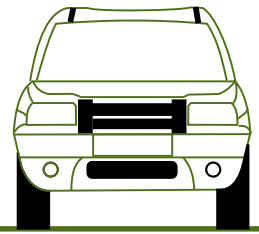


OTTAWA
VALLEY
LAND
ROVERS



September 2016

www.ovlr.org

Volume 33, Number 9



Find us on
Facebook

<http://tinyurl.com/hdu9np8>

Summer's End



See article and photos on pages 4-5.



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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will@wilboro.com

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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

October 17, 2016

270th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

November 21, 2016

271st Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

OVLR Facebook Page

The OVLR 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 OVLR 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>

Photo Caption Contest

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

September photo thanks to: SL Mannion.

“What song title comes to mind, when you see Al “Bates” Pilgrim sitting on his hood?”

Captions should submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



August Caption Contest Results

Caption contest results as Judged by the Editor.

Winner!

Fred B: I am NOT green with envy; it's just indigestion!



Second:

Kim G.: “You might be shiny and new, but I have experience.”

Runners up:

Matthews - Where we going today great grandpa?”

Bruce F: What came to mind..@@@@@.. Wouldn't publish it tho...

Garth T.: ”you can tell she's had work done” or ”she's had botox... all of her wrinkles are gone”.

KN: Hey, this is a Land Rover shoot... shove off!!!

Dixon: It smells funny. Of fancy Bakelite (I think they call it plastic), I think I smell leather, but don't see a PTO belt drive. Where are the cleansing smells of leaking 90w?

Alastair S.: “Is that a power antennae or are you just happy to see me?”

Peter W.: “hello grandad”.

Kenneth Fear-Firman: When I grow up I will still be a “real” landrover.

Thanks for playing everybody :)

Lavant and K&P Trail Run

In mid September, Kevin N. wanted to do a day trip to Lavant Mtn, visit Dixon Lake and run the K&P trail between Sharbot Lake and Lavant Stn. The idea was to prove the trails for a possible overnight prior to the CHC coming up on October 16th.

So I recruited Francois J. to ride with me and Serena and Kevin had Linda riding shotgun as we headed out at 9:30 on a beautiful Friday morning in late summer. This is one of the perks of retirement and near-retirement....go where you want on a few days' notice without asking for permission.

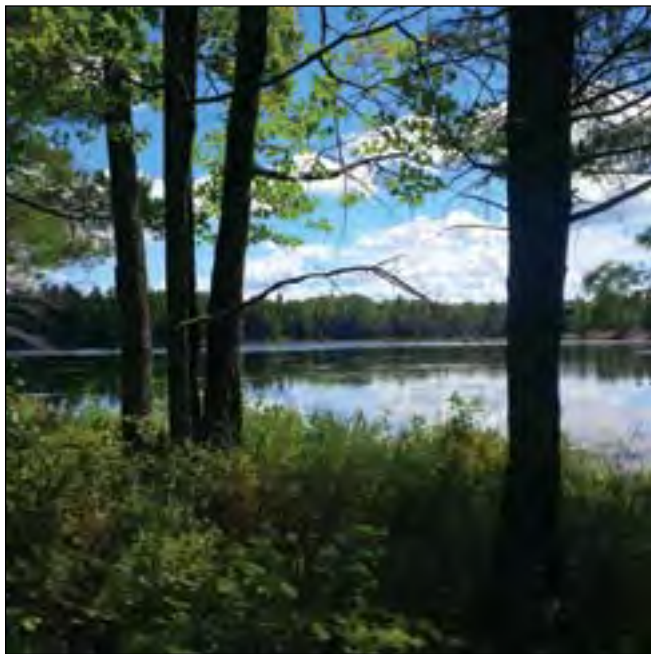
The photo on the newsletter cover shows the early part of the K&P north of Sharbot Lake. Here it is mostly treed in and a bit bouncy over 20kph. Further north it is more open and wetter with puddles that can splash the windscreen if you go too fast. But the bottom is 90 percent gravel with only a few muddy spots along the way. A few years back, someone hydrolocked their 200tdi here and bent some connecting rods. Either take it easy or add a snorkel for this bit.

We came in from the east through Almonte, then south to Zealand Rd, 2km on Hwy 7, and then right onto the K&P. This is a suitable route for anyone running at 90kph

or less. Taking this route meant about a 2 hour ride on the K&P. Alternate routes through Robertsville, or through Snow Rd north from Elphin would cut off an hour or hour and a half respectively, but still cover some of the K&P. In any case, the K&P railbed disappears in Snow Rd only to reappear north of town off the 509. Somewhere along the line people have bought up the right of way or else it has disappeared due to the demise of train trestles.



