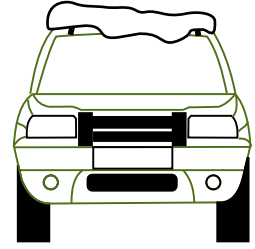


OTTAWA
VALLEY
LAND
ROVERS



December 2016

www.ovlr.org

Volume 33, Number 12



Find us on
Facebook

<http://tinyurl.com/hdu9np8>

Got You Covered



The plate says it: BBRH.

PHOTO: TED MATTHEWS



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.

OVLR 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

OVLR/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>

OVLR Forums

<http://www.ovlr.ca/phpBB2/index.php>

Newsletter Archive

<http://www.ovlr.ca/nl/OVLR.nl.freq.html>

OVLR Executive and General Hangers-On

Chairperson

Will Ficner
will@wilboro.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Andrew Jones
andrew.jones@explornet.ca

Off-road Coordinator

Kevin Newell
newellandscott@bell.net

Executive Member-at-Large

Andrew Watkins
watkinsottawa@sympatico.ca

Paul Davids
pauliedavids@gmail.com

Past-president

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

OVLR 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

OVLR Newsletter

ISSN 1203-8237

The OVLR 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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLR 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



Upcoming Events

January 16, 2017

273rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

January 22, 2017

Winter Potluck (Christmas/Holiday Party) at
Bruce and Sue's – details and RSVP to follow.

February 20, 2017

AGM – details to follow.

OVL R Facebook Page

The OVL R Facebook page will be regularly updated with goings on and club membership stuff. We will post the upcoming events and other important things when we can. Please drop by and “like” our OVL R community. Our intent is that it gets to share stories, trips and musings on all things Land Rover. If are having trouble repairing your Landy or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at: <http://tinyurl.com/hdu9np8>

Notice for next year's Roaming Rally

SUBMITTED BY: CLIVE SHEPHERD

A whole week for trucks!

Roaming Rally 2017 – location Eastern Ontario

Dates have been set for the 2017 Roaming Rally. We're quite excited about the new format for 2017... more details to come before the end of the year. Registration will begin in January. We've been asked by a few folks for the dates so vacation time can be booked.

Bikes May 25-28

Trucks May 27 - June 3rd

see *Gravel Travel* at www.graveltravel.ca

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Photo Caption Contest

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

December photo submitted by D. Salcedo.

Captions should submitted to: terrycking@rogers.com

Looking for photos for coming issues.



November Caption Contest Results

Winner!

B. Ricker: No! I will not get in that truck without my robaxicet.

Editor's unjudged entry:

TK: Dummy? I'm no Dummy!!

Thanks for playing everybody :)



1957 Series 1 88" Station Wagon

ARTICLE AND PHOTOS BY WILL FICNER

As I'm sure many of us do, I was perusing online adverts of Land Rovers late one evening when I came across a new listing for what looked like a very nice looking Series One. I always flip anything interesting over to my Dad as he also has an interest in Rovers and the truck in this listing looked pretty nice.



At the crack of dawn the next morning I got a call from my Dad and he said so “are we going to see this truck?” After a bit of hemming and hawing, mostly due to the time in the morning, it was decided we'd go have a look. I rustled my daughter out of bed and told my wife we were off to look at another Land Rover and we left the house under a stern glare.

The truck was on a farm south of the city, although it had been there less than a year, as I understand that



prior to that it had been owned by gentleman who had been a past member of OVL.R.

As soon as I laid eyes on the truck I knew it was not your everyday field/farm find. The panels were quite straight; the engine bay was clean except for some dust and a few pinecones. The interior looked quite complete and after a crawl and a poke around underneath the chassis seemed in shockingly good condition, although the rear cross-member needs a bit of work.

I wasn't planning on buying a truck when we headed out to see it, especially with the unfinished defender in the laneway and a recently acquired 1951 rolling chassis project, but this was something to behold and a deal was struck.

