternator / new motor mounts / new door posts / rebuilt engine (lower half) and much more I'm sure that I can't remember. Over \$6000 invested so far with new parts and labour, "wife says get that thing out of my garage". Looking to recoup a little, asking \$3200.

Call Sean McGuire 613-612-7622



FOR SALE

Large Brownchurch roof rack for sale – fits D1 and D2s. I have a Disco 2 and bought it for a trip. Used it once... now gathering dust.. Anyone interested ? May be a good base for a roof tent... ? See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info. Asking \$600

Pete – peter.wood@alcatel-lucent.com

June14

BARN CLEAR OUT

I have assorted LR parts, mainly Series Three 88" Station wagon: Roof, body sides, doors, Bulkhead, seat-box. Short engine, axles.

Free to a good home. Just come and collect them. If interested call Andrew Jones at 613 617 3926 or email at andrew.jones@explornet.ca

May14

FOR SALE

Disco alloy wheels (5), body and other parts available: mrtedmatthews@gmail.com

May14

FOR SALE: MINI COOPER

2006, 116,400 km
A/C, Auto., Power Windows,
One owner. \$6500
Call Ahmed: Tel: 514-591-6499

July14



WANTED

Am preparing to start rebuilding work on my NADA 109 station wagon. So if you have any of the following and are interested in selling them, please let me know: NADA 6 cylinder engine or engine parts – especially the exhaust manifold, 109 S/W rear side doors in good condition, front door bottoms, in good condition, Salisbury rear axle, or pair of military axles for SIIA or SIII.

Call Andrew Jones at 613 617 3926 or email at [andrew.jones@explornet.ca](mailto:jones@explornet.ca)

May14

FOR SALE

Series tropical roofed-cap with Alpine windows, with windowed sides and back, includes Series 3 windshield and new glass, new back hatch (no glass) and tailgate. Contact mrtedmatthews@gmail.com for photos – looking for offers!

May14

... continued on page 14

Rovers & Parts for Sale *(continued from page 13)*

FOR SALE

1990 200 tdi defender 90. Right hand drive. Imported from England 7 years ago. Registered in Quebec. Engine rebuilt right down to the main bearing 4 years ago. Turbo rebuilt and transmission replaced 2 years ago. Clutch replaced last summer. Modified the exhaust system to one muffler. New last summer. Rust proofed every year since I brought it over. Driven one winter (I wouldn't recommend it unless you replace the heater). Block heater installed. Mud tires with lots of life left in them.



The roof-rack needs a little modding to fit properly. There is some rust but nothing major. I did some body work on it over the winter. Waiting for the proper paint to touch it up. Some extra parts. An extra set of rims.

Off-roaded but not heavily. A few dints and bumps here and there. Needs a little work. Brakes are still OK but need work soon. There is a slight shudder at certain speeds. When I grease up the universal joints it goes away but come back soon. I assume one of them needs replacing.

Asking \$15,000

Will Richards

514-631-0902 / 514-220-3508 will@ultravisual.ca

May14

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

Aug14

FOR SALE

1960 series II 2.25L Petrol engine, complete with alternator and starter, # 151029880 – \$ 200
1960 series II refurbished Serck Radiator Birmingham # 75652 – \$ 340

Chris – 819 570 1595, email info@swisscrafter.com

Mar14



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

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 15

Rovers & Parts for Sale *(continued from page 14)*

SERIES 1 LAND ROVER (1955)

Sir Archibald (Aka Archie)

Archie: Character and Tradition with a V8 engine.

The traditional Great White Hunter look on the outside, but a significantly and professionally modified Series 1 under the hood. What's Archie? A Series 1 truck that goes like stink.



The family loved Archie dearly, but it got tired of Archie's lack of speed and frequent need for gas,

so George Whitcomb and his favorite mechanic embarked on a full modification:

- Engine replaced with 1962 215 cu. in. (3.5 liter metric) BOP V8. Buick heads, polished chambers C/R lowered slightly. This is of course the same aluminum block Buick 215 engine that Rover Motor Co. eventually used in Range Rovers for many years.
- Custom-fabricated adaptor/bell housing and motor mounts.
- Land Rover flywheel adapted to Buick crankshaft flange. Buick ring gear welded onto turned down Land Rover gear on Land Rover flywheel. Uses Land Rover clutch, Buick Delco starter.
- Steering box relocated to allow for a wider engine.
- Exhaust manifolds cut and welded to make use possible in Land Rover.
- Transmission and transfer case overhauled.



- Additional fuel tank fabricated and installed. Attaches to original tank: high, for venting between tanks, and low, for fuel transfer. Fills both tanks from original tank cap.
- Front leaf springs replaced with new units fabricated by local spring shop to be slightly softer to compensate for reduced engine weight. Original I-4 weighed between 600 and 700 lbs., replacement V-8 weighs about 350.
- Electrical system now 12 v. Negative Ground. Original charging system replaced with early (separate regulator) Delcotron alternator.



Archie will need a trailer but it is not a Series 1 that needs months and a fortune in restoration. It does need mechanical work, but it is not the kind of project car that comes with bulging boxes and buckets of parts and has been stored in a leaky barn.

- The body is in pretty decent shape, without dents or gashes; it definitely needs paint.
- The top. George looked for a brand-new, stock Series 1 top for years, finally found one.
- Archie has left-hand drive, rare in a Series 1 in the U.S.
- The inside definitely needs cosmetic attention (new seat cushions, paint, and dash clean-up) but not major work. It is whole. The grill is stored inside.
- Weathering not an issue: Archie was garaged, then housed in a dry-storage unit.
- No rust, of course: it's an aluminum body.
- The tires were new when first garaged, but naturally have suffered storage wear.

Paulette Whitcomb, 303.463.6021 (home & office phone)
whitwords@comcast.net

Matthew Whitcomb, 303.295.8008 (office phone)
mattwhitcomb@hotmail.com

Jan 14

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Being debugged by a genius.

Photos pages 9-10.