At Lavant Stn we went east on Route 1 to the trailhead. This is a fairly easy trail for the most part but gets a little rougher with football sized loose rocks the further you go. Somehow, I missed a turn and ended up near Bottle Lake, but after we turned around I realized the sign for Dixon Lake had been removed or fallen down. With the help of a GPS (and we had a map) we got back on track to Dixon Lake.



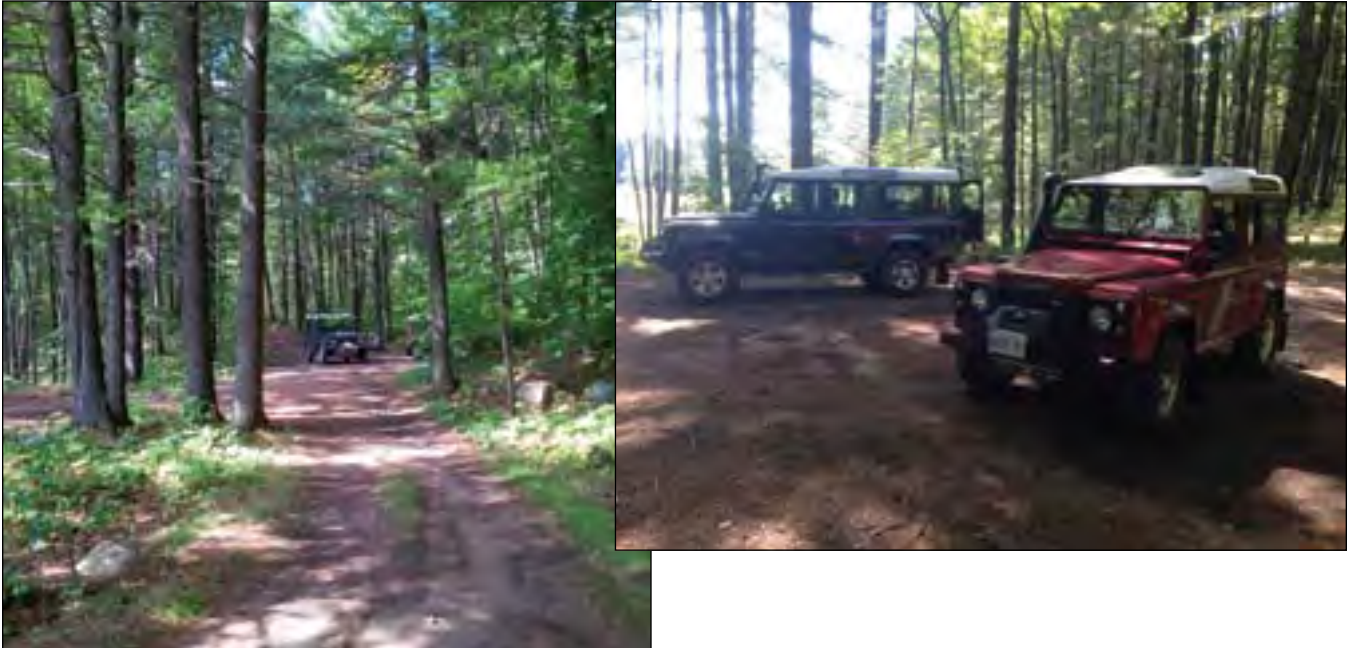
When we arrived it as 1:30 it was clearly time for lunch and a leg stretch for everyone, but mostly Serena.

You can see the smile on Francois' face as we parked for a while and unloaded the coolers. We spent an hour eating and sitting around and watching Serena swim and roll in the dirt.



... continued on page 5

Lavant and K&P Trail Run *(continued from page 4)*



These photos show the parking and campsite area. There is no cost to use the site, and also no facilities. The Province maintains the road in the summer and the local Snow Mobile Association maintains it in the winter.

After a break we continued on to the rougher part of the trail which is actually just a snowmobile trail. It gets mucky and a bit rougher, but without much recent rain it was quite passable. When we came to the pond where the trail splits, I voted to cross the water and head back out rather than do another hour or two climbing the mountain and going through the tire shredding mud bog which some of you will remember.

