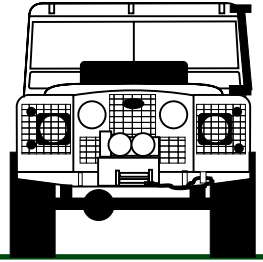


OTTAWA
VALLEY
LAND
ROVERS



August 2007

www.ovlr.org

Volume XXIV, Number 8

Rebuilding from the Ground Up!



*Photo: T.
King*

*Article on
page 7.*



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.

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OVL R Newsletter

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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 (tking@sympatico.ca) 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.

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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Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Online

<http://www.ovlr.org>
Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: <http://www.lrfaq.org>

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

Advertising Information

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

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Hey man, what's going on?

OVLR Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month at 7:00 p.m.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please contact Jean-Leon Morin for location. morinjl@sympatico.ca

Notices

September 14-16 British Invasion – Stowe, VT

Late September Fall Frame Oiler – TBD, Ottawa

October 4-7 ROAV Mid Atlantic Rally – Pearl's Pond, VA

November 3-4 Northern Guy Fawkes Bonfire & Offroad Weekend – Madoc, ON

MOAB or Bust

by Ted Matthews

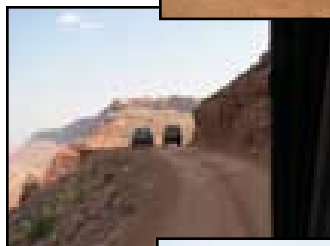
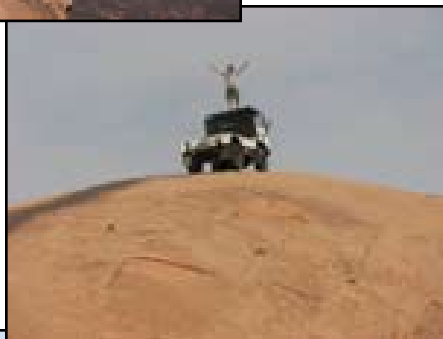
Five brave people in a Disco 1, Disco 2 and 101 made the multi-thousand kilometre journey to Moab, Utah in July on the first half of a Moab/Colorado expedition colossus that put the trucks, the drivers and passengers on some very serious trails, the likes of which you just don't see in Ontario (or most other places, either, for that matter).

Mary Kaye, Ted Matthews, Pete Wood, Charlene Kopec and Sean Stewart made the multi-day trip to Moab in anything but record-breaking time. It was hot on the road, very hot and the 101 was without A.C. Charlene, the 101 co-driver, at each fuel stop insisted on standing in front of an open pop cooler door until fellow dentist and husband fueled and oiled up...

It hit 44 C in Moab regularly, a pretty little town in the middle of the Great American Desert, with the week offering no daytime temperatures below 40 C, but it was dry, very dry.

The first challenge we looked forward to was the famous 'Lion's Back', unfortunately permanently closed due to liability issues, the odd driver having dropped off the cliff; but we found a baby version of it which satisfied our photo desires.

Most of the Moab-area trails are over what is known as 'slickrock', all trails are named, reasonably well marked and overseen (without charge) by the National Forest Service.



There is a very comprehensive trailbook for both Utah & Colorado trails available on-line.

We chose mostly the difficult-rated trails and they pretty much were, in some parts particularly, but all offered beautiful desert landscapes that were a real treat to our eyes.

At the 'Top-of-the-World' trail smoke from a huge range fire 150 miles away could be seen drifting between the buttes and mesas

Very steep ups and very steep downs on all trails, with some scary 'ledge' driving to boot; but we all made it through without dusting off any of our six winches (the 101 is equipped with four).

All of us regularly turned our heaters on during very steep ascents to disperse engine heat and keep the temperature gauge below redline!

We enjoyed Moab's great Mexican restaurants, and just about everything else in this beautiful part of America- the value of the Canadian loonie helped, too!

Some of us did conclude that with the temperatures being what they were we had pushed our Land Rovers to their very operational maximum. Next time, a Kenlowe fan replacement!

