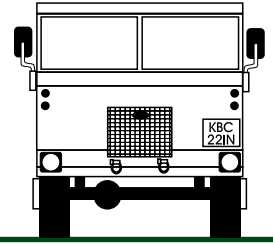


OTTAWA
VALLEY
LAND
ROVERS



August 2006

www.ovlr.org

Volume XXIII, Number 8

A Look in the Rear View Mirror



Photo Credits: Peter McGough, Tony Funnekotter and others



PO Box 478, 3731 Carp Road
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 \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

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Bruce Ricker

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Auditor

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Returning Officer

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Executive Member-at-Large

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OVL R Newsletter

ISSN 1203-8237

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.

Beneath the Bonnet

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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. morinj@tc.gc.ca

Annual Oiler – late September/early October, 2006

Stay tuned for details!

Annual Christmas Party – December, 2006

A tentative date of December 2nd has been set for the Annual Christmas Party. Stay tuned for more details!

Where Land Rovers Never Die

Story from BBC NEWS:



http://news.bbc.co.uk/go/pr/fr/-/1/hi/world/south_asia/5256278.stm

Published: 2006/08/08 15:17:43 GMT

by Alastair Lawson
BBC News

The north-eastern Indian hill area of Darjeeling is renowned throughout the world for the quality of its tea.

But now Darjeeling is being noted for the quality of another of its enduring assets: a collection of Land Rovers driven by locals for the last 50 years.

Many of the vehicles have been used and abused for the last half-century without locals being aware of their value in the West.

Experts say that some used as taxis could be worth in excess of \$38,000.

“Darjeeling is a Land Rover lover’s dream,” says expert Les Roberts.

“Some of the long-wheel base models being driven around the streets of the town are series one vehicles manufactured in the UK in between 1956 and 1958.”

“Only around 100 or so exist in Britain, and only around 500 worldwide. Of these only a few are in working order, which is why they would be worth so much money in the West.”

Yet it seems the owners of the Darjeeling Land Rovers may be unaware just how valuable their vehicles may be.

“We use them as taxis to earn a living,” said driver Suman Gorkha.

“Obviously we keep them well-maintained because they provide us with a living, but it has never occurred to us that outside of Darjeeling they could be worth a lot of money.”

Experts say that the vehicles were exported to Darjeeling throughout the late 1950s.

Mr Roberts – who writes for Land Rover Monthly – says that they are not seen much in India apart from the hilly areas of the north-east.

Old foreign vehicles are a rare sight in India because of import restrictions imposed by successive governments in the years following independence.

Land Rovers were allowed to be imported because they were classified as commercial vehicles rather than cars.

Mr Roberts says that the explanation for their longevity is because they are well maintained by capable local mechanics.

Many have new engines and some have been specially adapted to take fuels other than diesel and petrol.

“In India the consumer society culture is not so strong, so the vehicles are not discarded as soon as they break down as perhaps they would have been in the West,” he said.

“Another important factor is the lack of road salt and agricultural chemicals which damages the bodywork of so many of the vehicles in the West.

“It is often said that 75% of Land Rovers manufactured are still on the road,” Mr Roberts said.

“In India they are kept going by a combination of knife and fork mechanics using Land Rover spare parts - or pattern parts - which are copied and are therefore far cheaper.

“There is no reason why these vehicles cannot go on for ever.”

Ardbeg/Mattawa Tough Trail Epic

October 26-29, 2006

by Ted Matthews

Ardbeg Section

Thursday, October 26 & Friday, October 27

The two south trails will be tackled, one light-medium-rated with one possible tough section (if it's wet, the hill could take a toll), the other a tough trail with lots of challenges for anyone. These trails will be driven one on each of the two days.

Camping at Table Rock at Round Lake will be the accommodation for Thursday, October 26th.

Mattawa Section

Saturday, October 28th & Sunday, October 29th

Two trails will be tackled, one medium-tough if it's wet, the other can be tough at any time in any condition. The same conditions will apply in terms of the size of groups, as previously mentioned.

Overnight at cabin accommodation near the town of Mattawa (or nearby camping is an option) on Friday, October 27th and Saturday, October 28th. Cabins accommodate up to four people in two separate twin-equipped rooms. Each cabin has a screened veranda, kitchen/living/dining area with 3 piece bath and wood stove – none of it fancy.

Participants can be part of each section individually, or for the whole four-day package.

Registration \$25.00. Please contact matthewsted@aol.com for full information package.



Editor's Greenie Points

This month there are 6 photos — check them out and name the event (including year), owner/driver, or photographer for 1 greenie each ...

The person with the most greenies gets a free drink or bragging rights at the next social ...

n.b. ... untruths or fabrications MAY help you!

Send your response to the editor at tking@sympatico.ca



Photo 1



Photo 4



Photo 2



Photo 5



Photo 3

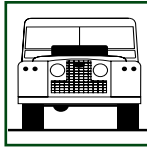


Photo 6

Classifieds

YOUR AD HERE

FREE add space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



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.

OVLRL Forums

Please see:

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

What goes around comes around ... sometimes

submitted by David Huddleson

Had to write, as it seemed pertinent fodder for the newsletter ...

As we know, Dixon did not make it to the Oxford Mills car show in late May, due to a "locked" rear differential. And it was stated this was not the first time ... I must step up to confirm this as fact! And how can I state this so confidently, you may be inquiring? Well, how is it that after all these bolt-rounding events, that Dixon always appears at my door. And typically covered in well-used 90 weight gear oil. The previous tire-dragging event happened

on Limebank Road, south of Ottawa, and Dixon walked (yes he does remember how to do that) about 1/2 mile to our house. He was wearing a significant amount of his 90wt already. This time, he did disconnect the rear driveshaft and remove the half-shafts, possibly with help from Dale, and then he drove the (Front-Wheel Drive!!!) Land Rover to our house. We cleaned him up and allowed him to whine about his adventure ...

Just had to share that, after reading the July newsletter carefully ...

*Cheers,
David*

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... and go easy on the gas.**



Photographer : Unknown

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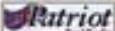
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