... continued on page 5



Members' and Enthusiasts' photos



Dan Lacroix sent this Christmas photo of Defender and family



Taylor J. Morgan: Did some detailing on my disco this morning



LandRoverPilot: New Belt in the tdi!

1957 Series 1... (continued from page 4)

The truck was quickly named 'Hot Water' as that's what I was in when I got back home.

A large amount of paperwork came with the truck, past receipts, manuals, vintage catalogues and old ALROC and OVLR newsletters, which I've started sifting through.

The two most interesting bits of info I've gleaned so far, is that the truck had an extensive restoration in 1995'ish, although it's unclear how long it was used after that before getting parked up.

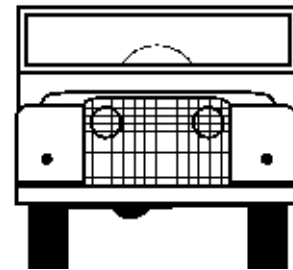
You will also be able to see from the pictures that there is an unbelievably large heater that sits between the driver and passenger seats, this appears to have been custom fabricated at the time of the restoration.

Come spring I plan on trying to fire it up and will see if it will be allowed to stay in the collection, but for now I'll try and keep myself out of any more hot water.



Nostalgia page — from 1979

Transfer box cover and text from the club archives



HOT STUFF

I am a proud Land-Rover owner but have found one defect in the vehicle. The original heater will not even take the frost off the windshield on a cold morning. To solve this I suggest a) use a spray urethane and cover the interior with carpet or b) use heavy rubber-backed carpet to glue or screw to the body. Place a heater in the rear of the vehicle and connect the water lines (insulated with waterpipe insulation) in series with existing heater.

The urethane method is not recommended for the driver's compartment as it interferes with repairs. Instead, insulate with standard fiberglass bats behind the dashboard and with heavy mat material around the finewall and under seats.

All this not only helps to keep the Land-Rover warm, but cuts down on engine and gear noise.

In relation to repairs, I find Mr. Peter Hirst of the Muskoka Land-Rover Center to be an extremely qualified mechanic. He has numerous ideas and products to improve a Land-Rover's performance, as well as hard-to-get parts.

Robert A. Harland
Box 281
Iroquois Falls, Ontario
POK 1E0

Rovers & Parts for Sale

FOR SALE

1996 Defender 300tdi, LHD for sale, Long list of upgrades and no body rust.
 \$33,000 CDN (vehicle located in Texas)
 Contact: <https://www.facebook.com/jace.johnson.180>

Dec16



FOR SALE

Discovery Parts for Sale in \$CDN – all new
 Located in Ottawa - local pickup or can ship at buyer's expense

item	price
D2/D1 cupholders	60
D2 exp to throttle hose	35
D2 Air Filter	12
D2 front winter wipers	50
D2 rear summer wiper	5
D2 4.6 Serp belt no ACE	25
D2 4.6 NGC ignition wires	90
D2 4.6 thermostat and housing	40
D2 Caliper pistons front qty 2	30
D2 caliper pistons rear qty 2	55
D2 rear brake pads 2 pair	100
D2 trailer wiring kit	90
D1 rear mud flaps	35
D1 hood release	25

Contact terrycking@rovers.com

Dec16



FOR SALE

Good home wanted for Pull Pal, used only once worked great where there were no trees for winning. Can be delivered to Ottawa area between Christmas and New Years, otherwise available in Toronto. Makes a great surprise gift under the tree.
matthewsted@aol.com

Nov16

3 Brothers Classic Rovers

What's your next adventure?



www.3BrothersClassicRovers.com

sales@3BrothersClassicRovers.com

17 Gold Street, Paris ON N3L 3S3 519-302-3227

... continued on page 8

Rovers & Parts for Sale *(continued from page 7)*

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

WANTED

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

Cheers, Robin Craig – robinonhowe@gmail.com

Aug16

FOR SALE

Galvanized rock sliders, will fit Disco 1 or RR Classic, like new. Offers welcomed.

Ted : matthewsted@aol.com