

OTTAWA
VALLEY
LAND
ROVERS



November 2006

www.ovlr.org

Volume XXIII, Number 11

A glimpse of the past reflected in the future



Photographer : Unknown, taken at a recent Birthday Party



OTTAWA
VALLEY
LAND
ROVERS

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.

OVL R Executive and General Hangers-On

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Bruce Ricker

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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

Annual Christmas Party – December 8th, 2006

See details on page 6

OVLR Forums

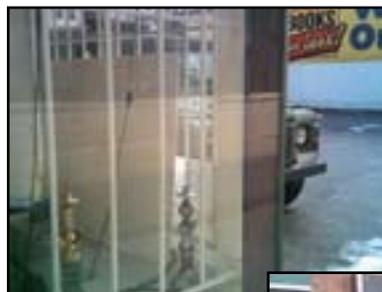
Please see:

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

New Members Wanted!
Invite your Land Rover
obsessed friends to join
OVLR!

See page 2 for
subscription details.

"I Spy...."



A new kid in town. Seen at the corner of Albert and O'Connor with a brand new license plate, painted green over yellow, this solid looking 110. *Photographer T.King*

Jungle Love

Story and Photos by John LeBlanc

Attributed to StraightSix.com and submitted by Murray Jackson

October 13, 2006 - GALLON JUG, Belize - Despite low-range selected and Terrain Response dialed in for mud and ruts, the gas pedal of our Land Rover Range Rover Sport Supercharged is matted to the floor, but we still aren't budging. Spinning our mud-packed tires, we actually start sliding backwards on an incline in a rutted two-track called Camp 6 road, deep in the western Belizean jungle about five kilometres from the Guatemalan border. When the "Go! Go! Go!" cry screeches over the walkie-talkie from the Range Rover HSE coming up hard on the road from behind us, the consensus in our truck is that backward progress is "not good". Suddenly, from behind, the charging truck's headlights emerge from the clutches of the intensely green jungle foliage like the eyes of a hungry jaguar looking for lunch, the occupants seeking their own forward momentum as they have a third Land Rover attached to a tow strap. With over 5,000 kilograms of Land Rovers filling our rear views quicker than anyone's comfort zone, our Range Rover Sport SC, after some serious wheel wiggling to get its tire's sidewalls some grip in the deep mud (that looks like and has the consistency of chocolate cake batter), we finally get a modicum of traction, crab crawl forward maybe 30 metres and avoid being rear ended, when "Stop! Stop! Stop!" crackles across the radio.



Now with only green foliage in our mirrors, it's obvious that the two tethered Land Rovers chasing us—the two last trucks in our jungle caravan—have been sucked into the quagmire of



the so-called road for the umpteenth time today. It's only late afternoon, but the combination of sun-blocking jungle canopy and early sunsets here near the equator mean we can't leave them behind to the inevitable darkness. Plus, we have to rendezvous with the Belizean Defense Force for our armed escort required when visiting this close to the dodgy Guatemalan frontier. Despite our desire to keep moving up the hill, and eventually back to civilization, we have to stop, wait for the "Go! Go! Go!" squawk on the radio, and do it all again. And again, if need be.

Welcome to off-roading, Land Rover style.

The Ford-owned British company recently decided that a few days in the heart of the Belizean jungle would be a better way to show off the extreme capabilities of their lineup of luxury sports-utility-vehicles—from the LR3 to the new Range Rover Sport to the big daddy Range Rover—than, say, traipsing over some dusty Muskoka cottage back roads.



Bordering Mexico in the north, Guatemala to the west and south and the Caribbean Ocean to the east, with only 280,000 citizens spread out over 22,790 square kilometres, Belize is like one big small town. Think subtropical Prince Edward Island, without the Tim Horton's, and you get the vibe.

continued on page 5

Known for its Caribbean resorts sprinkled along a barrier reef, the longest in the Western Hemisphere attracting snorkelers and scuba divers from around the world, that's not the Belize Land Rover had reconnoitered for us.

The thinking was that if the Belizean jungle is challenging enough for the British army to practice jungle warfare, it's harsh enough for testing the mettle of Land Rovers.



“Some of the toughest portions of the [Land Rover sponsored] Camel Trophy [endurance races] have been run through here,” explained Tim Watson, Vice President of Communications, Land Rover North America, “and frankly, we needed to up the ante, so to speak, as to what our vehicles are really capable of off-road compared to some of our newer competition.”

Upping the ante in this small Caribbean country didn't seem to be much of a problem.

Recent record rainfalls wreaked havoc on sweated-over agendas and an already fragile sub-tropical environment with a road system that is only about 5% paved. Land Rover Canada's Barbara Barrett's pre-trip recommendation to “bring your sense of adventure” now seems a trifle bit of an understatement.



After the first day's nine hours of snatching and winching our caravan of Land Rovers over the poisonous bug and plant infested Camp 6 road's overgrown ancient Mayan agricultural

terraces—averaging a little over one kilometre per hour—the second day's trek over twisty washed-out, boulder strewn rural roads to the ancient Mayan ruins at Caracol seemed like, well, a walk in a city park.

Finding the limits of adhesion, getting a feel for the steering, vehicle weight transfer and braking limits are just as important at off-road walking speeds as at 100-km/h on-road.

That's where the alphabet soup's worth of electronic aids that are standard on every Land Rover are a real boon to off-road driving novices (re namby-pamby auto scribes).



