

OTTAWA  
VALLEY  
LAND  
ROVERS



February 2008

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

Volume XXV, Number 2

# Intercalary Edition ... Leaping Forward



*The Sugar Shack Beckons* — PHOTO CREDIT: P. MCGOUGH  
(see page 11 for article and more photos)



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 website 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

Peter McGough  
[mcgou@msn.com](mailto:mcgou@msn.com)

### Secretary-Treasurer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Events Coordinator

Robin Craig  
[events@ovlr.org](mailto:events@ovlr.org)

### Off-road Coordinator

Kevin Newell  
[linda&kevin@trytel.com](mailto:linda&kevin@trytel.com)

### Past-president

Jean-Leon Morin  
[morinj@sympatico.ca](mailto:morinj@sympatico.ca)

### Club Equipment Officer

Dominic Perodeau  
[dominic@landroversalvage.ca](mailto:dominic@landroversalvage.ca)

### Archivist

Your Name Here

### Auditor

Christian Szpilfogel  
[christian@szpilfogel.com](mailto:christian@szpilfogel.com)

### OVL R Marshall

Murray Jackson  
[mjackson@igs.net](mailto:mjackson@igs.net)

### Returning Officer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Executive Member-at-Large

Andrew Jones  
[andrewjones@ripnet.com](mailto:andrewjones@ripnet.com)

### Merchandising Coordinators

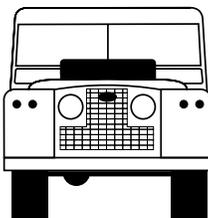
Gabrielle Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)

### Webmasters

Dixon Kenner, Ben Smith, Bill Maloney  
[dkenner@fourfold.org](mailto:dkenner@fourfold.org)

### 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](mailto:tking@sympatico.ca)) or Dixon Denner ([dkenner@fourfold.org](mailto: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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### Newsletter Content Editor:

Terry King  
[tking@sympatico.ca](mailto:tking@sympatico.ca)

*Special issues:*

Dixon Kenner  
[dkenner@fourfold.org](mailto:dkenner@fourfold.org)

### Newsletter Production Editor:

Lynda Wegner  
[lwegner@synapse.net](mailto:lwegner@synapse.net)

### Production Assistance:

Bruce Ricker  
[joey@igs.net](mailto:joey@igs.net)

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## Hey man, what's going on?

### OVL R 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:

**Maple Syrup Run** – April ??? – TBA Watch the web site for the date

**The CROC Uwharrie Safari** – April 10-13, 2008 — North Carolina website: [www.carolinarovers.org/](http://www.carolinarovers.org/)

**25th OVL R Birthday Party** – June 20-22, 2008 — Silver Lake, Ontario Book your campsites now!

**Brits In The Park** – Sunday July 13, 2008 — Lindsay Ontario All British made vehicles and motorcycles welcome. Entry fee is \$10. Victoria British Car Club website: [www.glenhunter.ca/vbcc](http://www.glenhunter.ca/vbcc)

# President's Message

BY PETER MCGOUGH

**T**his is the first of what I intend to be my monthly message via the newsletter. Not a great epistle, mind you, just a few thoughts on Land Rovering.



*Incoming president  
Peter McGough*

— CREDIT: G. PELL

By way of background, I have been a member of the club for about 7 years, since moving to Ottawa from Calgary and have owned Land Rover vehicles for the last 25 years. My most long suffering is a 1979 2-door LHD Range Rover. I brought it over from the UK after it lived a story-book life in St. Tropez. I don't know what it thought of the Prairie winter after its previous home, but it did decide to empty the contents of the sump through its dip-stick hole, on the border between Alberta and Saskatchewan (not the end of the earth ... but you can see it from there ... apologies to Mr. Trudeau) when the breathers froze. It has seen sterling duty with weekly trips between Calgary and Saskatoon (when gas was a lot cheaper) and numerous towing adventures over the years. My most recent Rover is a 2-door 1989 LHD 200TDI Discovery, originally registered in Belgium and which I had shipped over from the UK in 2005. Awaiting renovation are two 1956 86 inch Series I's. I have also owned a Series I 109 pick-up, Series I 107 Station Wagon and 1958 Series I 88 inch winterized truck which, in a rare moment of sanity, I parted with when I realized I would never get round to doing the restorations they deserved.

