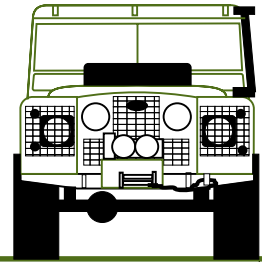


# OTTAWA VALLEY LAND ROVERS



February 2011

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

Volume XXVIII, Number 2

## Smile... Spring is coming!



*Creatively noticing the photo opportunity: Dominique Sevigny.* PHOTO CREDIT: DEBORAH SEVIGNY-KENNER



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.

OVLRL 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

OVLRL/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>

## OVLRL Forums

Please see:

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

## OVLRL Executive and General Hangers-On

### President

Bruce Ricker  
[b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

### Secretary-Treasurer

Dave Pell  
[djpell3@yahoo.ca](mailto:djpell3@yahoo.ca)

### Events Coordinator

Frank Ashworth  
[fashworth@gmail.com](mailto:fashworth@gmail.com)

### Off-road Coordinator

Kevin Newell  
[newellandscott@rogers.com](mailto:newellandscott@rogers.com)

### Past-president

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

### Club Equipment Officer

Andrew Finlayson  
[andrewf@xplornet.com](mailto:andrewf@xplornet.com)

### Archivist

Ben Smith  
[bens101fc@gmail.com](mailto:bens101fc@gmail.com)

### Auditor

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

### OVLRL Marshall

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

### Returning Officer

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

### Executive Member-at-Large

Brian Scott  
[bjjscott@rogers.com](mailto:bjjscott@rogers.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.

## OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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 OVLRL 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL 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

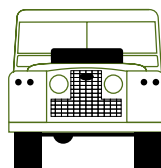
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## Hey man, what's going on?

### 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 Bruce Ricker for location – email: [b.p.ricker@rogers.com](mailto:b.p.ricker@rogers.com)

#### **Notices:**

Maple Syrup Rallye – end of March, beginning or April, details to come  
OVLRL Birthday Party – Silver Lake, Friday June 24th to Sunday June 26  
Second Annual Cedar Hill Classic – Oct. 15th, final details to come

#### **New Members Wanted!**

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

*See page 2 for subscription details.*

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# President's Message

## Greetings from the recycle bin...

"It was a dark and stormy"... No wait... Wrong novel... Wait this is not fiction!

**O**k. The year was 1998. OVLR had elected (railroaded) yours truly into the president's chair. The club ran six or seven events a year those days including a tune up day, a fall oiler and a couple of off road expeditions thorough the season, and of course the Birthday Party. It was also Land Rover's 50<sup>th</sup> anniversary. Three clubs with a catchment area covering the entire north east of the continent conspired to celebrate the year with a serious party. Six hundred plus people and two hundred fifty vehicles of the marque converged on Greek Peak Ski Resort near Courtland, New York for a weekend of light off road, equipment and safety demonstrations, and of course some very challenging RTV courses.

The club had matured to the point that the old bylaws needed to be brought up to date. We were approaching 400 members, and the diverse expectations of members were the challenge faced by the club exec.

Jump ahead 13 years and we still struggle to provide a satisfying experience to our membership. The most important function of the club is to produce a monthly newsletter that will keep members up to date with our events, and promote the activities of our members. Generally people know what to expect from the club. The Maple Syrup run in the spring, the Birthday party late June, a couple of off road runs over the course of the summer, the tune up, and the frame oiler. Recently we have added a "Guy Fawkes" run up near Tweed that Dom and Scarlett have graciously hosted. Last year we were invited to Andrew and Dom Jones farm near Pakenham for a great day of off road trails and fellowship. This event has the potential to grow into a weekend long event with support from our members. We have dubbed it



*President Bruce Ricker*

"The Cedar Hill Classic" and a mid October date has been proposed. We look forward to another fabulous season ahead.

Over the past couple of years we have noticed a few flaws in our bylaws. I am happy to tell you that Dixon Kenner and Andrew Jones have volunteered to review them and make suggestions as to how we

may bring them up to date.

