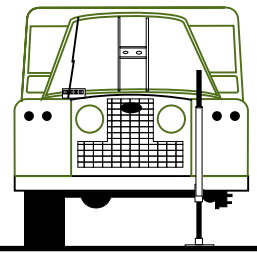


OTTAWA  
VALLEY  
LAND  
ROVERS



March 2016

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

Volume 33, Number 3



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Facebook

<https://www.facebook.com/groups/1477333665898918/>

# Hot Wheels



*Photos by A. Jones – see more photos on page 4.*



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>

## OVL R Executive and General Hangers-On

### Chairperson

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

### Secretary-Treasurer

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### Off-road Coordinator

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### Executive Member-at-Large

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Andrew Jones  
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### Club Equipment Officer

Andrew Finlayson  
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### OVL R Marshall

position open

### Archivist

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### Merchandising Coordinators

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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](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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April 10, 2016 (raindate April 17)

Maple Syrup Rallye  
Shawville, Quebec

April 18, 2016

264th Monthly Social  
Prescott Hotel (Beach & Preston Streets in Ottawa)

May 16, 2016

265th Monthly Social  
Prescott Hotel (Beach & Preston Streets in Ottawa)

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## Other Friendly & Neighbouring Clubs' Events

July 30-31, 2016

Blacker Than Night Rally

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

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## 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 Land Rover or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at: <https://www.facebook.com/groups/1477333665898918/>

**New Members Wanted!**

*Invite your Land Rover obsessed friends to join OVL R!*

*See page 2 for subscription details.*

## Maple Syrup Rallye

PHOTO: S.L.MANNION

Spring is a wonderful time of year. When the days warm up, the sap starts to flow. The great tradition of maple sugaring is a great way to enjoy the beautiful outdoors. Maple syrup is a natural and very unique product. It is only made in Eastern Canada and the US northeast from the sap of sugar maple and black maple trees. As Spring approaches, sugar makers take to maple forests (sugarbushes) to tap maple trees. A drill is used to make a small hole from which the tree sap flows in the warmth of the day. The sap is collected and brought back to camp to be boiled. The water is driven off and the sap thickens to a sweeter maple syrup.

### The Event:

For the past twenty years, members of OVL R have been celebrating the coming of Spring with gathering at Vern Fairhead's sugar bush in Shawville Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under that snow bank and blow the cobwebs out. For the hardy, it is an opportunity for a little winter camping that weekend. This is the first major club event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition, and some white laning !

### When:

The Maple Syrup Rallye is planned for April 10th (with the raindate of April 17th). Watch your e-mail inbox and our facebook page and we will provide a last minute update to confirm the date.





*Photos by A. Jones, lackadaisical foreign correspondent in Antigua*



Letter to the editor – anonymous

## What does Andrew J. have running and not running?

Dear diary,

It has been three months since the weighty responsibilities of leadership has lifted from AJ's esteemed shoulders. During his reign, he kept the balance between the yin and yan, series and plushie, tradition and the future. He managed to get the mighty 101 running as a hybrid for these two visions. Is it too early to pass judgement on our new president? At the executive meetings, quick decisions have earned him the title of "dear leader". A little different from "esteemed president", I thought little of it until I saw him sign the minutes with his new name, Kim Jong Will.

And in a North Korean fashion for flair, he has put a container in the driveway, evoking jealousy amongst the others who's wives might not be so

accommodating. Leadership! Planning! He has mooted a challenge to our Returning Officer, Archivist, and Editor on who would get their rebuild finished first. Dixon with the 1951 80 inch? Ben with his 1972 proto-plushie Series III 88 inch, Terry with his Defender 90, or Kim Jong Will and his Defender 110? Three sporting galvanized chassis, and two of them galvanized bulkheads. Which will succumb to Shipfitter's Disease first? Terry is resisting the temptation of the Series, though he compromised his morals by ditching the disco in a lurch towards traditionalism. Also, he has not committed to what exactly needs to be done until it is finished.

All hail Kim Jong Will, our Dear Leader, yet who will never replace our Esteemed President, Mr Jones

ANON.

# Defender bulkhead/heater mod

ARTICLE AND PHOTOS BY WILL FICNER

As I plod my way through the arduous re-assembly task of my Defender 110, the list of things seems to be getting longer instead of shorter... how does that work?

My problem is I just can't say no to a good modification, installation of some better technology and just general ship-fitters syndrome.

This time around as I was about to fit my re-built heater box, one of my Instagram friends told me I should really consider modifying the bulkhead heater hole. Great another good idea.

When Land Rover built this generation of Defender bulkhead they made them so they could be run LHD or RHD (makes sense). What resulted was a square opening above both footwells, one side had a plate with an opening welded on for the steering column to pass through. The other was left open for the air from the heater box to pass through to the dash plenum. Great right?

