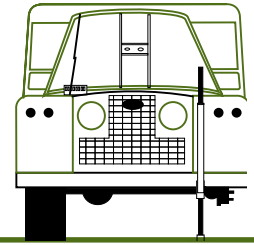


OTTAWA
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ROVERS

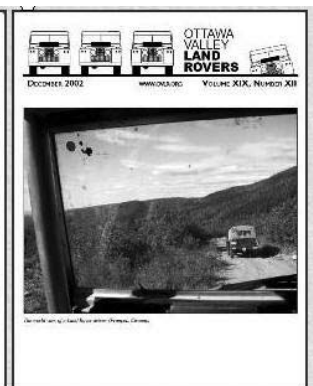
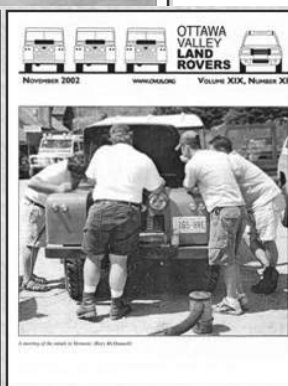
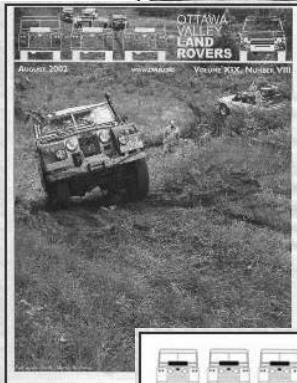
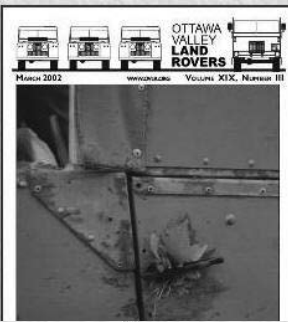


January 2012

www.ovlr.org

Volume XXVIX, Number 1

Ten Years After



Covers from 2002 OVL R Newsletters.



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. 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 ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive 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.org>

Any ideas for the web site please contact Dixon Kenner

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

OVL R Forums

Please see:

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

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All British Car Day Coordinator

Dave Pell / JL Morin.

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 Denner (dkenner@fourfold.org) 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 ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. 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 directors, 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 independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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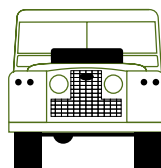
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Beneath the Bonnet

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Hey man, what's going on?

Calendar of Events

Socials:

February 20th: Monthly OVL R Social and Meeting at the Prescott Hotel on Preston Street (Little Italy), Ottawa – at 7:00 pm

March 19th: Monthly OVL R Social and Meeting at the Prescott Hotel on Preston Street (Little Italy), Ottawa – at 7:00 pm

Executive Meeting:

OVL R Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

February 18, 2012 – All British Car Clubs Annual Dart Tournament, Barrhaven Legion, 3500 Fallowfield Road, Nepean.. 1 to 4 p.m. Please RSVP to communications@ovtc.net (Pat Mills, Communications and Events Coordinator, Ottawa Valley Triumph Club)

February 17-19 – The Maine Winter Romp, Benton, Maine

Late March, Early April – 29th Annual OVL R Maple Syrup Rally, Shawville, Quebec. More information to come.

April 4th – OVL R Annual General Meeting – Royal Oak Pub, 329 March Road, Kanata, 7:00 pm

May – OVL R Tune-up & Trailer clean-out, date to be determined closer to event.

Late May – Oxford Mills Antique Car Show

June 22-24 – Annual OVL R Birthday Party

Mid July – All British Car Day, Britannia Park, Ottawa

President's Dribble

Greetings all;

I hope this edition our newsletter finds everyone well this new year.

Your club exec. has been busy laying out the year ahead in hopes that we can involve as many as possible in our events.

We have been making slow but steady progress in the revisions of the bylaws, and we hope to propose the revised version for member consideration in the near future.