One thing that I have noticed is the number of members showing up to events with digital cameras. I know that in many cases spectators wish they could participate by actually being in the driver's seat but often that simply is not possible. Spectators CAN participate by sharing their photos. These are the only records we have to archive the fun, fellowship and foolishness that make up a successful event. Photos may be posted to the club web site or published in the newsletter. We promise we will do our best to attribute your submissions! *You know you always wanted to "be published"*... Please consider submitting photos to [terrycking@rogers.com](mailto:terrycking@rogers.com)

Our first outdoor event of the year is near at hand. Vern and Linda Fairhead have offered their farm and sugar bush to us once again for the annual Maple Syrup run. As with other years the short warning time is a function of the weather, so keep an eye on your 'in box' for the firm date. We will endeavour to contact those with no e-mail address on file, but please keep in contact with us to avoid missing this, the longest running annual Land Rover off road event in North America!

WITH REGARDS;  
YOUR RECYCLED 1998 PRESIDENT,  
BRUCE



# OVL R 2010 Christmas Party

ARTICLE BY ANONYMOUS

PHOTO CREDIT: DAVE PELL

The 2010 edition of the OVL R Christmas party was held at the Westboro Masonic Lodge this past December. A smaller affair than was expected due to numerous conflicts with other events happening on the same evening, though more children this year. However, that did not deter a number of members and their families coming for an enjoyable evening of games, tall tales, awards, a slide show of photos taken by various members over the past year at events and a Top Gear episode playing in the background sporting a Range Rover trekking the tropics. The greatest distance travelled to an event had to be Ben Smith who made it up from New Jersey.

Our (former) esteemed President, Peter gave a run down of some of the years highlights.

Murray Jackson could not be present this evening, but for possibly the fifteenth year in a row he sent along the Ladies Crossword puzzle. Trickier than last year's (yes, I peaked), it mixed Rover clues



with things that the boys would not have a clue about. One common discussion revolved around bras and how they were fitted and removed. There were four tied for first place: Gabe Pell, Sarah & Bev Burd, and Sue Rawson.

The traditional Feelie Meelie was put together by Bruce at the last moment. Some overheard commentary was that Easy was really easy by my standards, the hard I would not have won. Dixon Kenner was overheard to remark that he was banned from participating because he always wins, though many will note that Andrew Finlayson and

Ted Rose are usually up there too. More on the Ted Rose Sighting society later. Others commented that mixing some Disco parts in there was cheating as not everyone takes a Disco apart. The Easy Feelie Meelie was won by Ben Smith with a score of 6/7. The Hard was won by Andrew Finlayson with a score of 6/7.

## The traditional Club Awards

### Towball

The Towball Award was won this year by Terry King. Terry didn't tow things around for no reason, which is one of the fastest ways to win this award. No,



*Winning the Towball in style*

*...continued on page 6*

## OVLRL 2010 Christmas Party *(continued from page 5)*

Terry was towed by a tractor. In fact, Terry was deeply stuck on a flat, green surface that resembles a pristinely rolled for five hundred years, did we say flat, lawn-like surface. In fact, such an ignoble event has not been witnessed by so many since Dave Lowe of Team Daphne fame cross axled his mighty 101 on a similar field at British Car Day at Bronte Creek near Toronto. At least Dave had an excuse. Witnesses described a scene that did not involve cross axling! Witness reports state that everyone else at the event made it through the same stretch of bowling green without event. Even Gabe Pell managed to drive across the putting green-like surface with elegance! Terry beat out JL Morin, who did tow a Land Rover over a thousand miles, but even this could not beat out a short tug of a few feet.

### **Grey Poupon**

The Grey Poupon Award is given to the owner of the most elegant, nay, salubrious vehicle brought to an event and then taken off road. OVLRL events do see their share of elegance but elegance and mud does have and aspiring ring to it. Sadly, this year, mud does not come into it as the Grey Poupon goes to Frank Ashworth who brought his LR3 to the Cedar Hill Rally. In fact he actually brought the LR3 to the Cedar Hill scouting trip too, and took the executive for a tour. Despite trying as best he could, that lawn mentioned in the previous paragraph would not dirty even a barefoot babe, let alone the LR3.

### **Gasket under glass**

Traditionally, this award goes with an observation to the affect of "I can't believe that it actually ran". This year the award went in a bit of a different direction. Jeff Burd and Matt Brearey won it this



*Grey Poupon*



*Gasket Under Glass*



*Golden Wench*

year for their industrious efforts at putting a Land Rover together from piles of parts. So many parts that they should be strong contenders for the next Feelie Meelie competition.