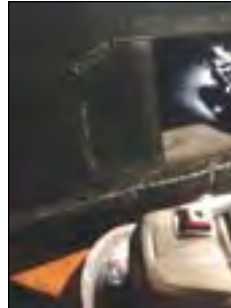
The only problem is the opening on the heater itself is over 50% bigger than the bulkhead hole. This heavily restricts the airflow of an already anemic system. So the solution, cut the hole in the bulkhead to match the heater box hole, pretty simple, I just wish I had realized this before galvanizing the bulkhead... doh!

For those wanting to do this, here's how I did it.

1. Place the foam heater box seal in place on the bulkhead and mark the inside line.
2. Drill holes where the new corners will be.
3. Use a cut-off wheel or dremel to chop the piece of bulkhead out (use appropriate safety gear)



4. Mark a corresponding hole on the lower dash plenum (it needs to be opened up as well) but in theory can be done without removing the lower dash.



5. File off any rough metal spots.

6. Paint exposed metal (I used cold zinc on the bulkhead and tremclad on the lower dash).



7. If you do remove the lower dash, you can fit a seal between the dash and bulkhead. I used closed cell foam and 3M spray adhesive to hold it on.

8. Re-install heater box and lower dash and you're done.

The result should be more pressure in the dash air plenum resulting in better airflow and more heat in the winter.



# Rebuilding a Cubby

ARTICLE AND PHOTOS BY KEVIN NEWELL

1. So last year, nice guy Toze DaSilva gave me a cubby box for the rear seat of my Defender (thanks buddy). It had clearly lived a hard life but it was all there. I rebuilt it and got it ready for installation.

After taking the cubby apart and re-gluing and screwing it together I added a new hinge and lid stay. The lid stay is from any local hardware store, made by Stanley for cabinet doors. It is spring loaded holds it both open and closed. Just flip the latch and slight finger pressure and it slowly springs up and is held in place.

2. I then added open tray cup holders. Bought these at Princess Auto for \$3.99.
- 3-4. I removed the solid cover and used only the folding arms of the cup holder.



5. The added bonus with this modification is that the cup holders fold away when not in use, allowing the tray to be used for stuff.



... continued on page 7

# Photo Caption Contest

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

This month's photo was taken by S.L. Mannion,

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

People are encouraged to submit photos for the coming months.



## February Caption Contest Results

As judged by Dixon Kenner

1st - TK: Apologies to George Orwell – “Four Legs Good - Two Wheels Bad”

2nd - Keith Burgess: Dog says, “I told him but would he listen and now my bone is getting wet in there...”

### Honourable Mentions

BR: “No! I’m a dog not a rat. And you told me to get out so technically I’m not ‘fleeing’ that sinking ship”.

Delia Coates: How about “I told him ‘sharp left! sharp left! I think MY four-wheel drive is a bit more responsive.”



“Hmmm, I wonder if this affects my dinner time...”

KN: Hmmm, I don’t see what’s so dog gone funny?

Derrick Hammond: Yes Lad it’s all in the angle of the dangle!

Thanks for playing everybody :)

## Rebuilding a Cubby (continued from page 6)

- The latch had been cracked and was broken. These items are no longer available, unobtainium. The only option I had was to repair the existing latch. I placed the latch face down on wax paper, mixed up a batch of JB Weld and blobbed it all around



the cracked and broken edge. Let it dry for a day then went at it with the Dremel and files.

- Finished and in place. JB Weld, great stuff.

Still going to re-cover the two cubby boxes in black but the latches both work and they lock as well.



# Hallelulia and Porke Dios

March 10, 2016

ARTICLE AND PHOTOS FROM ANDREAS NIEDERMEYER

Nix Hallelulia. The fix didn't work long. So they took the gearbox out again and claimed the failure to be caused by debris left over in the system as it was not flushed. So they replaced the broken parts again in the gearbox, flushed the system and reinstalled the box. Then the engine didn't start as they had jammed a cable between the gearbox and engine. So again out with the gearbox, pulled the cable out and fixed it. Now the engine started, but didn't go into reverse. They claimed this time they replaced used valve body which was working before and then only cleaned for the second attempt, is now at fault. So we replaced this one with one from a spare gearbox and now it was working.

The following test drive first went very well for over an hour, offroading, uphill and downhill. Everything was working fine, acceleration, shifting, kickdown, all good. But suddenly the first gear started to slip and the transmission oil went very hot and smelt burned.



So again, the test drive failed. Talking to another gearbox mechanic revealed that the torque converter must be the source of all failures, although it was repaired and tested properly, so they say.

Nevertheless, trial and error is now over and the car goes back to Germany after the Easter Holidays next week.

Meanwhile I fly to Miami, Key West and Atlanta to bridge the holidays here.



What an adventure. At least I got my full money back from the shop. The car is still driving well, when the oil is cold, which helps me to put it in the container.

However, long distances are not possible, which means I have to tow it to Cartagena. Arggggggggg

After only 6 weeks we finally managed to repair and reinstall the gearbox back in the car. Everything looks and drives well. Just a little bit of an adjustment of the

*... continued on page 9*



## Halleluia and Porke Dios (continued from page 8)

shifter and kick down cables, an offroad test tomorrow, and I am ready to go again. I have now a complete overhauled gearbox for maybe half of the price in Germany/UK.