Since joining the executive I have found out just how wide-spread the club is and therefore how important the newsletter is as a vehicle for communication and as a medium to expand the objectives of the club. And what are the objectives of the club? According to the by-laws, the membership shall consist of persons sympathetic to the preservation of Land-Rover but, as we know, the activities of the club are much broader than that. I hope to hear from you, the club members, as to your objectives for the club so we can work towards realizing them.

What has the club given me? An opportunity to meet some of the most genuine and interesting people with a diversity of backgrounds that is simply staggering. Their common interest is, however, a lineage of vehicles that symbolize, perhaps, a clear and honest design using long lasting materials, outstanding abilities both on and off road, truly green vehicles lasting many times and thousands of miles longer than so called environmentally friendly vehicles. The club has also given me the opportunity to learn from true experts' those techniques and procedures for safe and proficient off road driving ... even if I don't seem to use them all the time! ... changing gears on muddy uphill climbs!!!

This year is our 25th anniversary as well as the 60th anniversary of Land Rover and so it is an exciting year to be involved in the club and for me to give something back to the club.

**“One life – Live it”**

Peter  
mcgou@msn.com

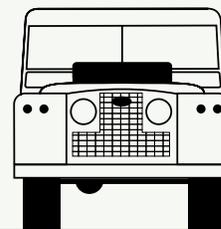
## Dear OVLR member,

OVLR is looking for memories, anecdotes, photos, copy — anything that reflects the history of the club way back when Bruce Ricker had hair. We are looking for material to help fill in “history” to celebrate our 25th anniversary this June.

Please send anything you might have to Mike McDermott at 2160 Black Creek Road, Edwards, Ontario, K0A 1V0.

All material will be photocopied and returned.

For info call McD at 613 - 821-1362 or mikemcd@magma.ca.



# OVL R AGM

## Ottawa Valley Land Rovers Incorporated

### Minutes of the Annual General Meeting

The Cheshire Cat Pub  
2193 Richardson Side Road  
Carp (Ottawa) ON K0A 1L0

February 6, 2008 7:35 PM

Jean-Leon Morin, OVL R President, called meeting to order at 7:35 PM with 15 members and one guest present as per Appendix A.

### Reports

As in past years the reports were made off the cuff and text was not provided to me so I am attempting to capture the highlights, any errors are my own.

#### 1. President's Report:

JL started by welcoming the members present and summarized the past year. Stating the executive concentrated on the core events, specifically, the Maple Syrup Rally, Birthday Party and the Christmas Party. The off-roading at the Birthday Party was improved over past years through the efforts of the off-road coordinators and some members (Kevin Newell, Terry King, Terry's brother Scott, and Dave). JL recommended that the incoming executive should review and come up with a policy with respect to alcohol consumption at the birthday party. While we haven't had an incident to date, rules and attitudes towards drinking and driving have changed and the club needs to be conscious of our reputation (and the reputation of 4X4'ers in general). The Land Rover Salvage Guy Fawkes (or bonfire night) was a success this year and JL recommended that the club continue to support Dominic's efforts to make this an annual event. This year the executive made a decision not to hold the annual oiler. During the past several years the number of trucks taking part in the Oiler has been steadily declining (in 2006 we had 4 trucks oiled). Unlike past years when the AGM was held on the coldest night of the year, this past year the Christmas party was held on what appears to be the coldest night of the year.

#### 2. Events Coordinator:

This position was vacant during the 2007 year so no report.

#### 3. Off Road Coordinator:

In an effort to get to the elections the off-road coordinators report was overlooked. (Sorry Kevin).

#### 4. Member at Large:

This position was vacant during the 2007 year so no report.

#### 5. Secretary / Treasurer report:

The minutes from the 2006 AGM where circulated and reviewed by the membership present. It was moved by Kevin Newell and seconded by JL that the minutes be accepted as presented. Carried by all.

David then circulated copies of the year-end financial report. He explained the basic format as well as gave highlights of the information. The current balance (as of Dec. 31, 2007) was \$ 8,410.01 (a decrease of approx. \$13 from the end of last year) cash and investments. These reports are available to any member at any time, just request from secretary/treasurer. Dave pointed out that during the 2007 year \$ 627. was spent on trailer maintenance (general repairs, new springs, four new lighter tables).