### **Golden Wench**

This award traditionally goes to a long suffering spouse of a member. Usually involving winching and patience. This year it

*... continued on page 7*

## OVLRL 2010 Christmas Party *(continued from page 6)*

went for something different. The long suffering spouse, Deborah Sevigny-Kenner won the award by threatening to drive the BGB up to the Birthday Party from Ottawa where a loose exhaust pipe kept it. Deborah had tightened up the system after Dixon left and was prepared to drive it to Silver Lake but was unsure if the 109 Station Wagon would make it (Ed: aren't we all...), not being part of its maintenance history (it even has a maintenance history?). Andrew Barr and others at the bonfire campsite tried for an hour to convince her otherwise. Luckily for Dixon, after Deborah started it, practised moving it in the driveway and around the block, decided not to chance it. Had Bruce Ricker or Andrew Finlayson known, the BGB could have had a police escort as well as a factory certified mechanic to follow "just in case". She said that she was "close to driving it up" and witnesses state that Dixon's knees are still knocking at the thought of this, after having a night filled with fear that they might actually show up.

### **Silver Swivel Ball**

An award to the unsung heroes of the club, people that put in hours and hours of time, behind the scenes, working to keep the club functioning efficiently. This year it went to Dave Pell for all of his efforts as Secretary-Treasurer.

### **The Lugnut**

A much famed, and much feared award. Recipients are known to cry "it's not fair" or more generally "it's not my fault!" when receiving the award. This year it was decided that Simon Schofield was a deserving candidate due to a spectacular off-road failure at the Guy Fawkes Rally in Cooperstown, New York (previously written about in the newsletter). Simon had replaced the mighty Rover V8 with a Ford Mustang engine. During the conversion, he had dutifully replaced all of those

normal ageing bits, things like wires, hoses, stuff that might go bad after a period of time. However, Simon did not replace the top cooling hose, judging it to be quite serviceable and long lasting. It wasn't, and in a spectacular fashion, failed in a manner that got him attention from a field away as the cloud of steam rose into the sky.

Simon beat out Bill Maloney and Mike Loiodice by a nose where the (anonymous) judges deemed that uncontrollable events makes for a better story. In Bill's case it was that small fire that ensured in a Model A's wiring while Bill was tinkering with the dwell. Justifiably not Bill's fault but Simon's faux pas was more spectacular than a small conflagration. In Mike's case it was decision to give up rebuilding one 88" for buying yet another 88 that requires maintenance.

The Ted Rose Sighting Society met and discussed the whereabouts of the elusive Ted Rose. Several people claimed to have spotted him here, or there, but like the Scarlet Pimpernel<sup>1</sup> he remains at large. But, unsubstantiated reports placed him at his home the day after the Christmas Party.

And finally, Simon Skuse managed to find a vintage OVLRL hat, headband and scarf amongst his possessions. As Simon likes to be soaking wet and miserable, he donated to Bruce Ricker to see if he could find a new home for them. Andrew Finlayson won the set for all of his good work.

Again, a new selection of club merchandise was also out. Contact Gabe Pell for details or to purchase.

1 A rather famous adventure story written in 1903 by Baroness Orczy. Set in the Reign of Terror (revolutionary France, not British Leyland's hegemony over Rover) it was the model for all disguised super hero tales that followed. Somewhat appropriate we think!



# Rebuilding the Thai way...

ARTICLE BY DIXON KENNER

A couple years ago I met Allan Brown, an interesting Land Rover enthusiast who had seen the notices on the web site for the monthly Socials, was back visiting from working in Thailand, and would be returning shortly thereafter. He was interested in Land-Rovers, not the modern, computer filled, wiring harness the thickness of a bodybuilder's biceps, but the simpler and more reliable type.

He spoke at the time about a pickup that he was hoping to buy on his return to Thailand. We discussed the pitfalls, problem areas, and things to look for in a Series Land-Rover. Well, upon returning, he did buy it. He subsequently used it for work along the Burma border with refugees for about five years. After five hard years he realized it needed a major overhaul and kindly sent along an update to where he stands today.