Announcing the first 'Northern Guy Fawkes Bonfire & Offroad Weekend' – Madoc, Nov 3-4

Dom Perodeau, OVLR member living in Madoc, ON has offered to host a weekend of offroading and overnight camping at his place on November 3-4. It will be in honour of the rascally Guy Fawkes of some note in British history. There will be an organized offroad (or two) on the Saturday, followed by a BYOF/BYOB BBQ and bonfire with free overnight camping for tents or small trailers.



further back on the property, and for all those that 'need' wireless internet he will make the LRS network available. No - not to download the entire Strolling Bones catalogue, on his bandwidth its just there for people who need to check emails and the umbilical cord to the desk. Surely not on a WEEKEND ? !

Lastly, in tradition, it is normal to create a 'Guy' - this is an effigy of Guy Fawkes as its customary to burn the Guy on top of the pire. To

The offroading will either be 10km from the Land Rover Salvage premises (on Hwy 7 in Madoc), or maybe a run to Lingham Lake up Hwy 62. There is a possibility of a late night run, presumably chasing Guy's ghost through the fall night.

quote Dom: "Us Brits are a peace loving bunch; we celebrate 400 years later burning someone to death for trying to get rid of a few MP's". If you or your children would like to make a 'Guy' for the fire, that would be great! A strawman in your Dad's old coveralls would be perfect.



The highlight of any Guy Fawkes night is the bonfire, and Dom has started the pile already. There is no truth to the rumour that there are any car parts in that pile. Just wood.

For this event you should bring all of your own food & drink, or top up at the Foodland, Beer Store & LCBO in town. Also, there are gas stations AND the newest Tim Horton's anywhere on Hwy.7 right at the corner of Hwy 62, 5 minutes from LRS.

There will be an RSVP email sent out later, with more details, to help with logistics.

In preparation, Dom still needs to get a bush hog in the back to cut the

grass for the campers, as the previous owner was storing cars there. He and his apprentice have cleared the debris into piles for a dump run but he still needs to run the float trailer in a loop to collect it up. There will probably be a work party in late summer or early fall to finish the cleanup, volunteers may be needed, we'll see.

He will be establishing the camping area

OVLR Forums

Please see:

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

Range Rover Gets Its Own Stylist

submitted by M.Jackson,

Credit: Autoweek Magazine

Big luxu-ute becoming its own brand.

by Richard Yarrow (2007-07-05)

What's Land Rover got in store for the Range Rover? Almost creating a brand within a brand, the U.K. 4x4 firm has strengthened its design team with the appointment of Phil Simmons as the first-ever studio director responsible specifically for the Range Rover.

Simmons, currently chief designer at Ford of Europe, joins the Land Rover design team on August 1. According to the company, he will be responsible "for future design direction of all Range Rover products."

Commenting on the move, design director Gerry McGovern said: "This new position will help Land Rover to achieve even higher levels of creativity and design leadership for this iconic model, and to meet the challenges and opportunities of the luxury automotive market."



Simmons spent the first ten years of his career at Land Rover, culminating in exterior design of the current generation Range Rover. He subsequently moved to Ford Motor Company in the U.S., where he was responsible for Ford's family of mid-size vehicles such as the Ford Fusion, Mercury Milan, and Lincoln MKZ. He was appointed chief designer for Ford of Europe in September 1999.

**New Members
Wanted!**
**Invite your Land Rover
obsessed friends to
join OVLRL!**
**See page 2 for
subscription details.**

Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for photos.

Upcoming Projects

Author & Photos: T.King

You can see on the cover photo what Kevin Newell will be busy doing in the coming months, replacing the frame on Stan. I will try to stay abreast of the work as it progresses..

I am taking on a few projects myself, the first being adding onboard air and and AC inverter to run it. You can see in the photos that there isn't a lot of room under the hood of the D1 already and I am also putting in a snorkel which means a different air cleaner. In photo 3, I have rested the inverter on top so you can see how much space it takes. I will probably just set up a quick-disconnect for it, and store it in the back when it is not in use. As I have a winch, and soon an inverter, I may also add a second battery, so I'm trying to keep that area clear. I'll report on progress in future issues.



Classifieds

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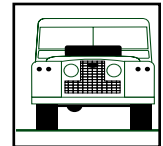
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Don Leaming
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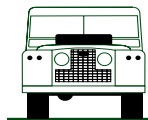
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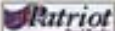
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