

OTTAWA  
VALLEY  
LAND  
ROVERS



October 2014

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

Volume 31, Number 10

# Classic Fall



*Sunrise in Vermont. (more photos on page 6)* PHOTOS BY KEVIN NEWELL



PO Box 478

CARP, ONTARIO CANADA KOA 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](mailto:andrew.jones@explornet.ca)

### Secretary-Treasurer

Dave Pell  
[djpell3@yahoo.ca](mailto:djpell3@yahoo.ca)

### Events Coordinator

Frank Ashworth  
[fashworth@gmail.com](mailto:fashworth@gmail.com)

### Off-road Coordinator

Kevin Newell  
[newellandscott@rogers.com](mailto:newellandscott@rogers.com)

### Executive Member-at-Large

Andrew Watkins  
[watkinsottawa@sympatico.ca](mailto:watkinsottawa@sympatico.ca)

### Past-president

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

### Club Equipment Officer

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

### OVL R Marshall

position open

### Archivist

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

### Auditor

Christian Szpilfogel  
[christian@szpilfogel.com](mailto:christian@szpilfogel.com)

### Returning Officer

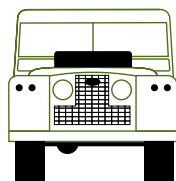
Dixon Kenner  
[dkenner@gmail.com](mailto:dkenner@gmail.com)

### Merchandising Coordinators

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)



## 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](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 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](mailto:terrycking@rogers.com)

### Newsletter Production Editor

Lynda Wegner  
[lynda@freshimage.ca](mailto:lynda@freshimage.ca)

### Production Assistance

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

# Upcoming Events

November 17, 2014

247th Monthly Social  
Prescott Hotel (Beach & Preston Streets in Ottawa)

November

Offroad ??? at the Jones' place – date tbd

December

OVLRL Christmas Dinner – date tbd

December 15, 2014

248th Monthly Social  
Prescott Hotel (Beach & Preston Streets in Ottawa)

## Other Friendly & Neighbouring Clubs' Events

409th Guy Fawkes Rally

approx Nov 5, Cooperstown, N.Y

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

Submitted by  
Kevin Newell  
– gleaned from  
the web



New Members Wanted!

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

*See page 2 for subscription details.*



*Down on the farm. Photo from Robin Craig.*

# President's Message

Hi folks

Welcome to the October newsletter.

As I write this at the end of a week that brought the cold blooded, senseless and tragic killing of two Canadian Forces members, I am reminded that here in Canada we enjoy a host of privileges and a quality of life that is so easy to take for granted.



But I firmly believe that Canada will stand resolute and determined to root out and eradicate the terrorist threats that initiated both events, to protect and sustain our culture, freedom, and way of life.

Our condolences, thoughts and prayers go out to the families of both WO Vincent and Cpl. Cirillo: May they both rest in peace.

SINCERELY  
ANDREW

The running down of WO Patrice Vincent and a colleague was shocking enough, but the shooting of Corporal Nathan Cirillo and the subsequent “storming” of the Centre Block of Parliament left the city, province and country, traumatized. The targeting of serving CF members is sickening: I have the utmost admiration for how the police and other security forces responded and effectively dealt with both situations. Thankfully the perpetrators of both acts were dealt with appropriately.

However, I’m sure that we will see a significant tightening up of security arrangements surrounding government and military establishments, and I have no doubt that the rights and freedoms we currently enjoy as citizens and residents will be eroded – just a little.

Muddy Andrew



# Photo Caption Contest



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

This month's photo was submitted by Andrew F.

Captions should be submitted to: [terrycking@rogers.com](mailto:terrycking@rogers.com)

People are encouraged to submit photos for the coming months.



## September Caption Contest Results

ENTRIES FOR SEPTEMBER (JUDGED BY EDITORIAL STAFF)

The Winner:

*There were no actual entries just these comments, with no official winner:*

*"I am Gobsnacked" – quoted Kevin Newell when he saw the photo*

*"Aging Peter Pan" – thought Terry when he saw it*

*Thanks for playing, everyone!*

*Does your Land Rover  
need expert help?*

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[jbastien@stlaurentvolvo.com](mailto:jbastien@stlaurentvolvo.com)

**Parts Manager: Mike Comtois**

[mcomtois@stlaurentvolvo.com](mailto:mcomtois@stlaurentvolvo.com)

**Land Rover Ottawa**  
[www.landroverottawa.ca](http://www.landroverottawa.ca)

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Contact us at [sales@offroad101.ca](mailto:sales@offroad101.ca) for more information

<http://www.offroad101.ca/>

+1 613 261-0699

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# Vermont Overland

## *Taste of Vermont*

PHOTOS BY KEVIN NEWELL

Photos were taken at this year's Rally & Workshop that took place October 9-12, 2014 at its usual picture perfect Vermont location, Lillie Brook Farm in Rockingham.