He was directed to the original body maker for LandRover's CKD's since the 1960's in Bangkok and had his truck there for a few months undergoing a complete rebuild from the ground up. He sourced a Mitsubishi Diesel Turbo Engine from Japan along with it's gear box (apparently they made this combo up until just a few years ago used in the Mitsubishi Jeep Replicas. This combination lines up perfectly with the Series Land-Rover differentials. He reports that the turbo kicks in early giving about the best combo of power and speed he has seen these used in these trucks and that it seems quicker than the 300TDI.

... continued on page 9





## Rebuilding the Thai way... *(continued from page 8)*

He re-galvanized all the trim but since rust isn't a problem here decided to keep the frame black. Note: All paint was scraped down to bare aluminum before paint. He did decide to undertake some special customization to make the vehicle more useful. One was lengthening of the cab to accommodate a bench seat. Windows were cut into the side panels that will match up with the side windows but have the same sort of trim as the back quarter windows.

He still has to do a complete new wiring package as he is adding air conditioning to deal with the tropical temperatures that we miss in Ottawa. He noted that a friend who has used the same engine combo recommended installing a heat insulation package which you see from the engine bay (it's a second skin of thick aluminum with insulation between it and the bulkhead).

Other things done during the rebuild are: Power steering, a new interior; Diffs, Springs, and all underparts removed, cleaned repaired, painted and put back together. He would have installed Parabolic Springs but import tax here was prohibitive. The whole rebuild from ground up project will end up costing about \$10,000. The original truck he purchased for \$3500. As he said "Not a spec of rust eh!"



# Ottawa Valley Land Rovers Incorporated

## Minutes of the Annual General Meeting

BY DAVE PELL  
THE ROYAL OAK PUB AND RESTAURANT  
KANATA (OTTAWA) ON.  
JAN 20, 2011 7:30 PM

**P**eter McGough, OVL R President, called meeting to order at 7:30 PM (meeting call to order was delayed until we reached a quorum) with 15 members and one guest present as per Appendix A.

Dave Pell apologized for the change of venue and explained that we thought we'd booked the Legion and when confirming details determined that it was not available.

As the minutes from the 2010 AGM had been circulated in the January issue of the 2010 newsletter, Kevin Newell moved that the minutes be accepted as previously distributed.

Carried.

### 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 Presidents Report

Peter commented that from his perspective the club had a very interesting year. The main events being the MSR, Birthday Party and the Christmas Party went off very well. The club was also able to hold several new events: Fall Out and the Cedar Hill Classic. Peter closed his remarks by expressing a debt of gratitude to the executive for the support during this a very busy year both from the club's perspective as well as professionally.

#### 2 Events Coordinator

This office was vacant for the 2010-year and therefore no report.

#### 3 Off Road Coordinator

Brian Scott stated that he was greatly indebted to Roy Parsons, Kevin Newell and Terry King for their help and guidance.

#### 4 Member at Large

Frank Ashworth said he enjoyed the year and wanted to thank Ben Smith for bringing up some donated goods from the US.

#### 5 Secretary / Treasurer report

This year the club took the opportunity to close the old account and to open a new checking account, David commented that this activity was done to clean up the signatories on the account. The books were presented and reviewed by the members present. David also mentioned that the books are open for review at any time.

#### 6 Auditor Report

The auditors report is attached below. Christian made recommendations that as a professional appraisal of the trailer is not available, that the executive self declare a reasonable Fair Market Value (what we feel the club could get if we had to sell the trailer).

See Appendix B Fiscal 2010 Audit Report for OVL R – Summary.

#### 7 Newsletter Editors Report

Terry stated that he prepared nothing, it was quickly pointed out that in fact he prepared 11 newsletters and oversaw the publishing of 12 issues again this year.

#### 8 Merchandise Coordinator

David presented on behalf of Gabrielle that the club was able again to offer a range of clothing for purchase by the members and currently has about \$3,217.00 worth of merchandise on hand.

#### 9 Equipment Officer

Andrew stated that the equipment is much the same as last year, the trailer is being wintered inside at a members facility.

#### 10 Returning Officer

Bruce Ricker declared that prior to the AGM he had received multiple nominations and was

... continued on page 11

## OVL R AGM (continued from page 10)

able to query the nominees prior to the AGM, and has letters indicating their desire to stand or withdraw their nomination. As well as listing the nominations received prior to the AGM, Bruce called for nominations three times before declaring nominations closed.