Although it looked like we took the easy way out, just as we got to the exit I remembered someone telling me there was a gate blocking the path back to gravel. Sure enough it was closed and locked so we had to take the ATV go round to get out. It was a little tight for a 110, I had to shunt in the 90, and don't think you could pull an Airstream through there. The alternative was to go all the way back past Dixon Lake to Route 16, which was not necessary for us.

Ten minutes we were back on 16, went through Lavant, Poland, then east through Almonte and back to Kanata in about 90 minutes. If it turns out that we do camp there before the CHC, I estimate that it is about an hour and a half to Pakenham from Dixon Lake via Route 29 at Almonte.

You can see the route in the map in below.

All in all a great day!

CHEERS,
TK



8th Cedar Hill Classic

When

Sunday, October 16 at 8:30 AM

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

The CHC will be held once again at the Jones property in Pakenham.

COST: \$20 per vehicle.

There will be no on site over night camping this year. There will be camping Saturday night at Dixon Lake about an hour from the event site.

08:30 - 09:30: Participants arrive. Marshalling / event briefing and rules – in drive shed if wet. Club trailer will be manned to provide bacon sandwich and coffee breakfast.

09:30 - Noon: Follow the October trail to logging road and proceed along logging road to hydro line. From hydro line work either left to Bellamy Road or right and pick up 9th Concession and then circle back to Jones property via Cedar Hill Road.

Lunch: Participants to bring own lunch

13:00 -16:30: St. Patrick's trail. This activity involves potentially clearing some fallen trees will need to be cut into sections and pulled out of the way, we will also need to cut some small cedars, no hardwoods,



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

Evening: Club trailer based barbeque at the marshalling point.

Please let us know if you plan to attend by booking on our Facebook site.



Naji's New Shoes.



Newest Member Ali Racer Eleven's Range Rover Ride.

10 Reasons People Buy a Land Rover

SUBMITTED BY K. NEWELL
from the Internet

1. Practicality

There's no denying, Land Rovers are tools on wheels. Interiors are made of rugged, hard-wearing materials and can be hosed down. Fabrics and carpets resist mud and moisture well. The rear load space is perfect for carrying anything from a concrete mixer, to a 50 gallon drum, several dogs, boxes of tools, the queen or a combination of the above.



2. Body options

There's few civilian vehicles you can still purchase in the following body options:

Chassis cab
Truck cab
Double cab
Hi cap
Hard-top
Soft-top
County spec
Utlity wagon
XS plush options of above
3 different wheelbase lengths



And Land Rover even have their own "Special Vehicles Department" offering additional, specialised outfitings. There's no other company out there that can offer this kind of variety and that's why you don't see many Nissan Navara snow ploughs or Hilux based cherry pickers

3. Out of the box Off-road Abilities

Land Rover's history is off-road. Farmers love Land Rovers for their go anywhere capability. Mud, wet grass and rutted farm tracks prove trivial. Snowy roads, even



under thick drifts of snow are completely passable, crucial if you live in a secluded village with limited access. These vehicles are designed for trips across a beach, into the sea, through fords and across side slopes that would topple a lesser vehicle.

4. Cool Factor

One big reason people buy Landy's now is the cool factor. Companies like Twisted Performance have made tuned defenders desirable. Purchases by premiership footballers and celebrities increase exposure, resulting in copy cat buyers. It's become trendy to have a sporty Defender and with appearances on every TV show ever shown, the Defender, despite all it's downfalls, is seen as a chique & hip vehicle. On a recent trip to Paris, I was surprised to find a lot of Defenders. Mostly all special editions...



5. Character

The look of the Defender is perfect in every way, the design harps back to the 1948, revisited in the 80's resulting in a retro design that still looks good on the road now.



6. Ease of Maintenance / Simplicity

Die-hard Defender fans will often state the 300 tdi was the last 'proper' engine to be fitted to the Defender. In reality, all engines fitted to the Defender have their fans and their detractors. One thing all iterations have shared is relative ease of maintenance and simple construction.



You can still quite easily knock down

... continued on page 8

10 reasons... (continued from page 7)

even the latest Defender with a 19mm, 17mm and 13mm spanner. The high ground clearance means a lot of jobs don't even require the car to be jacked up. There's no plastic trim hiding the nuts and bolts and the internet is chock full of information on how to strip down, repair and replace just about any component. It's the perfect vehicle to learn about the mechanisms of a car and to be able to have a bash at fixing it yourself.