We have become aware that there is some question as to what the club does with membership dues. Though it has been published in the N.L. many times over the years, it is worth bringing forward again. Our members need to know that their annual dues cover more than just the production of the newsletter which involves printing costs for hard copies for those who have opted not to receive e-copies. A monthly payment to a professional who publishes same, (No one would volunteer for this thankless job so we HAVE TO PAY someone to get it done!), liability insurance for the club members, exec and participants in club events, and lastly web page hosting and our server's internet connection are also covered by membership dues. A review of the club financial statement shows that we have done quite well in stretching these dues to cover these expenses. It should be noted that our bylaws do not dictate that dues must be solely used for these purposes but has become policy. We should also emphasize that the financial statement is published in the newsletter annually. Full disclosure to anyone interested in looking at it...O.V.L.R is one of very few clubs to be totally transparent when it comes to our financials.

To this end we, as members, should also suggest that those wanting a copy of the newsletter submit an application and their dues. We should also discourage members from just "forwarding" a copy to non-member friends as this just erodes the operating funds available for the above purposes.



Your exec. has also heard concerns regarding membership categories. Let me attempt explain the reasons up front as to why the bylaws are the way they are. We have members who don't understand why we impose boundaries for voting vs. non-voting status. Without question the club could use a larger pool of members eligible to hold office. If... and I emphasize IF we could get all voting members (45 at last count) to agree to take

a turn in an exec position we would still be recycling members through those positions about once every 10 years!

Alas! the boundary dispute! Let me preface the following by saying that though I was not a charter member of the O.V.L.R exec., I was an A.L.R.O.C. member as the club was being formed. It all harkens back to the days of A.L.R.O.C. I won't go into all the gory details but suffice to say that this robust and viable institution literally crumbled within 2 years when the association executive found it's self scattered from coast to coast. This after years of strong smooth leadership operating and communicating within one city, meeting regularly-face to face. OVLR came to exist BECAUSE of a need for a local club. We were affiliated with ALROC but within months ALROC ceased to exist. Thankfully the charter exec felt it necessary to impose boundaries to 1: Ensure we had an exec that could meet and communicate the club's business on a regular basis without worry of non resident exec members persistently being absent due to travel distances. 2: Ensure we did not encroach on other L/R clubs in an effort to encourage local membership in local clubs. The dilemma: where do we set those boundaries???

Enough for now! Perhaps more history as we near the publishing of our proposed bylaw amendments

Have a great balance of the winter season!

BRUCE

Up Coming Event Calendar

To help members plan for upcoming OVLRL events, as well as some other events that members have regularly attended, the following table was developed on when the information and supporting material might be found on the web site and newsletter. Please note, while web site material can be updated almost immediately given confirmation of the dates of specific events, newsletter material may become out of date and you should watch your email for any last minute and minor changes to potential cost and date.

Event: **Socials**
When: Third Monday of every Month: Jan 16th, Feb 20th, Mar 19th, April 16th, May 21st (holiday), June 18th, July 16th, Aug 20th, Sept 17th, Oct 15th, Nov 19th, Dec 17th.
Where: The Prescott, Preston Street unless otherwise changed.
Announcement & Information:
Web site: <http://www.ovlr.org/OVLR.events.socials.html>
Newsletter: Monthly
Comments: The Social does move out to the Cheshire Cat in Carp from time to time & they have apparently fixed their septic system.

Event: **The Annual All British Car Club Darts Tournament**
When: 18 February 1:00 to 4:00pm
Where: Royal Canadian Legion, Branch 641, 3500 Fallowfield Road, Ottawa, Ontario, K2J 4A7
Phone: 613-843-8691
Announcement & Information:
Please confirm your attendance to our Communications and Events Coordinator - communications@ovtc.net
Newsletter: January
Comments: The annual All British Car Club Darts Tournament hosted by the Ottawa Valley Triumph Club..For all local British car clubs. Pizza included.

Event: **The Maine Winter Romp**
When: February 17-19
Where: Benton, Maine
Newsletter: January
Event: An informal annual gathering of Land Rover owners and enthusiasts. Set over the American Presidents' Day Weekend, the Maine Winter Romp provides a non-competitive opportunity to test your Rover and driving skills in conditions that can be extreme. The event has grown into the largest winter gathering of Land-Rovers in the Northeast—maybe even the country. The event is generally non-damaging (though of course accidents can happen) and is open to drivers of all skill levels. (Novices will find supportive coaches in our midst—just ask.) There is no charge for the event itself, but the group does meet and eat at various local establishments during the event. Winter Romp is not affiliated with any Land-Rover Club, but clubs are invited to participate. More information can be found at www.winterromp.org.