### President

Andrew Jones Declined Nomination  
Frank Ashworth Declined Nomination  
Bruce Ricker  
No Nominations from the floor.  
*Bruce Ricker was acclaimed.*

### Events Co-coordinator

Andrew Hutton Declined Nomination.  
Frank Ashworth  
No Nominations from the floor.  
*Frank Ashworth was acclaimed.*

### Off road Co-coordinator

Kevin Newell  
Charlie Speedie (not eligible)  
No Nominations from the floor.  
*Kevin Newell was acclaimed.*

### Member at Large

Roy Parsons Declined Nomination.  
Peter Gaby Declined Nomination.  
Geoff Burd Declined Nomination  
Dixon Kenner Declined Nomination  
Brian Scott was nominated from the floor, and no other nominations were received.  
*Brian Scott was acclaimed.*

The new executive asked the following to serve in these respective appointed positions. Past-President – Peter McGough; Secretary /Treasurer – David Pell; Newsletter Editor Principle – Terry King; Auditor – Christian Szpilfogel; Returning Officer – Dixon Kenner; Merchandising Co-ordinator – Gabrielle Pell; Club Equipment Officer – Andrew Finlayson; Archivist – Ben Smith; Web Master – Dixon Kenner; Ben Smith and Bill Mahoney.

The following people were Nominated and acclaimed having accepted the nomination for the respective positions.

- President Bruce Ricker.
- Events Coordinator Frank Ashworth.
- Off-road Coordinator Kevin Newell
- Member at Large Brian Scott

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

- Past-President Peter McGough
- Secretary /Treasurer David Pell
- Newsletter Editor Principle Terry King
- Auditor Christian Szpilfogel
- Returning Officer Dixon Kenner
- Merchandising Co-ordinator Gabrielle Pell
- Club Equipment Officer Andrew Finlayson
- Archivist Ben Smith
- Web Master Dixon Kenner, Ben Smith, Bill Mahoney
- ABCD (All British Car Day) Coordinator Vacant.

Bruce Ricker moved a motion to accept the acclaimed and appointed executive members. Carried.

## 11 Old Business

The trailer: during the auditors report the appraised value of the trailer was again brought up as an issue. The meeting then took a small sidebar to discuss the issue of the trailer and its appraisal. The discussion is noted here.

The 2010 executive did actually make some progress on the trailer appraisal during the 2010 year. The three most salient activities are reported below. The executive obtained a quote for the trailer's appraisal but before engaging the appraiser, insurance companies were contacted to see if liability coverage is required. It was determined that third party liability is provided by the towing vehicle while the trailer is under way. The insurance agent also advised that the premiums would be quite large due the nature of the trailer. I was told the insurance underwriters would view the trailer more like a commercial item (chip truck) than a consumer item (tent trailer), he recommended that the club "self-insure the trailer" for damages/theft. Based on this feedback it was determined that spending money on the appraisal would not be a good use of the club's resources.

... continued on page 12



## **OVL R AGM** *(continued from page 11)*

### **12 New business**

Dixon Kenner proposed that the 2011 executive form a committee to review and propose changes to the bylaws. The proposal was approved by all, Dixon Kenner was appointed head of the committee and Andrew Jones volunteered to assist as required.

The event schedule for 2011 was also discussed with the following outcome.

**Maple Syrup Rallye:** will be co-ordinated by Peter Gaby. Date will be in April or May dependent on the weather and syrup conditions.

**Birthday Party** will again be a three day event, at Silver Lake starting on Friday June 24th and finishing on Sunday June 26. (setup, will be Thursday June 24th)

We will hold the second annual **Cedar Hill Classic** on Oct 15th. and possibly the Sunday 16th

Bruce wants to run the **Oiler** again this year and the executive will determine a date as soon as a venue has been secured.

And the **Christmas Party** will be Saturday Dec 3, using Dec 10'th as an alternative if there is a conflict.

Moved by Dixon Kenner and Kevin Newell to adjourn the meeting at 8:35 PM. Carried.

