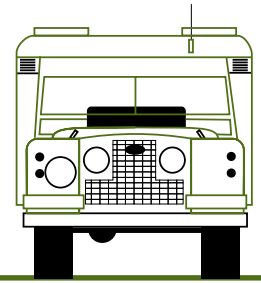


**OTTAWA  
VALLEY  
LAND  
ROVERS**



February 2009

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

Volume XXVI, Number 2

# Winter Romp!



*See article and more  
photos on pages 9-10*



PHOTO CREDIT: BENJAMIN ALLAN SMITH



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>

## OVL R Executive and General Hangers-On

### President

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### Secretary-Treasurer

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### Events Coordinator

Your Name Here  
*could you help out?*

### Off-road Coordinator

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### Club Equipment Officer

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### Archivist

Your Name Here

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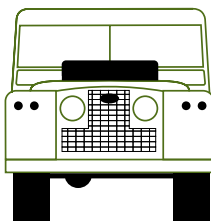
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### All British Car Day Coordinator

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 (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. 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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## Hey man, what's going on?

### OVLRL 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 Peter McGough for location. email [mcgou@msn.com](mailto:mcgou@msn.com)

#### Notices:

Brits in the Park: The Classic British Motor Event—July 19, 2009—Lindsay, Ontario. Presented by The Victoria British Car Club the event is set in picturesque Victoria Park in downtown Lindsay. Prizes, Pub, Market Place, Music by Jack Nevins. Come join us rain or shine. [www.victoriabritishcarclub.ca](http://www.victoriabritishcarclub.ca)

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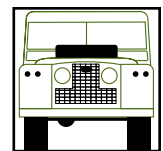
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SENT IN BY D.KENNER

<http://www.youtube.com/watch?hl=fr&v=d4Yur9F6cAM>

PSM

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# President's Message

BY PETER MCGOUGH

*“I was disappointed at the turnout to the Annual General Meeting last month. According to the membership list we have over sixty full-members. Full-members being those who live within the boundaries of the Ottawa Valley, have full voting privileges and can hold office in the board of directors. Only 15 full-members were present at the meeting. For the club to run smoothly and easily we need everyone's assistance.*



*President Peter McGough*

*One place we can all start is with the newsletter. This is your newsletter. To help us keep it current and informative for full-members we need you to submit stories, pictures, local event reports and helpful hints on maintaining your Land Rovers.*

*Any willingness to express yourself in words would be appreciated. The board of directors reserves the right to edit all submissions in order to stay within the legal limitations of our corporation.*

*Our associate members (those outside of the Ottawa area) are also Land Rover enthusiasts. They recognize the work OVL R puts into keeping its members informed. We appreciate their feedback and support at our events.*

*If local members are willing to volunteer on any event committees (such as the birthday party, Christmas party, oiler, maple sugar day, technical clinics and other social events) please contact any member of the board of directors. New ideas and feedback are always welcome. Let's make this a super year with lots of super events and memories.”*

Well, it was a President's Message, just not mine. It was the first President's Message which Jason Dowell wrote in February 1996. I was at the Prescott on Family Day waiting for the assembled

hoards (both of them: JL and Bruce) for the Social. I had previously picked up a binder of old newsletters from Christian Spieldfogel and was passing the time reading the early issues. The first President's Message struck quite a chord. I guess many of the issues we had then are still facing us now. I was however mightily impressed subsequently by the technical content of the early newsletters and would like to request members preparing their vehicles for the spring onslaught to capture their efforts and send Terry a note.

I had previously discussed the issue of our membership in the Ontario Federation of 4WD Recreationists (OF4WD) and the need to participate in discussions related to theMazinaw-Lanark Forest Inc. 2011- 2021 Management plan for trail access and in particular Lingham Lake. I called in to see Dom while returning from Toronto and, while I looked around in awe at the treasure trove of LR bits, he kindly agreed to be our representative. We also looked over his new RR 30th Anniversary Edition. It's a very nice vehicle, resplendent in its Sherwood Green. Way too classy for the likes of us. I noticed that it had the same problem as Peter Gaby's Holland and Holland: The Grey Poupon reservoir light was flashing empty!

Talking of Peter. He has agreed to be our event coordinator. Yes, singular unfortunately. He will be organizing the Maple Syrup Rally, when all the Maple Syrup good are aligned. We really do need an accurate count this year and I encourage a large gathering for what is always a great event.

We still are looking for an events coordinator so please throw your hat in the ring and help.

*Peter  
mcgou@msn.com*

## **New Members Wanted!**

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

*See page 2 for subscription details.*

# Winter Romp 2009

ARTICLE AND PHOTOS BY BENJAMIN ALLAN SMITH

**N**ot even holding a Land Rover event on Valentine's day could keep the Land Rover faithful from heading over to Unity, Maine for the Winter Romp. One OVLRL fiance, after spending a few hours getting two Land Rovers of a two Land Rover group without winches unstuck said, "This is the best Valentine's Day ever!" I think that she's a keeper!

This year marked the 14th official Romp, though it had been a locals-only event for many years before 1996 when it was first posted. In addition to the web site [www.winterromp.org](http://www.winterromp.org), this year a web forum was added to assist in organizational details.

Winter Romp is organized and hosted by OVLRL member Bruce Fowler in and around the area of his home. A number of OVLRL members attend each year. This year the attendees included Dixon (though in a Subaru not the BGB), Ben Smith, Q, Dave Bobeck, Bill Caloccia, Jeff Berg, Francois & Christien Kirouac and Thomas & Maria from Quebec City, and Eric Brouchard from Montreal. This year J-L and Andy Barr were not able to make it do to some excuse. All in all 73 Land Rovers (plus a few others that we one mention) attended: 19 Series, 20 LandRover/Defender, 19 Discovery, 14 Range Rover and 1 Hybrid.