#### 6. Auditor Report

The auditor's report is attached below. Christian again commented on the quality of the books and the completeness of the record keeping. Christian did note that the incoming executive should undertake to confirm the value of the expedition trailer and any inventory.

It was moved by Andrew Finlayson and seconded by Bruce Ricker that we accept the books as presented. Carried by all.

*See Appendix B Fiscal 2007 Audit Report for OVL R – Summary*

*(continued on page 6)*

## OVLR – AGM Minutes (continued from page 5)

### 7. News Letter Editors Report:

In an effort to get to the get to the elections we forgot to request the newsletter editors report (Ditto Terry).

### 8. Returning Officer:

Prior to starting the elections the bylaws were reviewed and it was found that 90 days written notice was required for the AGM. Kevin Newell and Jean-Leon Morin moved that this requirement be waived so that the 2008 executive would have the authority to execute plans for the 25 anniversary. The Motion was carried by all present.

Unlike past years, this year we actually received some nominations prior to the AGM.

We had three members nominated for President: Dominic Perodeau by Kevin Newell, Robin Craig by Andrew Jones, Peter McGough by Andrew Finlayson.

Regrettably, the bylaws section MEMBERSHIP sub-section 2a precludes Dominic serving on the “Board of Directors”. Dominic withdrew his nomination and agreed to assist the board in other capacities.

For Off-road coordinator we had one nomination. Kevin Newell was nominated by Dave Pell and heartily endorsed for the excellent job he did last year.

For Member-at-Large Andrew Jones was nominated by Robin Craig.

At this time there where no Nominations for events coordinator.

A 5-minute “nicotine break” was requested and the meeting was called off for five minutes.

The meeting resumed. The returning officer requested if Robin Craig was willing to let his name stand for President, Robin withdrew his name at this time stating that he was willing to serve in any other capacity. Several members raced to rise and nominate Robin as Events Coordinator, Andrew Jones beat them and gladly nominated Robin.

The nominations now stood as:

President: Peter McGough

Offroad Co-coordinator: Kevin Newell

Member at Large: Andrew Jones

Events Co-coordinator: Robin Craig

Each was asked if they were willing to stand in the nominated positions, each accepting the nomination.

There being no further nominations, the four above positions where declared acclaimed.

The following people were nominated and acclaimed having accepted the nomination for the respective positions:

- President: Peter McGough
- Events Coordinator: Robin Craig
- Offroad Coordinator: Kevin Newell
- Member at Large: Andrew Jones

The new executive asked members to serve in the appointed positions.

The following positions were appointed (volunteered or agreed to stay on in that position) and approved by membership at this AGM:

- Past-President:  
Jean-Leon Morin
- Secretary /Treasurer:  
David Pell
- Newsletter Editor Principle:  
Terry King
- Auditor:  
Christian Szpilfogel
- Returning Officer:  
David Pell
- Merchandising Co-ordinator:  
Gabrielle Pell
- Club Equipment Officer:  
Dominic Perodeau
- ABCD (All British Car Day) Coordinator:  
Dave Pell / JL Morin.  
*This is a volunteer position to act as an interface between OLVR and the ABCD committee.*

(continued on page 7)

9. Old Business:

A new copy of the trailer ownership has been obtained from the Ontario government and is now with the Secretary/Treasurer and a copy is in the trailer. The official owner of the trailer is “OVLRL Incorporated”

There was an outstanding action from the auditor report to do a complete inventory of the equipment associated with the expedition trailer. This action hasn't been completed and the executive will attempt to complete this action in 2008.

10. New business:

Under new business several items were brought up from the members present and I have attempted to record the issues and resolution.