7. Adventure

The Defender body and chassis are extremely modular as we've already discussed. Interior load space is cavernous. The flat outer panels mean you can mount just about anything anywhere. A full length roof rack gives you plenty of room for fuel, spares and equipment. Couple this with the wide availability of Land Rover parts & the ability to run on low quality fuels and you have the best adventure vehicle by far. Of course, you don't have to be a globe trotter to get



the most from a Land Rover. It's just as suited to those who enjoy adventure sports, with plenty of room for canoes, ropes and bikes as needed.

8. Safety

No, this vehicle doesn't have side impact protection. It doesn't have air bags. It's actually never been officially crash tested.



But the Defender's strongest structure (the chassis) is positioned above that of normal cars. The Defender has a nice high driving position too, helping you see over the tops of other cars around town and miles ahead on winding walled country lanes.



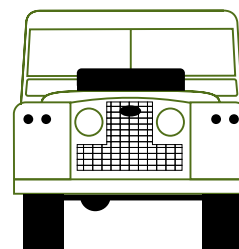
9. Lack of Depreciation

There's very few sound investments in this world. But buying a Land Rover is somewhat sensible, as demand is constant and high while depreciation is comparatively low.

10. Towing capability

The Defender still has a class leading 3.5 tonne maximum tow load, even though it will tow a lot more than that.

Other 4x4s can only ever match the Defender, never out do it.



Rovers & Parts for Sale

FOR SALE

Roll bar for sale, for inside Defender 90 or 110 – offers please.



Disco 1 headlights and front parking lights

Disco 1 Taillights

Disco 1 owners manual

Disco 1 woodgrain centre console thing (*see photo*)

Disco 1 transmission lever gator?

Disco window regulators

Defender steering wheel

Defender FAN BLADE, from 2.5 NA diesel

Defender fan cowel set for 2.5 NA diesel

Defender military tail, park and signal lights, complete fittings

RR Classic new front mudflaps? (*see photo*)

Misc bent steering rods, cheap or free when buying any of the above.

Ted

matthewsted@aol.com

416-322-5113

Sep16



WANTED

I am looking for an engine and a gearbox, S2A or S3 in particular.

Cheers, Robin Craig – robinonhowe@gmail.com

Aug16

FOR SALE

SAND LADDERS – 60” sand ladders (pair), as used on Camel Trophy. Good ones, hefty, too!

Available in Toronto, respectful offers invited.

Ted – matthewsted@aol.com

416-322-5113

Aug16



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.Lebanc@tc.gc.ca or 506 851 5945

May15



... 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

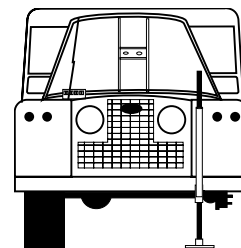
Other mechanical: All wheel bearings / seals replaced, new Rimmer Bros stainless sports exhaust (sounds lovely)



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-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 or +1 613 617 3926.

Mar15



... 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



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

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

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

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

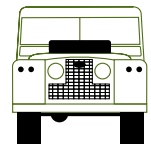


YOUR AD HERE

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.



Land Rovers on Bank Notes

SUBMITTED BY D. KENNER

While as alluded to in past articles, there are quite a few postage stamps with Land-Rovers on them – approximately a hundred and fifty of them to be exact, issued by all sorts of countries (though never Canada or the United States). In fact, the first postage stamp with a Land-Rover was issued by a French colony. But, stamps aside, what about bank notes?

Sadly, the plethora of stamps with Land-Rovers is not reflected in the monetary world. There is but a single example of a Land Rover on a bank note. While the first postage stamp with one was issued in 1957, the first, and only bank note was issued in 2012.

The country is Malawi, a former British colony in south, central Africa. An interesting place, it remains heavily agricultural, described by some as one of the more under-developed countries on the continent, yet relatively peaceful. Their currency is called the kwacha.

When they changed their bank notes on January 1st, 2012, the new fifty (50) note is light green, light blue, and orange. On the front there is a fish; fishermen in boat; a map of Malawi as registration device. It shows the Reserve Bank of Malawi headquarters building in Lilongwe.

The back of the note has elephants, a tree, and Land Rover Defender 100 safari vehicle in Kasungu National Park. The map of Malawi is again used as a registration device.

Subsequently this note has been modified in shading in 2014, the color of the 50-kwacha note was changed from light blue to light green to differentiate it from the 200-kwacha notes. In 2015 the Defender on the back changed from a light to dark green colour, and almost black in 2016.



Malawi does not allow the export of large numbers of bank notes, though they are certainly available to collectors. These bank notes are printed by De La Rue, a British security printer. The notes are 128 x 64 mm in size.

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

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