Event: **Annual General Meeting**
When: April 4th (Traditionally mid January on the coldest and darkest night)
Where: To be determined.
Organiser: Bruce Ricker (President)
Announcement & Information:
Web site: <http://www.ovlr.org/OVLR.events.agm.html>
Newsletter: November & December - one page on agenda and traditional items.
Comments: Driven by bylaws, requirement to report financials, elect a new executive.

Event: **Maple Syrup Rally**
When: Early April Easter Weekend is the 7th, so past practice indicates March 31st or April 14th.
Where: Shawville, Quebec
Organiser: Peter Gaby

... continued on page 6

Up Coming Event Calendar *(continued from page 5)*

Announcement & Information:

Web site: <http://www.ovlr.org/OVLR.events-msr.html>

Newsletter: February & March

Comments: Second oldest annual Land Rover event in North America. Final date is not known until about three weeks in advance, making a final notification driven by the website and email.

Event: Tune-Up

When: Mid May

Where: Locally in Ottawa. To be determined.

Organiser: Andrew Finlayson

Announcement & Information:

Web site: <http://www.ovlr.org/OVLR.events.tuneup.html>

Newsletter: March - April - one page of information.

Comments: A strong level of awareness that this event is a learning and guidance session, not free work done on your vehicle. Trying to plug OBD2 into a Series III gives curious results. Given the complexity of the SIII electrical system vis-à-vis a IIA or 80", this is understandable.

Event: Oxford Mills Antique Car Show

When: Late May

Where: Oxford Mills Common across from the Anglican Church

Announcement & Information:

Web site: <http://www.ovlr.org/Events/OxfordMills/OVLR.events.oxfordmills.html>

Newsletter: April & May - one half page

Comments: An eclectic show, one of the first of the season. Very laid back and relaxed. This is NOT an OVL R event. 2012 may be the last year as Chris Bryant plans on retiring and a new organiser has not been identified. A small and pleasant event. Regular attendees include Ted Rose, Peter Gaby, Shannon Lee Mannion and some other OVL R members on a haphazard basis.

Event: Birthday Party (29th annual in 2012)

When: June 22, 23, & 24th, 2012

Where: Silver Lake, Ontario

Announcement & Information:

Web site: <http://www.ovlr.org/OVLR.bp.info.html>

Newsletter: March - one page; April - two pages; May & June - four pages

Comments: The largest and most complex event the club undertakes. Numerous parallel activities intertwine. Off-roading of various complexity, an RTV course, and other activities.

Event: All British Car Day

When: Mid July

Where: Britannia Park, Ottawa

Announcement & Information:

Web site: Linked to the event's external website <http://www.britishcarday.ca/>

Newsletter: June & July - one half page

Comments: An annual event run by the Ottawa Valley Triumph Club. The club participates and brings the trailer to help the Ottawa Valley Triumph Club run the event. This is NOT an OVL R event, but does attract a number of Land-Rovers as well as other marques of British cars.

Event: Blacker than Night

When: August 4&5, 2012 - Bank Holiday weekend in Ontario

Where: Whitehouse, New Jersey

Organiser: Ben Smith

Announcement & Information:

Web site: Throughout the year using historical information

Newsletter: August

Comments: An event for OVL R's American membership to which the club contributes. Well attended, focus has varied on off-roading down in the Pine Barrens in the southern part of the state, or an RTV and work & tune-up sessions on various Land-Rovers.

... continued on page 7

Up Coming Event Calendar *(continued from page 6)*

Event: British Invasion & British Car Day
When: September 15-16th, 2012
Where: Stowe Vermont & Burlington Ontario
Announcement & Information:

Web site: Link to the event's external website
<http://www.britishinvasion.com/>
<http://www.torontotriumph.com/BCD/>

Newsletter: August & September - one half page on each.

Comments: OVLР members go to each. Both are quite large, British Car Day brings in over a thousand cars and a lot of Land Rovers. The British Invasion is privately run, British Car Day is run by the Toronto Triumph Club. OVLР used to have a large presence at Stowe in the 90's until the atmosphere and venue changed towards a concours event for posh vehicles.