- **Newsletter:** the regularity of the publishing of the newsletter was questioned. It was noted that in 2007, while several of the newsletters were late, 12 issues were published. The past executive pointed out that halfway through the year, Dixon Kenner was asked to publish 4 issues as seasonal supplements. Dixon has not been able to publish any newsletter supplements. The new executive is to contact Dixon and determine what his intentions are for this year.
- **Website:** Several members asked about the website. Who owns the “ovlr.org” web address, and how we can update, if there was a liability for the quality of the information on the web page and how to correct errors noted. The new executive is to meet with Dixon and determine what procedure to follow to update the website and whether Dixon needs any assistance with the website.
- Dominic mentioned that he has a business acquaintance that could make 3d laminated membership cards for the club if we wish. The executive has agreed to look at this issue as well.
- Dominic also brought up the idea of having “Sanctioned Chapters of OVLRL”, possibly to have chapters in Montreal, London, Hastings

etc. The chapters would provide a similar social meeting environment to the monthly social in Ottawa but on a different night. The idea was warmly received with Robin offering to support Dominic in investigating this idea further. Before endorsing, the executive would need to understand and clarify any legal/insurance ramifications. But everyone endorsed the idea in principle.

- As this is the club's 25 anniversary and the Land Rover brand's 60'th, Mike McDermott is attempting to put together a OVLRL history. The club archives are currently with Kevin Willey. Kevin N. contacted Kevin W. on his cell phone and Kevin is now looking for the club archives. (*Ed. note – KW has about 6 boxes of mostly financial records*)
- Dave P. is to follow up with Kevin W. and deliver archives to Mike to assist in the preparation of the 25-anniversary book.
- **Newsletter:** Several people suggested to Terry that he might want to re-print some of the early newsletter articles throughout the year, as has been done on occasion.
- **Trophies:** Once again the subject of the missing trophies has come up. The executive needs to put a notice out to collect the trophies and re-initiate the practice of presenting them at the Christmas party. It came out that Dave has picked up the silver swivel ball, Roy Bailie has one or more at his shop, Andrew Jones has the Lug Nut, however Andrew would not reveal how he came into possession of the coveted Lug Nut Award. Peter Gaby offered his services to make new trophies if the executive requires. (*Ed note – I have the Gasket Under Glass & the Lug Nut Award*)
- Gabrielle Pell (Merchandizing Co-ordinator) mentioned that she's been working with several suppliers (including Sierra Design) to obtain high quality reasonably priced club branded merchandise. She is looking at bringing in between \$1,300 and \$2,000 of merchandise shortly.

(continued on page 8)

## OVLR – AGM Minutes (continued from page 7)

- It was pointed out that the club traditionally presented the past presidents with an engraved tankard as appreciation of past service. It's believed that this tradition stopped before Christine Rose was president. It was suggested that it might be nice for the past presidents to be present at the birthday party with their tankards for a photo opportunity. The executive will discuss what they want to do with this tradition, and take appropriate action in time for the birthday party.

Moved by Andrew Finlayson, Seconded by Kevin Newell to Adjourn the meeting at 9:45 Carried.

### Appendix A:

#### AGM Attendees (15 Attendees, 1 guest)

**Members:** Geoff Burd, Mitch Denis, Andrew Finlayson, Peter Gaby, Andrew Jones, Ron Kedrosky, Terry King, Peter McGough, Jean Leon Morin, Kevin Newell, Dave Pell, Bruce Ricker, Christian Szpilfogel, Dominic Perodeau, Gabrielle Pell

**Guest:** Scarlett Perodeau

### Appendix B:

#### Fiscal 2007 Audit Report for OVLR - Summary

DATED: FEBRUARY 3, 2007

As auditor of the 2007 books, I can report that all accounts and transactions are in good order. The Treasurer has out done himself this year and should be once again commended for his accuracy in records and ability to maintain full traceability. It should also be noted that recommendations made during the audit of FY2006 were implemented and followed in FY2007.

Exemplary methods have been followed not only in tracking completed transactions but also pending transactions

The auditor confirms a net negative cash flow for the club of \$(12.39) and a final asset balance of \$8,410.01.

Once again it is recommended that the FY07

executive undertake to review the asset value of the trailer and equipment. It is further recommended that the executive confirm the value of inventory on hand.

Details of the audit are available from the executive or the auditor upon request.

*Signed,  
Christian Szpilfogel  
Auditor 2007 for OVLR*

#### Summary of accounts:

##### Opening Balances:

Chequing:	\$2149.94	<i>Opening Balance</i>
Investment:	\$6109.03	
Assets:	\$809.38	
Receivables:	\$130.00	
Payables:	\$(775.95)	
Total:	\$ 8422.40	

##### Closing Balance:

Chequing	\$1821.30
Investment:	\$6279.70
Assets:	\$809.38
Receivables:	\$0.00
Payables:	\$(500.37)
Total:	\$8410.01
Net cash flow:	\$(12.39)

##### Known Receivables:

None.