### **Appendix A**

AGM Attendees (15 Attendees, 1 guest)

Members: Peter McGough, Brian Scott, Kevin Newell, Andrew Finlayson, Dave Pell, Sue Rawson, Bruce Ricker, Andrew Jones, Frank Ashworth, Terry King, Scott King (guest), Peter Culumovic, Dixon Kenner, Deborah Sevigny, Christian Szpilfogel, Peter Gaby.

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### **Appendix B**

#### **Auditors report**

#### **Fiscal 2010 Audit Report for OVL R - Summary**

Dated: Jan 19, 2011

As auditor of the 2010 books, I can report that all accounts and transactions are in good order. The Treasurer has performed superbly this year and should be once again commended for his accuracy in records and ability to maintain full traceability.

Exemplary methods have been followed not only in tracking completed transactions but also pending transactions and merchandise inventory.

The auditor confirms a net positive cash flow for the club of \$188.83 and a final asset balance of \$8,893.59 based on the cash method.

In 2010 the executive did look into an appraisal for the trailer as a basis for insurance coverage and general valuation. Based on information from the insurance broker it was decided that the costs out weighed the benefits. Further detail should be available in the executive report. One area that may yet need to be investigated is whether the club needs any type of coverage in the event of damage, injury, etc as a result of the use of the trailer. This action should be undertaken by the 2011 executive.

Further, the treasurer should attempt to make a fair and reasonable assessment of the value of the trailer in order to identify a current value of the club asset. This can be a self assessment.

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

Signed, Christian Szpilfogel, Auditor 2010 for OVL R

*... continued on page 13*

**Summary of accounts:**

**Opening Balances**

Chequing:	\$581.40	Opening Balance
Investment:	\$4239.80	
Assets:	\$2718.79	
Receivables:	\$1627.50	
Payables:	\$(462.73)	
Total:	\$8704.76	

**Closing Balance**

Chequing	\$1650.95
Investment:	\$4000.00
Assets:	\$3343.91
Receivables:	\$390.00
Payables:	\$(491.27)
Total:	\$8893.59
Net cash flow:	\$188.83

**Known Receivables**

Identified in the Treasurers supplement to the balance sheet effective January 13, 2011.

**Known Payables**

All Payables are outstanding cheques not yet cashed.

**Assets on hand (supplied)**

Equipment	\$809.38	(carried over from FY07 – still accurate?)
Inventory	\$2534.53	(based on inventory actual cost)

**Unresolved Issues and Actions**

- An audit of the club assets (specifically the trailer) has yet to be conducted. A self assessment will be sufficient but needs to be done as it has been over 8 years since any assessment has been done.

# Classifieds

**EX-MOD SERIES III – FRONT GRILL AND DOOR SILLS**

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

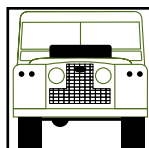
Cheers,  
Len – lnp00@live.ca

**FOR SALE: 3 – 80 INCH LAND ROVERS**

All in various states of disrepair. Between the 3 vehicles I believe there are enough bits and pieces to confidently build 2 complete 80 inch Land Rovers. Call Sean McGuire 613-612-7622 Best reasonable offer takes them.

**YOUR AD HERE**

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



**FOR SALE: LAND ROVER 1973 SERIES III, 88**

Frame completely rebuilt, has new outriggers, new front horns and new rear bumper. New springs front and rear, new shocks all around, alternator professionally rebuilt, new brake master cylinder, new muffler system, new brake lines and flex hoses, gas tank repaired, new bulkhead door posts, new floor pans, engine was rebuilt before restoration started 12 years ago, there's probably a bunch of new stuff I'm forgetting about. It needs finishing and I need my garage. Call Sean McGuire 613-612-7622 Asking \$2995 OBO.

**FOR SALE**

Land Rover Discovery II, 2002 — 191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar Asking \$6,000 Contact: Jean François Bonin 613-941-4172 jean-francois.bonin@justice.gc.ca

# Maple Syrup Rallye

ARTICLE AND PHOTOS BY D. KENNER

**T**hat time of year is nearly upon us, when the snow begins to recede up here and the landscape begins to resemble something other than tundra, or taiga, depending on where you might be sitting. For the past twenty-two years, members of OVLRL have been celebrating the coming of Spring with a gathering at Vern Fairhead's sugarbush in Shawville, Quebec during the maple sap run. The event offers people an excuse to get their Land Rover out from under a snow bank and blow the cobwebs out. For the hardy, it is an opportunity for some early Spring camping. This is the first major event of the season for Land Rover owners around eastern Ontario and western Quebec. Food, tradition and some white laning.