Event: ROAV Mid-Atlantic Rally

When: October 5, 6, 7th, 2012

Where: Virginia

Announcement & Information:

Web site: Link to the event's external website
<http://www.roav.org/>

Newsletter: August - September - one half page announcing an event of a fellow club.

Comments: Once a huge rally that has moderated in size. On a new property with tremendous potential for off-roading. The new location will be developed over time, but has lots of potential. NOTE: This is NOT an OVLР event

Event: Frame Oiler

When: Late September to mid October

Where: To be determined

Announcement & Information:

Web site: No page exists

Newsletter: Half page in September and October

Comments: The executive considers running this event on an annual basis. Given the dramatic rise of non-Series vehicles in the club, this event has not been run in recent years due to a lack of interest.

Event: Cedar Hill Classic

When: October 13th, 2012 (projected from past dates. To be confirmed!)

Where: Pakenham, Ontario (west of Ottawa)

Organiser:

Announcement & Information:

Web site: <http://www.ovlr.org/OVLR.events.cedarhill.html>

Newsletter: September & October - one page

Comments: Small, one day rally which is slowly establishing itself as a traditional event.

Event: Christmas Party

When: December 1st or 8th (projection based on past dates)

Where: Masonic Hall, Westboro (previously @ Hungarian Community Centre, Navy Mess on Victoria Island, The Prescott)

Announcement & Information:

Web site: <http://www.ovlr.org/OVLR.events.xmas11.html>

Newsletter: November - one page or more

Comments: Games (crossword, feelie & seelie meelies) and the annual awards given to deserving members.

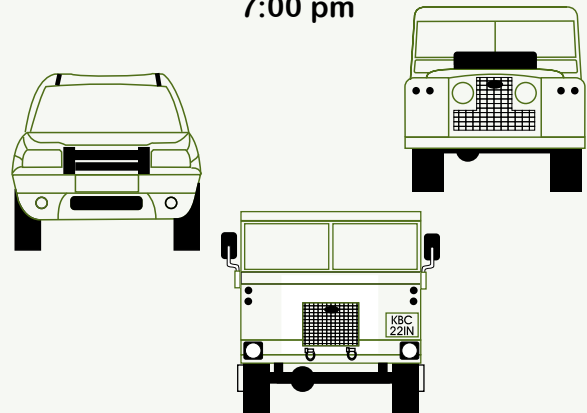
NOTICE

Ottawa Valley Land Rovers Annual General Meeting

April 4th, 2012

Royal Oak Pub
329 March Road, Kanata

7:00 pm



An Evening under the DormieDome - Part two

ARTICLE AND PHOTOS BY D. KENNER

When we left you last month our friend Lenin was living up to his namesake in the “one step back, two steps forward” category. Despite dropping temperatures that invoke images of Siberia, another aspect that our friend Lenin pioneered after the Revolution. Happily, Princess Auto had propane heaters on sale recently, so some resemblance of warmth continues to permeate the ‘Dome. This round saw a reduced audience. Just Alastair and Allen were in attendance for the evening’s travails as well as a few pints of Germany’s finest offerings from the local Elsie (read LCBO).

Last time we had tried and given up on trying to free the stuck valves. Rather than persist down that course, we decided that the best course of action to work on frustrated valves was to take a line from the Red Queen. “Off with his head!”. On a Series Land-Rover, this is a pretty simple task. Children could do it but for the fact that the head does weigh in at a few pounds. Remove the spark plugs, remove the carb, especially do not forget to remove the oil feed line on the back of the head. Always a good one to forget, but easily found (1). Remove the heater hoses, the hose to the radiator, the bypass hose to the water pump. In this case, the front exhaust pipe was not fully connected, so we dropped the pipe, and removed the intake and exhaust manifolds.

Then we started on the process to remove the head. Yes, for children. But then again, one expects that things will go smoothly. The fifteen (?) bolts came out nicely. Generally, as you pull the last bolts, the pressure on the valve springs starts to lift the head a fraction of an inch. Sometimes the copper gasket sticks a little bit and a pit of prying is required. The head did not lift, so we got a small screwdriver and pried it upwards just a little. It didn’t budge. We got a much larger screwdriver and pried up a little more forcefully this



time. It didn’t move at all. So, out came the crowbar. Normally at this point you realise that you forgot that oil feed line, but, we’ve been there before. The bypass hose was visited by a screwdriver to ensure that it was free too. There was no real reason why the head should not be coming off.