##### Known Payables:

All Payables are outstanding cheques not yet cashed.

##### Assets on hand (supplied):

Equipment	\$809.38	<i>(carried over from FY06 – still accurate?)</i>
Inventory	\$0.00?	<i>(should be reviewed; FY03 exited with \$200; FY04 expects it is \$0 but never confirmed)</i>

# Cabbages and Kings

BY NORM DE PLUME

**D**espite the limitations of Family Day, the brand, spanking new, public holiday in Ontario to allow future Series owners the necessary lead time to get their vehicles ready for the annual Maple Syrup Rally, a number of brave souls appeared for the February Social at the Prescott. As well, it seems that the Provincial Government has realized that some people need more time than others to address potential shortcomings with their beloved Rovers. Sadly, not all people realize this.

For example, JL used his time to drive back from the Winter Romp in Maine, rather than work on his Franken Rover. Happily, said Rover made it, though not without several side adventures that JL refused to discuss. JL was able to relate to the gathered masses the depths of his latest travails at the Winter Romp, but nary a word about why a normally nine hour drive took seventeen hours. (Curious, it was not like his drive to Maine was like his annual performance on the trek to the Maple Syrup rally! *(Consult the web site for details on the Maple Syrup Rally, Vern picks the date only a few weeks in advance!)*)

Other popular topics included our newly minted, and very august and esteemed leader consulting with the assembled masses over activities for the club. Off-roading quickly came up as Peter is looking forward to opportunities to demonstrate that his Rangie is every bit as good as Clifford or the famed "Gin Palace" of days past. Many noted Peter Gaby watching the long elocution and chuckling to himself, the gears whirring away, but without any illumination to his thoughts. Many think that Peter is contemplating a change in motive power for his Range Rover. It seems Peter is fascinated by steam enabled propulsion.

Not to be out done, Bruce Ricker was particularly animated in his desire for opportunities to demonstrate the Clifford is just an able a Rover than the currently (and horridly) neglected Sedgewick. In fact, Bruce very nearly challenged a particular Series III owner to a showdown on the next Birthday

Party RTV (to be seen on the third weekend of June(!) though some remarked on the ability for that particular ambulance to handle the RTV). Terry King was quick to jump in saying that his mighty Disco could beat either ride hands down, clearly stating that it was his intention to win the RTV outright against the likes of Andrew Finlayson and Quintin Aspin with their 80" Rovers.

Dixon explained the differences between driving the BGB to the Winter Romp and driving the Subaru. (Dixon took the Subaru again ...). As he explained to US Customs, it was a difference between a rolling refrigerator which would result in a trip to the chiropractor upon return, or, to quote Christine Rose "comfort over nostalgia". Observant readers will note that time in the bureaucracy has not helped JL understand the difference, though he was overheard muttering and questioning whether or not the BGB would even start.

The evening was concluded with Gordon Bernius telling us about the trip to the Soviet Union in his 109 years ago. *(ed note Gordon doesn't look a day over 100)*

To be continued at the next Social! Be there, Monday evening, March 17th!



*Peter's Dream Ride* — PHOTO CREDIT: G. GEARLOOSE

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# Convoy Driving

BY ROBIN CRAIG

**L**ong before the advent of FRS radios and GPS the art of convoy driving was perfected. Sadly, it has become a lost art and its simplicity has been lost on most people.



The basic concept is simple, the efficient movement of a number of vehicles from A to B with one person leading. Discipline and teamwork are keys to it working, which is the reason it falls apart most often in civvy street.

The following is based on rural driving, I will leave city procedure alone at this time.

A good convoy should be 10 vehicles or less, 8 is a better number. Once you have more than 10, its time to split the group up if you have a second leader available.

The leader should be followed by the slower vehicles with the faster ones bringing up the rear.

Now, let's get it clear, its not a fast process driving in convoy, and extra time has to be allowed for the trip.

