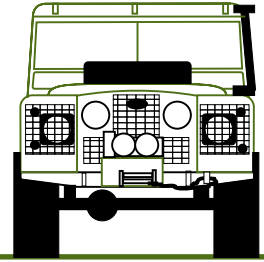


OTTAWA
VALLEY
LAND
ROVERS



April 2011

www.ovlr.org

Volume XXVIII, Number 4

A Very Blustery Day



Careless Parking ... (see page 16) PHOTO CREDIT D. 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.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

Please see:

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

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OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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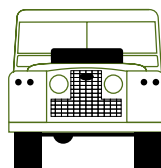
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Hey man, what's going on?

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

Notices:

Annual Tune Up – Saturday, May 14th, Andrew Finlayson (4356 Stonecrest Road)

Trailer Cleaning Day – May or early June (TBA)

The Oxford Mills Antique Car & Motorcycle Show – Oxford Mills, May 29th, 2011

ByWard Market 15th Annual Auto Classic – Sunday June 5

OVLRL Birthday Party – Silver Lake, Friday June 24th to Sunday June 26

All British Car Day (ABCD) – July 16, Britannia Beach Park – Lakeside Gardens, Ottawa, ON. www.britishcarday.ca or info@britishcarday.ca All British Vehicles (Cars and Motorcycles are welcome)

Second Annual Cedar Hill Classic – Oct. 15th, final details to come

The Annual Tune Up

Saturday, May 14th, the weekend before the Victoria Day long weekend will see the occasionally annual OVLRL Tune-Up.

Traditionally, the Tune Up was an opportunity for mechanically challenged, yet enthusiastic members, to shake the cobwebs out of their mighty steed's carburetors, drive over to either MiniMan, later the Land Rover dealership, to learn about some of the basic maintenance and tuning of your Land-Rover. In years passed, members learned first hand (*read, an expert stood beside them and directed them as the vehicle owner did the work*) how to tune the engine, adjust the brakes, and do other routine functions. However, times have changed and there are slightly more modern vehicles in the club which do not take well to some of the maintenance routines that the older Series vehicles can suffer.

This year, given the break in this event for the past year or so, it is possible that there are more than a couple of owners who are enthusiastic to learn more about their vehicles, but really do not know where to start, or what they can actually be doing. Expert members will be on hand to show you:

Series/Heritage edition Land-Rovers

How to tune up your Land-Rover and provide help in tuning your Land-Rover or at the very least explaining what pro-active measures you should be taking for its long term health and longevity. The level of assistance and guidance will vary greatly between vehicles. While the owner of a "Series" vehicle can learn about timing, setting dwell, how to adjust the tappets and a host of other things, the owner of a much more recent Land Rover will be following a very different course of action.

Plushie (read RR, Disco, LR3/4, Freelander) edition Land Rovers

Well for the most part many of them don't do their own servicing anyway but the experts would be happy to lend them their ear for advice etc. It is getting to the point where there is less and less you can do yourself anyway. Some things, like

keeping the centre-diff lock working, changing the oil, brakes or greasing the drive train (for the more ambitious) are some of the possibilities. Depending upon availability, the Club may be asking to see if it could borrow one of Land-Rover Ottawa's (dealership's) diagnostic computers.

All LandRovers

If there is sufficient interest, there may be a winch check and wrap session. Is your winch together and is that cable actually wrapped in an efficient manner? Many times, the answer is not! There will also be a sort of pre-Birthday Party pre-scrutineering to look for any obvious failure points that you will have six (6) weeks to rectify if you have any plans of participating in the RTV or some other planned events.

So, bring along your hand tools and be ready to get your hands dirty!

Time

This is a morning event only starting at approximately 9 am. The session, or opportunity, should wrap up by 1 pm, where exhausted members will repair to the Cheshire Cat on March Road for a beverage and discussion on who put on the best performance, and potentially set themselves up as an early entry into the annual "Gasket Under Glass" competition.

Location

The Tune up will be happening at Andrew Finlayson's residence at 4356 Stonecrest Road. To get there from the south, take the 417 (Queensway) to March Road. Go north on March Road, through Kanata North to Dunrobin Road. Turn right onto Dunrobin Road. Follow the road all the way through Dunrobin past West Carleton High School and just past the Copperdale Golf course (on your right) you will turn left on to Kinburn Side Road at the Ultramar Gas Station. Follow along the Kinburn Side Road through downtown Woodlawn, over the train tracks and along a few more miles/kilometers until you start to climb a bit of a hill. At the top of the hill turn right onto Stonecrest Road (at the public school

... continued on page 5

The Annual Tune Up *(continued from page 4)*

of the same name). Follow along Stonecrest until you go over those same train tracks again past Kilmaurs Road. Andrew's is the second house past on your right side.

Cost

There is no cost for this event, however you are expected to bring your own tools, and spare parts if necessary.

Food

Still under discussion. The club **may** provide something for a light BBQ, but at the time of printing, this remains to be discussed at the May Executive Meeting. Contact one of them for further information closer to the event or look to the Club on-line forum. Bring your own beverages.