The theme of this year's rally was "Taste of Vermont." Through the entire weekend, attendees were given a taste of the best that Vermont has to offer the overland adventure traveler. From our wonderful food outlets, to our lovingly hand-crafted products to our enchanted ancient road networks, this event displays all the delights of the Vermont overlanding experience.

Follow their upcoming events here: <http://www.vermontoverland.com/>



# CHC Five Report

(or Through the Mud Wetly)

ARTICLE BY ANDREW JONES  
PHOTOS BY A. JONES, FRANK  
ASHWORTH AND DARREN; PHOTO  
CREDIT FOR BACK COVER AND SOME  
OF THE MIDDLE SPREAD GO TO S.  
RAWSON AND B. RICKE

After the challenges faced by last year's event – postponement from the usual October slot by persistent heavy rain, and then when we finally got a chance to get out on the trails, there was snow on the ground and we had eight people and three trucks taking part – I was a bit worried when it came to getting ready for the event this year.

But my fears were unfounded. Terry K had done an excellent job publicizing the event and on the day we had over 25 people and 11 trucks in attendance... but I thought at one point that I'd be packing people into the 101, as the first group of attendees showed up in road cars...

The Exec were out in force, for a change... with Frank A, Dave P, Kevin N, Bruce R, and me: Dave showed up in his matrix, claiming unresolved electrical maladies kept Fergie from the event, but Kevin arrived in his mobile drawing room (RR/L322), Frank in his green RR/P38, Bruce and Sue in Sedgewick and yours truly with a very fit and healthy 101.

## Newcomers to the event included:

Our Special Correspondent – Affairs Militaire Robin Craig, sadly without his 101 – he's still in the “proving trials” stage after re-commissioning.

Francis Juneau arrived with partner Annie, but without the Unimog, which is undergoing electrical surgery  
OVLN Newbies Liam Cox and Darren were the first to arrive in LRs with the intention of using them on



the trails – Darren in a very nice LR3, and Liam in a purposeful modified D2.

Garth Tourangeau and daughter Caitlin rolled in with a RR Sport

Andy Hamelin, and his wife brought a very nice Canadian spec D90 V8 Station wagon

Michel Gagne – an olde OVLN member from years gone by, rejoined the family with his Disco

My good friend and neighbor Henry Deugo joined us as my riding mechanic and guide – we took in some trails on his land this year – he also was amused to spend the day watching “city-folk” get stuck in the mud...

## CHC regulars included:

Geoff Burd and wife Bev brought along their grandson for breakfast and to look at the trucks

Paul Davids and family in his smart D90 300TDi

Roy Parsons, unfortunately without his 109 this year

Chef du Jour Andrew Finlayson arrived early and was tagged to take

my Bob-mobile S3 109 on the trails but sadly Bob was declared unfit for active duty due to fuel and electrical maladies but was able to make the line-up at the start.

Botulism Pete (aka Chef Gaby) unfortunately couldn't make the start of the event but did join us for dinner as did Gabe Pell.

As has become the norm, the day started with a hearty breakfast of bacon and egg sandwiches, prepared on the club kitchen trailer and served in the magnificent club pavilion, which we managed to put up before the heavens opened.

... continued on page 10





## CHC Five Report *(continued from page 7)*

The special breakfast feature for CHC-5, inspired by the Russian roulette scene in “The Deerhunter” was the exploding egg buttie... several of the more stalwart attendees (including Robin and Kevin) were seen to be sporting egg yolk motifs on their chests – much to the amusement of the kitchen staff (Roy Andrew F and me...)

## On the Trails

The rain had subsided by the time we headed off: Dominique captured our departure from event headquarters on video, and led by the 101, we rumbled out along Henry’s trail alongside the Indian Creek, which we forded before heading back upstream, crossing the border onto my land, and making our way up to our top field, to the October Trail, which



*... continued on page 11*

## CHC Five Report *(continued from page 10)*

really marked the start of the trails proper.

The prolonged period of wet weather had seeded a few surprises for us and as I crossed the culvert onto the start of the October Trail I was surprised to see that we had lost some people: Turns out that our top field had become saturated, and the track across it was unable to support the convoy: Liam's D2 became bogged down and had to be towed free by Darren's LR3.

The October Trail is always entertaining, and this year was no exception: The start is a bit tricky, crossing a culvert and entering an old logging trail which has some embedded rocks, but there is a long stretch about 500 meters that in dry weather is quite soft, but this year it was almost knee deep in water with lots of mud, choke points, and submerged obstacles – rocks, and logs.