I should note that wielding a crowbar and trying to prise the head off is a study in a lack of easy points to pry against. One obvious, between the head and block at the front of the engine behind the water pump is a delicate spot if all of your wires for the dynamo/alternator are running through there. But, in the end, that is where much force was applied. When this engine was last apart, or put together, a copper gasket was not used. It was a composite gasket and that gasket had annealed itself to both faces of the head and block. While Gasket Under Glass is a lovely example of how they should come off, the photo here demonstrated that the all gaskets are not alike. Given that part of one step back is cleaning, the face of the block was scraped down until it was a nice and lovely looking silvery steel colour. Then cleaned both pistons, head and block off.



Given this head with the stuck valves would be needing some work, another head was needed. Happily, there was one at hand on the engine that came north from Ben’s in October for the BGB. So, Alastair and I pulled the head off the late

IIA motor. I can say that it was rather filthy inside with a lot of crud. Not that it mattered as this engine is in line to be pulled apart before it goes into the BGB. Out came the drill and wire brush and we went to cleaning up this head, wire brushed the inside of the cylinders using a drill, scraped the deposits off of the valve faces. The manifold surface was cleaned up, though some mixing and matching of studs and bolts was going to be necessary given the condition of some of them. The manifold from the new head had studs for the front exhaust pipe that were even in worse

... continued on page 9

An Evening under the DormieDome *(continued from page 8)*

shape that the manifold off the Dormobile. Some were even bent!

We called it a night at about midnight with a list of things to consider for next evening under the dome. Completing the electrics remains an outstanding issue.

It is rumoured that the Dormobile head made its way up to the honorary master of the Ted Rose Sighting Society for commentary and suggestions.

Things to do for Part Three: Visit Canadian Tire for some General Motors exhaust manifold studs and nuts. Fine threaded and delicate Rover studs might be original, but massive, crude GM studs with very large brass nuts last longer. Bring the manifold to Actek to have the existing studs removed, the holes drilled and tapped, and the new studs inserted.

The trick is to remember to reattach it before you try and start the engine. Forget and you will be amazed at



Gearboxes

This note came in from Robin Craig outlining two of his projects.

I have developed a working relationship with a local transmission shop.

I am in the middle of the tear down of my Ferret gearbox and transfer case and future rebuild.

Anyhow, my boss has that military 90 that is a bit of a stone at the moment as the engine is tired and the LT77 gearbox “needs work”.

I’m looking at getting the shop to rebuild either the LT77 or perhaps an R380 which I understand was the upgrade.

Attached is part of the combined T case and gearbox assembly showing the T case side removed.

Don’t forget that in a Ferret the whole powerpack is turned 180 degrees in the vehicle. Add to that the power comes into the t case then gets split sideways and then directed front and rear as there is a prop shaft to each corner wheel station as there are no axles in a Ferret.



OVL R January Executive meeting

The Executive held its monthly meeting, on January 9th at the Royal Oak. (The location moves about to make it convenient for all.) In attendance were Bruce Ricker, Dave Pell, Frank Ashcroft, Peter Gaby, Andrew Finlayson, Dixon Kenner, Terry King, Sue Rawson & Deborah Sevigny-Kenner. Items discussed included:

The Annual General Meeting

While in the past, the AGM has been held on the coldest, darkest day of January, one member pointed out that the date should be announced ninety days in advance per the bylaws. While in the past, January was indicated ninety days in advanced, the actual date within a month of the meeting, it was felt that the full ninety days be given. It is also thought that rather than having the AGM huddle near the Winter Solstice where the days are the shortest, this year having it after the Spring Equinox, where the day will be longer than the night, might entice more members to attend! It also removes excuses that it is too cold to start a Rover to come.