A standout feature is Land Rover's Terrain Response, a centre console dial that lets you choose one of five terrain types—from on-road driving to snow, mud, sand and rocks—and adjusts the height of the air suspension, throttle sensitivity, traction controls and, for all I know, boils you a nice pot of tea.

Next time you see a new Land Rover stuck in line at a Starbucks drive-through, think of the extremes of Belize. It's hard to imagine any other production vehicle that could withstand such a beating, and yet still coddle you like a luxury sedan as our convoy of Land Rovers did for those few days in the jungle.

John LeBlanc, Publisher, www.straight-six.com

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Land Rover Salvage 

Visit us at www.landroversalvage.ca Email: info@landroversalvage.ca

'Front Showroom' 162 Russell Street, Madoc, Ontario K0K 2K0
Tel: 1.613.473. LAND (5263)

Grand Opening on 9th December

Dominic & Scarlett Perodeau (OVL R Members) are pleased to announce that their new Land Rover Salvage store is opening on the 9th December. This business has been up and running from our home for almost a year and we have dealt with many club members and owners either by word of mouth or our eBay store, but we have outgrown our space and have taken the brave decision to open a store in the former GM showroom at the Junction of Highway #7 & 62 in Madoc.

We will be pleased to see all Land Rover enthusiasts turn up to meet & greet and lend some support to an emerging independent supplier of new and used parts for Discovery 1 and Range Rover Classic, we are there to help keep these trucks on the road and always welcome visitors.

We hope that you come along have a coffee eat some food and meet other enthusiasts and have a great time and we endeavour to grow our reputation as the only dedicated dismantler of Land Rover vehicles in the Province — Feel free to park in the line up at the front of the showroom!

Festive Lugnut Award



The Ottawa Valley Land Rovers

Christmas Party

Friday Dec 8 2006

Drinks and comraderie at 6:30 PM

Dinner at 7:00PM

Hungarian Centre
43 Capital Drive, Nepean

Activities: feellie meellie, Crossword puzzle for the ladies
Music, a slide show and the infamous awards:

The Towball, The Gasket Under Glass

and OVL R's version of the Nobel peace
(or in this case, pieces) prize:

The Lugnut Award

and perhaps even a special appearance by Santa Claus



Dinner: turkey, stuffing, potatoes gravy and vegetables.

Cost: \$15.00 per person

Please RSVP before Noon Friday Dec 1

Note: No RSVP you might not get feed.

(djpellry@yahoo.ca)

Classifieds

FOR SALE

4.0 litre Disco I engine and transmission, asking \$500. Partially dismantled.
Send enquiries to Andrew at dcaf@magma.ca

PARTS FOR SALE

Dished Bonnet very good condition fits Series II & III \$75.00. Late model Series III starter motor very good condition \$75.00. Five Series III steel wheels good condition \$50.00 for all five. Galvanized Series II IIA and III replacement grill (Wise Owl used to make these) excellent condition \$75.00. Series III (plastic) grill good condition \$5.00. Front breakfast (Radiator surround) good condition \$25.00. Drivers side door latch with keys and two lock cylinders very good condition \$25.00. One set of new Series III parking brake shoes (I think that's what these are) \$25.00. All parts are located in Ottawa. Email Kevin @ linda&kevin@trytel.com for pictures or to deal.

FOR SALE

Project - 1972 88" Series 2 hardtop running but rough and Series 3 88" Station Wagon plus \$5000 worth of new parts including galvanized frame. Asking \$5500 for package. Can deliver from Sault Ste. Marie at transportation cost. Call (705) 253-2158 evenings.

WANTED - YOUR OLD LEAF SPRINGS!

Got old leaf springs gathering dust in your garage that you do not want? I will take them off your hands. Send me an email and I will pick them up.
Brian Scott
bjjscott@sympatico.ca

LAND ROVER FOR SALE

1968 Series2A 109" 3 door hard top.
Complete renovation on a Marsland galvanized chassis in 2001-02 with:
Approx. 20,000 mi since : professionally rebuilt 2.25 petrol engine, gearbox and transfer case , new Salisbury rear axle, completely rebuilt original Kodiak Mk 3 heater, - tach, complete new wiring harness, Stewart Warner oil pressure guage, receiver hitch with flat 4 wiring, 400watt block heater, 2nd gas tank with switching for flow and sensor on the fly, 64 amp GM alternator, 5 BF Goodrich Trac Edge 750 R-16 tires, leather swivel ball gaiters, original Marine Blue colour .
Most parts are from Paul Safari Components in Queenston , ON .
Comes with many extra parts including a restored pick-up cab roof, a freshly painted deluxe bonnett with tire mount fittings, forward facing bench seat, side facing jump seat, used but working Kenlowe electric fan with fittings, switches and wiring.
I have untold thousands invested in this truck but health forces sale.
Not off road since restoration but she is my daily driver.
\$14,500. or best offer
Don Leaming ... member # 284
Niagara Falls
905 295-4017
email: leaming@vaxxine.com

Up for an Adventure ?

OVLV members Mike Ladden and Jim Leach, both from Connecticut, are heading up an expedition similar to the one completed two years ago to Tuktoyaktuk.

If you have a Land Rover in good standing (and condition) you may wish to be part of this trip, and there are willing and waiting co-drivers to accompany you. Space is very limited, due to the limited accommodations in the far north.

The current plan is to ship the trucks by rail out to Alberta, and drive north from there.

Check out the web site at www.drivetheglobe.com

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.

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The End



Photographer : Unknown, taken at Silver Lake

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