The 101 ploughed through to about halfway before getting wedged – this caused a few anxious moments but after some shunting and repositioning, was able to make it through to dry land.

Kevin and Robin in the Drawing Room made it look easy, with no drama or evident difficulty – magnificent.

Garth and Caitlin ploughed through with the RR Sport with similar aplomb and I was beginning to think that things were almost too easy.

Darren and the LR3 caused some excitement as his front right tyre was shredded as he entered the trail, but the truck thundered through the water successfully and once on dry land Kevin and Robin helped change the wheel.



Next came Liam, and like the 101 he managed to get halfway through the trench before bogging down: Repeated attempts to free the truck only dug it in deeper – it was at this point that one of the “core values” of the OVLR code of conduct became very evident... “Thou shalt mock and ridicule any member who gets stuck, to the extent possible...”

It took a while, but eventually we got Liam's D2 free, which involved some inspired use of the Sedgwick's winch by Bruce, and the President getting covered in mud, having stood in the wrong place to help push the D2... and pretty soon we were back in motion and heading along the trail known as Smith's Road, enjoying the last of the fall colours and just being out in the woods.

We detoured down a side trail that took in a long descent into The Gully, crossing a small stream and then climbing up a rock strewn path with a few twists and turns and several sections that tested the axle articulation, before emerging and the Hunting Camp. We stopped here for a few minutes, giving the President an opportunity to scrape off most of his mud-pack, before making our way to the hydro line – again without incident.

At this point Darren parked the LR3, being concerned that the space saver spare might not hold up if the trails got a bit more challenging.

The Hydro-line Loop was completed without incident and we chose to pick up Smith's Road, via a return run through The

Gully - this time in the opposite direction.

*... continued on page 12*

## CHC Five Report *(continued from page 11)*

Darren and Liam picked up the LR3, and headed out to pick up Smith's Road, to meet the rest of the convoy as we emerged from the Gully side loop.

What a great decision... The trail had become very slippery so the climb out of the gully, really tested some of the trucks, and created a lot of good photo / video opportunities:

Best of which was a bunch of blokes pulling Paul's D90 up the slope with a tow strap. Others included;

- Garth doing a great impression of the late great Roger Clark on the RAC Rally as he gunned the RR Sport up the slope at all kinds of crazy angles
- Bruce, Sue and Sedgewick showing that you don't need air suspensions and a boat load of electric gadgetry to be effective – a well sorted SIIA capably handled will go anywhere (further even) a plushie can go.

So we made it to Smith's Road – expecting to find Liam and Darren waiting for us – but they were not there, and there were no signs that they had passed along before us... where could they be?

Turns out that instead of turning right to pick the return track from the hunting camp – they had turned left, and then turned right when they reached the hydro line... taking them into the unknown...

Darren takes up the story:

"After we left you for our "easy" trail out, Liam and I turned right on the hydro lines and took that all the way to Barr Side road. One of the things I learnt was to ensure if we separate I know exactly the way out!!! It was quite the challenging route, not because of the terrain itself which was pretty mild with some sand like roads, but because of the water crossings. There were two major ones. The first was probably deeper and was up to the top of my head lights with the bow wave. It was only a few car lengths; the second is in the attached crappy blackberry phone picture. It was not quite as deep, maybe to the bottom of the lights (Liam is not at the deepest part in the photo) but as you can see it was quite long. Just after I took the picture Liam dropped his rear of the vehicle off the side of the road into the ditch (which was now very deep). No photos as we had to work quickly. We put a strap on and pulled him out. The second photo is the water line on his disco. When he opened the rear passenger door after the recovery water come pouring out. After that recovery it was a pretty tame finish back to your house.

Thanks again for the great day and I can't wait to go on the next off road adventure with the club".

All too soon we exited the Smith's Road trail, and found ourselves back on a dirt road – which gave me the opportunity to get the 101 into high range and stretch its legs a bit on the circuit back along paved roads to regroup at the Pavilion. I just love the Rover v8 engine, the power delivery is so smooth, but best of all, the soundtrack is awesome – especially on the over-run after a vroom-vroom downshift, when it pops and crackles like a racer.

## Dinner

Some of the attendees had to leave soon after we got back to the Pavilion, which was doing its best to take off in the brisk breeze that had picked up in the afternoon: So we took a few "Endex" photo's, packed up the tent and trailer and headed indoors for a fabulous chili dinner prepared by Dominique.

This was a super way to end the day, and it was evident from the big grins around the table, that the event was a success and everyone had really enjoyed it.

For me it was an absolute blast, and marked a nice interlude in a period of intense work activity.