So that is one good thing out of it. Therefore muchas gracias to Hernando and his team from Iguana 4x4 in Barranquilla.

Unfortunately, Thomas decided last week without any warning to continue on its own in Columbia and left me behind.

As it doesn't make sense for me to continue on my own to Bolivia because on such a trip you should always do it with somebody, this means now that SA is over for me this time. No need to describe how I feel.

It was only two years preparation for my dream to go to SA. Makes me think... But I also found new friends (of course Land Rover friends :) ) which I will see again in July in Italy.

Well, after much thinking I decided to ship the car next week to Miami and to drive up to Halifax and ship it back to Germany from there. And while my car is on route I will fly to Curacao and drink a big Planters Punch at the Bar, Hicks.

In between I will visit my friends in Miami and Atlanta. Check out New Orleans and the South, continue to Phoenix and Flagstaff for the Overland Expo on May 20-22.

And finally drive the great divide up north.

At least that is the plan. And as now learned it always works out differently anyway.

It was overall a great time in Columbia, but a shitty ending. But I will be back to do Patagonia. With a different car and companion.

Andreas

---

## Ben's Rangie gets pranked with green trim on the wheels

PHOTO BY D. KENNER



# Rovers & Parts for Sale

## 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-payed 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](mailto:Andrew.jones3@ge.com) or +1 613 617 3926.

*Mar16*

## 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 11*

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

### STAN IS FOR SALE



Stan is a 1972 Series III. 300 TDI diesel engine with intercooler, 3/16 galvanized steel chassis. Auxiliary off roading lights, winch bumper - no winch, 5 steel wheel rims and tires of course, mounting bracket for hilift jack, limb risers, steel rock sliders, dual 70 liter switchable gas tanks, fully armoured underneath, 3 inch suspension lift, roof rack, mounting brackets on each front wing for axe and shovel (included), LED running lights and turn signals, AM/FM radio, 10 CD changer, custom fitted rubber mats front and back (easily removeable for cleaning), 2 side facing jump seats (with seat belts) in rear, 2 tuffy lock boxes, Saab bucket seats, heated, auto door locks, 12 volt power point, mount for ipad/tablet, CB radio, enhanced heating with 2 speed fan, block heater, electric coolant circulating pump for winter, AC - yes, that is NOT a typo.

Kevin, the previous owner and all around fabrication magician and McGyver, did all of the fabrication and additions to this vehicle. And to those who do not know Kevin, it has been meticulously maintained. \$18K Cdn. Contact Brian Scott at [brian.scott4@icloud.com](mailto:brian.scott4@icloud.com) If you are interested, you are most welcome to come over and give it your once over. You can also contact any of the OVLRL members who are familiar with Kevin's work and skill to confirm my tag of being "meticulously maintained".

### FOR SALE

Winch Carrier for Warn 9500 winch, fits Disco 1 or RR Classic, fits around stock bumper, good condition. \$250 firm, Toronto (can deliver to Ottawa area at OVLRL June picnic), solid unit, more photos available.

Ted Matthews – [matthewsted@aol.com](mailto:matthewsted@aol.com)

Jan16



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

Feb16

### 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](mailto:tlcox@pacificcoast.net) or 613.831.7106

Feb16

Invitation from Ben and Christina

# 15th Blacker Than Night Rally

*FYA, the date is set by Ontario statute.*

When we have the bank holiday at the beginning of August determines when an event in New Jersey is held. It is now January and before we know it August will be upon us. It is time to send out the notice for the 15th gathering of Land-Rover enthusiasts for the Blacker Than Night Rally at Christina and my place in NJ for the usual suspects.

It is the weekend of July 30-31. As always people are welcome to come early and to stay late. Or to come for just a few hours. I will be taking Friday the 29th off to do setup. Likely this will also be the same weekend as the Quikcheck balloon festival.

The standard schedule includes:

- 2 or 3 stage RTV on Saturday afternoon
- RoverPolo game on Sunday late morning
- Scenic drive on local dirt roads in Readington after breakfast on Sunday.
- Group photo Saturday before dinner
- Wrenching on various Rover projects yours or others (something will be broken)
- Meals provided on site, excepting Sunday where we go out to the Whitehouse General Store for breakfast
- Beer and other beverages will be available
- Pitch a tent or crash on the floor somewhere



As usual please let us know if you are planning on coming or not. As we get closer we will be asking when you are coming so that we can plan food appropriately.

I will be sending this out to non-hooiles over the weekend, so there will be some time delay for everyone to get notified.

Paul indicated last year that he intends to be on safari in the US this year and stop by along with some other Saffer LR friends to BTN for a traditional brai (and to celebrate Lynette's 50th birthday), so this may be the year to make for those who are occasional attendees.

BEN AND CHRISTINA

## New Members Wanted!

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

*See page 2 for subscription details.*