Before setting off the convoy leader holds a briefing giving an overview of the route and planned stops. The procedure is run through for all to understand. Lastly all vehicles should drive with headlights on.

At every intersection the leader should pull over to allow the rest of the group to form up again on the other side of the obstacle. Once reformed the last vehicle, when the way is clear, pulls back out and moves slowly allowing the vehicle ahead a blocked lane to get going again.

The use of mirrors and counting the vehicles behind and knowing your position is paramount. Should at any time the vehicle behind you not be there you have broken contact and have been going too fast and not keeping a watchful eye on the vehicle behind you. The immediate action is to indicate and pull over, the vehicles in front of you should be watching and do the same.

As you can quickly see a co-driver is a great asset. The driver maintains the rearward contact and the co-driver watches the forward vehicles.

The convoy leader should be the only vehicle to turn around and look for lost vehicles. Everyone else remains at the side of the road, patiently!

On long moves protocol calls for the last vehicle to pull over should a large line up form behind the convoy, which in the form of older Land Rovers is inevitable. You are becoming a traffic hazard and an accident waiting to happen.

Personally I have a loathing for the use of radios in groups as voice procedure is awful and it allows vehicles to keep driving way too far before pulling over, and the convoy gets split up too easily.

Practice is the only way to make the procedures become second nature and develop the discipline required for trouble free driving, trust me it can work very well, and no batteries required.

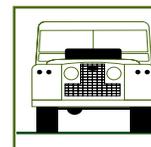
**Safe driving!**

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## Classifieds

**YOUR AD HERE**

FREE add space to members.  
Send information and/or photos to:  
[ottawavalleylandrovers@sympatico.ca](mailto:ottawavalleylandrovers@sympatico.ca)



**New Members Wanted!**

*Invite your Land Rover obsessed  
friends to join OVLRL!*

*See page 2 for subscription details.*

# 21st OVL R Maple Syrup Rally

Spring 2008

For the past twenty years, members of OVL R have been celebrating the coming of spring with a gathering at Vern Fairhead's sugar bush in Shawville, Quebec during the maple sap run. The event is usually (Winter Rompers excepted) when people dig their Land Rover out from under that snow bank and blow the cobwebs out. For the hardy, it is an opportunity for a little winter camping that weekend.

*Defender at the last Maple Syrup Run*

— PHOTO CREDIT: D.KENNER

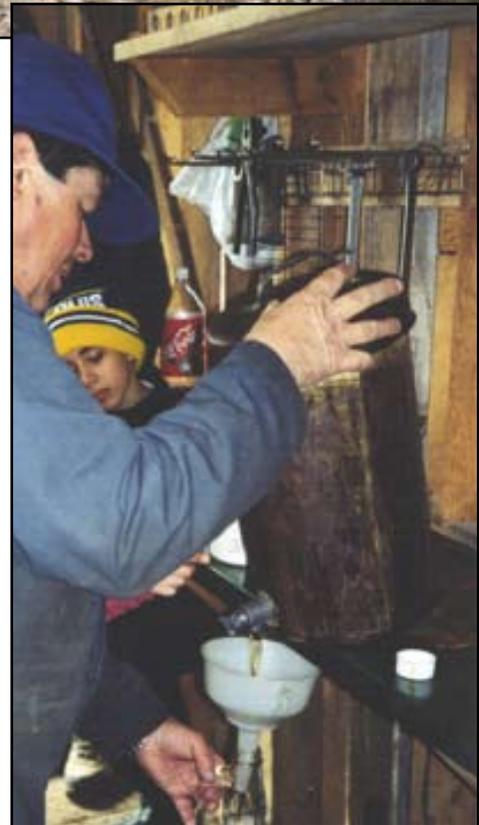


This is the first major club event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition, and some white laning or mudding!

Because the event is so closely tied to the whims of Mother Nature, Vern can't confirm the date until later, so keep your eye on the web site for details of the event. There are off-roading challenges at many levels, the cost is minimal and the syrup is unbelievable. All in all its a great way to get and support your club.

*Mudding at the Maple Syrup Run*

— PHOTO CREDIT: D.KENNER



*Vern pouring maple syrup*

— PHOTO CREDIT: P.McGOUGH




Tel: 511 813 473 LAND (5263)  
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