## Acknowledgements

In closing, I would like to say a huge thank you to everyone who attended, and helped to make the day one of the best CHC's on record. Particular thanks are due to:

- Terry, Bruce, Dave, Robin and Andrew F for helping to clear the trails in advance and set up on the day
- Andrew F, Roy P for a really great breakfast – especially the exploding eggs.
- Henry D for allowing us access to his land this year and clearing obstacles on the day
- Robin for giving the Albatross a home for the winter – woo woo; and finally
- Dominique for once again rounding off the day with a fabulous dinner that sparked some great conversation.

I want to do it again before the snow flies – anyone with me?

BEST REGARDS,  
ANDREW

# Rovers & Parts for Sale

## FOR SALE: LAND ROVER SERIES 1S

### *The story:*

"I have 2 Land Rovers I would like to sell if I can get a reasonable price, package deal, both must go. Both are Series 1, 1957 88's. One was last running about 6 -7 years ago when it developed a fuel pump leak. I believe I got the pump fixed but never tried to run it. Bought an ATV around that time. This Rover has been in a garage ever since. It has about 41,000 miles on the speedo which doesn't work. We used to put about 5 miles a year on it getting firewood and visiting local mines. It was last licensed in 1986. The motor was rebuilt in the very early 80's using parts from the motors in both Rovers. The gas tank has been epoxied. It has a mechanical winch on the front, powered from a pto on the motor. It has the 4 cylinder gas motor used in 1957. The other Rover is basically body panel and other parts etc. that could be used for maintenance or rebuilding the running one. It has no motor, but I do have all the parts.

My asking price is \$2500 for both."

*Note from Pete: Looks like it might not be huge job to get one good one going. If you know of anyone who may be may be seriously interested, please let me know and I will put them in touch.*

Contact: peter.wood@sympatico.ca

Oct14



## FOR SALE

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

May14

## 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@xplornet.ca

May14

## 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. Gathering dust. Do you know anyone who might be 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 - Tel: 416-436-2087

Sept2014

... continued on page 14

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

### LAND ROVER PARTS: SOME FOR SALE AND SOME ARE FREE

I want to clear out all the Rover parts I Have collected over the years and have no further use for.

Series 3 / 2A / 2 Transmissions. The 2A is of a 6 cylinder with 6 cylinder bell housing. All transmissions have transfer cases.

Used diffs from series L/R 2 Range Rover Diffs.

1 Complete Range Rover front axle assy. (with hubs @ diff)  
R/R Gas tank. A 2A L/R Gas tank.

A 100 litre gas tank which was made to fit on the floor of a Land Rover. At the time diesel was hard to find so I had this tank made up.

Home made Series tailgate.

One 2 1/4 lit L/R engine. Free for the taking. Would need rebuild.

I scrapped a 1991 Range Rover and kept all the electrical. (Free)

1 set of wheel chains fit 7/50 16" tires.

6 1991 R/R wheels with tires mounted.

4 L/R 16" rims 2 with tires from a 2A. 2 of a S1. no tires.

4 Land Rover Workshop Manuals. Book 1 & Book 2 For Series 2 & 2A

1 Parts book for the 2& 2A. One other 2/2A manual.

1 Range Rover Workshop Manual. Publication # WM US A01. This manual comes in a 4 ring binder. It's a big book, around 1 1/2 " thick.

Assorted Land/Rover books. Would send a list if interested.

Contact: Peter Thomson PH 519 9221536.

Email: typan\_2@yahoo.com

*Oct14*

### FOR SALE – ROOF RACK FROM 110

It's a full size rock of half-inch galvanized steel. The sidewalls are about 8 inches tall. It has a ladder, hi lift Jack mounts, and an 8 foot roll down awning inside of an aluminum case. It also has a small low power solar panel and the back end of the rack is cut out to accommodate a fold out rooftop tent. I have the cut out key which can be reattached with hinges or welded back on.

I'm asking \$1000 firm for everything. Pick up only, located in Don Mills.

Rick Firth <rfirth@rogers.com>

*Sept2014*

### 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*

### PARTING OUT

Parting Out the remainder of a Series 3 88" Before the snow flies!

What's Left:

Transmission (Condition unknown)

Seat Box (pretty good)

Door Bottoms (paint is rough)

Roof and sides (not tropical and some dents)

Deluxe Hood (paint is rough)

Windshield complete

Axles (F and R Lightweight)

Set of five 15" wheels in nice shape

Front fenders and breakfast are Series 2. L/fender not bad, R/fender not great.

Make an offer or... make an offer for the whole thing. It can be towed as it is. And it has a title.

andrewf@xplornet.com

*Oct14*

### 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

*July14*



... continued on page 15

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

### 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

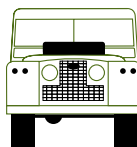
Aug14

### 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.



### 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

Aug14

### 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@xplornet.ca

May14

More photos from CHC