*(continued on page 6)*



*Dora and 80"  
— twenty years apart  
— at Bruce's.*



*Reflections*



*Bryan's SILA/Disco hybrid. A very neat custom body.*



*Bill Caloccia's SILA 109*

## Winter Romp (continued from page 5)



Engine swap at 2am in Bruce's garage. From l to r: Nick Comeau, Bruce Fowler, Peter Knowles, Niel Fisher and Patrick South



The flash in the dark must have been very distracting.

Patrick South in RiverPort Rover waits for a winch

*Would it be a Land Rover event if there wasn't a bonnet up somewhere with people assuming the position? George Bull, Peter Knowles and Q ponder while Deborah get's a good view.*



One extraordinary adventure was that of Peter Knowles, Patrick South and Nick Comeau from RiverPort Rovers in Nova Scotia. They decided to build a Series III 88" that started with a broken frame and drive it to the Romp. Now, mind you, they didn't start wrenching until a week before the Romp. They built the truck, got it registered and safetied, and drove it down with only minor mechanical issues and repairs. Once at the Romp they replaced the head gasket, water pump & thermostat, developed rod knock, replaced the engine, waterpump, freeze plug and probably a host of other things that I'm forgetting.

They got home 2 days late, but at least got there. For those of the Internet persuasion, go to <http://www.youtube.com/user/RiverportRovers> and watch all 10 videos for the Romp.

The off-roading for the Romp is held on 8,000 private acres just down the road from Bruce. The land owners are kind enough to grant us access year after year. The Romp has a regular schedule. On Friday the first arrivals start breaking trail on the Dickie Rd. Then back to Waterville for dinner at a restaurant

(Cancun). Most people stay at the Holiday Inn with some at Bruce's house and a few hearty winter campers out back. A few bravehearts head out for night runs.

Saturday starts with breakfast at Big G's. Some groups head out to the trails directly from Big G's and some head for Bruce's for orientation and trail leader assignments. Though that makes it sound much more structured than it is. All day groups break trail on some trails or just try to follow the ruts from those before them. Dinner is back in Waterville (You Know Whose Pub). More night runs for the hearty. Sunday is more of the same: Big G, trails, & dinner in Waterville (Breadbox). The last wave usually heads out Monday morning for home. The Riverport lads left on Tuesday. Only two dead trucks were left at Bruce's at this point. A D90 with a clutch problem and a bobtail Disco with a split transferbox. I'm sure that their owners will be back in the coming weeks to drag them home.

Many thanks to Bruce for another great event. For those that haven't attended, it is worth the drive.

# The TIGGER Machine

ARTICLE BY PETER MCGOUGH

“It is with great pleasure that I invite you all over to the workshop on this Saturday to celebrate my birthday in the most fitting way possible, c’est à dire in a celebratory expenditure of enough electricity to supply a small country, by way of tungsten inert gas (TIG) welding on a classic beauty of a P&H (Pawling & Harnischfeger) TIG machine. T’is a little known fact that the people that are best known for building 1000 ton off-highway mining equipment also designed and manufactured welding equipment in the 1960’s using their own keen eye for esthetics and engineering with a safety factor of twenty. Sufficient was the robustness of these units that both the United States and Canadian military bought them as field repair units and qualified them as ‘soldier-proof’, need I say more.”

And so it started last Saturday Morning bright and sunny with several Monkeys looking for a welder. The Machine is as described, awesome. There’s something about a 1 ton yellow welder on wheels that stirs the soul of any red (rust) blooded Land Rover Owner. I had brought along a Series One fender that has been adjusted with a gas axe and a crinkled nacelle, a la Bristol Brabazon, off a Bristol 405 (adjusted by a flying Spridget), in order to discuss the finer points of annealing and possibly welding Birmabright (aluminum/magnesium) and the mystery sheeting used on the Bristol. I had even brought with me some



*The Covenant of the ARC*



*Through a Glass Darkly*



*The Ghost and the Darkness*



*A Place in the Sun*



*For the Heat of the Night*

ideal rod (lumiweld type) to see how this performed against the assembled might of the P&H.

However the P&H Beast was not going to be brought to life without a struggle, particularly at multi-sub zero temperature. We know that even on a good day the inside of JL’s barn resembles Frankenstein’s workshop. But on this day, after most of the folk had left and the last piece of ice was chased from the coolant piping. The aerie crackle and glow of the life force creation was seen casting JL’s shadow on the barn walls. Hey, if you don’t believe me notice that the resident dog was hiding in the back of the Disco, herding 1950’s body panels.

Other than that we had a great time! And, after suffering many ribald comments it turned out that there really is a need for the Gucci welding gloves JL had bought.

Stay tuned next month for the Annealing Times and the Perils of Puddle Welding.



*The Abyss*



*Chariot of Fire*

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*Faithful scribe (sort of) Mike McD proudly displays his OVL R T-shirt in front of the Temple of Ramses II in hopes of finding new club members during his recent Egyptian tour. No luck on the banks of the Nile where the 13th century BC temple stands but he was sure Cairo's 10 million vehicles would cough up a few familiar Solihull products. No Land Rovers, Rangies, Discos nor Defenders. Nada. Seems when the Brits left, the locals were a tad bitter. Rumours abound they once lived there but now reside under the desert sands waiting to be discovered a la pyramids. Asked about this month's newsletter anniversary story, he said: What? Er. "Tell 'em I'm researching and we'll catch up next month." Here's hoping he'll get a bigger T-shirt before the next photo.*