Finances

The 2011 books are with Christian Spzilfogel, who has acted as the club's auditor for nearly the past decade. There are still some outstanding items. In disbursements, the club will be donating \$200 to the Lanark County Therapeutic Ride as previously announced. As well, the Executive awaits the replacement cost of some markers the club used and were damaged or destroyed over the past year in off-road events. On the receivables, \$340 is still outstanding from members for various things, the Secretary-Treasurer continuing to attempt to collect. The Christmas Party lost money, due to a lower than expected turn-out, and all expenses have been paid.

The Big Picture

Membership fees continue to cover the operational expenses of the club. Read, the production and publication of the newsletter, the Club's insurance policy and annual incorporation costs, web site, and other miscellaneous expenses. The Club is within a couple hundred dollars of covering all of this. OVL R made a \$942 profit on the Birthday Party with the auction proceeds. It lost \$120 on the Maple Syrup

Rally, \$100 on the Cedar Hill Rally, and \$240 on the Christmas Party, leaving the events at roughly a net neutral position for the year. OVL R has approximately \$4,000 in term deposit is to act as seed capital for events.

The balance sheet and other supporting information will be published in an upcoming newsletter

Events

Bruce will be telephoning Vern to confirm the twenty ninth annual Maple Syrup Rally. Peter Gaby has graciously accepted the role as the event organiser for another year. The cost will remain at \$5 per person. There was discussion of raising the price, but \$7.50 is burdensome to collect, and \$10 is felt to be excessive. For other events that require a date sooner than later, the Birthday Party will be on June 22nd through 24th. There will be a Tune-up & Trailer clean-out in May, Andrew Finlayson will be organising it, date to be determined closer to the event. There was discussion on when the Christmas Party should be to fit the schedules of the largest number of people, including moving it to January. Also whether or not the current venue (Masonic Lodge) was the best or possibly a more cash neutral (read restaurant) might be a better idea. After some discussion, tentatively the 2012 Christmas Party will be on December 8th.

Finally, there was some discussion vis-a-vis a thread on the OVL R forum where questions on how and where membership dues are spent. Comparisons to other clubs, and how the club finances events versus operations were discussed. Bruce will be responding to the thread and with the publication of the finances, an article explaining them will be prepared for the newsletter.

The meeting closed at 8:32 pm

Note: Executive meetings are normally held on the first Monday of the month in varying locations. These meetings are open to all. If you are interested in attending, drop the President a line for the details on the next meeting.

Classifieds

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. OFFERS ACCEPTED.
Contact: Robin 1-613-484-6602 or rcraig@sakto.com

Apr2011

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. No dreamers, be prepared to view and buy. Offers.

Contact: Robin 1 613 484 6602 or rcraig@sakto.com

Apr2011

2004 DISCOVERY 2 SE7

For sale – Epon Green, Fully Equipped with leather, 7 seats, 140,000 km, dealer maintained with documentation. 4 winter tires mounted on rims, tow package. \$8,900.

Contact: Chris Glauninger 613-632-2879 or cjglauninger@sympatico.ca

Aug2011



2001 DISCOVERY II

Moving to Botswana at the end of September and selling our 2001 Discovery II – purchased from Vern in 2008. Very well maintained (all the receipts for work done) and in great shape. 179,000 km, beige, asking \$6000.00. Can send photos to anyone who is interested.
Contact: Geoff 613-521-5355

Aug2011

EX-MoD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Contact: Len – lnp00@live.ca

Dec2010

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used. LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used. LRN51175

Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN5115B - bracket; LRN5115F - fittings

Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

May2011

2000 Disco

Reason for selling: too small. \$2400. obo

ENGINE AND R380 TRANSMISSION

From my 1995 Range Rover Classic; 15,000km on it since rebuild... \$1,500

Contact: Olia Tryfonova – oliaian@yahoo.ca

Nov2011

1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains.

This is a solid Land Rover. \$15,500

Contact: Matt 613-222-5121

Mar2010



BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

May2011

... continued on page 12

Classifieds (continued from page 11)

1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500
Contact: Matt 613-222-5121
englishman99@hotmail.com

Mar2010



1983 MERCEDES G WAGON 280

SWB model, right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. Excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000
Contact: Matt Macpherson 613-692-3684 or
mrgrey9@gmail.com

May2011

LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
Asking \$3,000

Contact: Jean François Bonin 613-941-4172 or
jean-francois.bonin@justice.gc.ca

Nov2010

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