The Maple Syrup Rallye is traditionally held at the end of March, beginning of April at the height of the sap run. The sugar maples love freezing nights and warm days. A variation in this pattern can disrupt the sap run and cause last minute changes in the schedule outlined. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. Look to the next newsletter or website for a date towards the middle of March for when the tentative and rain dates for the rallye are. Remember, Mother Nature determines the date, not us!

Activities? Well there is the traditional brunch of french toast, sausage, and baked beans, all potentially smothered in fresh maple syrup. Depending upon the weather and the sap run, as well as to make you appreciate your breakfast, attendees are encouraged to take a visit down to the sugar bush, and help in the production process to make part of the brunch, namely the maple syrup. A little sap gathering,



*Trivia note:* At 23 years, the Maple Syrup Rallye is one of the longest running, annual rallies in the North American Land Rover community. The oldest is the OVLRL Birthday Party.



some stoking of the fires under the evaporator... Finally, there will be a little white, or if conditions have turned that way, brown/mud laning around on some abandoned rail beds, around the



sugar bush, and such.

As always, there will be lots of fresh maple syrup for sale. Prices are expected to be similar to last year. Prices in the March newsletter! Bring your cheque book! (Note, this is the real stuff not that nasty chemically filled artificial stuff usually found in the supermarket.) Be alert, it can sell out before you know it!



The organisers need to know how many people can be expected to be attending so the proper amount of food can be purchased. If you are planning on coming, please RSVP to Peter Gaby by April first via email at [petertgaby@rogers.com](mailto:petertgaby@rogers.com). The cost of the rallye is \$5 dollars per person, a price unchanged since the rallye started. Children under three are free. To drive on the off-road you need to be a member of OVLRL and have a valid drivers licence.

Some other aspects for you to consider? Well, in the

*... continued on page 15*



# I got to drive a LR

ARTICLE AND PHOTO BY ROBERT DUQUETTE, MEMBER OF THE AUSTIN HEALEY CLUB OF OTTAWA — ROBERTDUQUETTE@SYMPATICO.CA

**I** got to drive a Land Rover Defender through the desert of Aruba over the holidays. The pictures are from a rather sedate part of a wild tour that I took through Aruba to their “Natural Pool”. Aruba has had a lot of rain recently, which isn’t common, and some trails were washed out quite bit.

To my surprise, the tour wasn’t chauffeured by experienced drivers. I was nominated to drive my Land Rover. (The other 2 with driver’s licenses had prior experience, that they didn’t admit to until later, and refused.) The tour leader told us to go where he went... but I was the fourth vehicle in the convoy and watching the first vehicle wasn’t an option. Tire placement became crucial and at the lower speeds, 10 feet ahead was all I was looking at, not 50 feet ahead.



## Maple Syrup Rallye *(continued from page 14)*

past, as the event takes place on a Sunday, various members of the club have come up early and done a little Winter camping in the sugar bush. If you are interested in some Winter camping, give Vern an email at [antiquebikeguy@yahoo.ca](mailto:antiquebikeguy@yahoo.ca). There is plenty of wood about, and Vern probably won’t mind you using some of the wood by the sugar shack, so long as you help stoke the fire in there a little bit during the day. So, warmth in the evening is available!

Further, more detailed information will be in the March newsletter, including convoy plans and details as well as a map and directions to Vern’s.



I learned a bit about how far a Land Rover can lean, (no one rolled over, but ... OMG!!!) as well as how steep a hill it can climb, and descend, all the while negotiating the washouts. One woman passenger in a vehicle in front of me (her husband was driving) wet herself at one point. We came to one point where the tour guide said “we call this the OMG! we’re gonna die!!!” I think I would have stopped at this point, but 3 vehicles had made it down and I would have blocked the others. I wasn’t about to hold a camera at this point and my passengers were holding on pretty tightly.

When we got to our destination, the guide said that we had done well and we’d take a paved path out. (I said “yeah right! Where’s that?” to my passengers.) He later said “Okay, I lied!”.





*Preparing breakfast at a Maple Syrup Rallye*


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