Dogs

Good dogs are always welcome

Other

Parking/vehicles should stay on the gravel only as the ground will still be mushy then (especially this year). Look at the Maple Syrup Rally photos for what happens if you stray off the gravel.

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

Trailer Cleaning Day



An “event” announcement. When the weather warms a little bit more, there will be an email to local members going out for a trailer cleaning event.

It has been several years since the club trailer has undergone a thorough inspection and cleaning. At the Maple Syrup Rally it became evident that the time had come to sort through the contents, toss out what is aged, beyond its “best before” date, and once emptied out, give it a thorough pressure washing and scrub. It may even lose one set of those super powered dual-burners in favour of a more sedate BBQ arrangement.

In May or early June, our esteemed President will be sending around an email asking for some brave souls to come forth, to a yet undecided location, to undertake these various tasks before the Birthday Party. While the details are to follow, it is understood that adult beverages will be available in return for cleaning prowess.

The 23rd Maple Syrup Rally

Sunday saw the twenty third edition of the second oldest continuous Land Rover rally in North America. Despite the dire predictions from Environment Canada for a morning of rain, turning to an afternoon of snow, the day dawned bright and mostly sunny. Albeit with a brisk & cold west wind. A number of people who had planned on coming but believed the weather forecasts kept attendance a bit lower than usual. Twenty six people made it to Vern's for a traditional breakfast of french toast, beans, sausage, lots of day old maple syrup. A fruit salad and coffee rounded out the breakfast fare.



The cooks in action.

turn-out. It seems that they sleep longer now that they are older!

Given the wind chill, Terry King made a lovely camp fire, initially for the kids, but later adults too after the kids discovered that they could make hot chocolate from milk, powder and lots and lots of sugar packets. The energy release on the drive home would have been a sight to see.

A write up of the off-road would probably be appropriate here, but Terry informs me that one has already been submitted by Clifford and can be found elsewhere in the newsletter.



Awaiting breakfast.



A cold & blustery day.

The Quyon Ferry was open, so two groups of vehicles made it up to Vern & Linda's for the event. One group via the Champlain Bridge, the other via the ferry. While there were quite a few decidedly non-Rover looking vehicles lined up, three 110's made it up, one 109 pick-up, a Discovery, LR3, and a Range Rover. Unlike past years, there were no break downs or other entertainment stopped along the side of the highway. This could have been seen as an indication of the low Series vehicle



Crowd shot.

These events never occur in a vacuum. This year's rally was organised by Peter Gaby. Cooks were Peter Gaby and Kevin Newell. Brian Scott assisted with some

of the set-up. The baked beans were prepared by Linda Fairhead, the fruit salad by Peter Gaby. Delia Finlayson did a lot of the kitchen clean-up. Peter Gaby towed the trailer up to Shawville, Andrew Jones did the tow back. The trailer was generously stored under cover for the Winter on Howe Island by Sean Murray.

Oxford Mills Antique Car & Motorcycle Show

Non OVL R event: The Oxford Mills Antique Car & Motorcycle Show, Oxford Mills, May 29th, 2011

Oxford Mills is a small, little, historic community about thirty miles (50 km for those with modern Rovers) south of Ottawa. Starting in 1993, and continuously for the past eighteen years, the Anglican Parish of Oxford has put on a small car & motorcycle show for the surrounding area. Generally, the field across from the Anglican Church, and next to the library (itself a historic site) fills with a couple hundred cars and a similar number of vintage motorcycles.

The event is a fund raiser for the local parish, so it draws an eclectic assortment of antique and unusual vehicles, from old American iron and muscle to British, Italian, German and others. And allows the exhibitors and attendees a barbecue lunch & homemade deserts. There is also a large rummage sale going on behind the church, and a crafts show going on in the Hall next to the Library.

Over the years the show has seen not a few OVL R members make the drive south for a relaxing day in the park. From Robin Craig in A 101 Forward Control, which like all Land Rover products, he promptly set to work on tweaking the rear pintle hitch to make sure it was in perfect working order, to other club members in Series Ones, Two and Threes.

Gordon Bernius regularly appeared in his 109 military as has Ted Rose, though of late in a mix of Morris Garage products. Peter Gaby, Dixon Kenner, and Roy Parsons have been other notable regulars. The weather is usually beautiful, and there are quite the variety of vintage bikes on display. From Royal Enfields, to Velocettes, BMWs to Ducattis, and everything in between. Organised by Chris Bryant,



this must be one of the most pleasant and relaxing shows to visit during the year. Admission with a vehicle is free, and you get a pin to denote your presence. Walk in visitors pay a small admission fee and get to vote for the best car of the show.

If you are looking for a pleasant drive, stroll about some interesting and historic cars, you really can't go wrong with this drive south. From Parliament Hill, it is about a sixty three kilometre drive with numerous routes to follow that seem to pass by the occasional pub. In fact, the historic Brigadoon Pub/ Restaurant is located about a hundred yards or so away from the show

Birthday Party Auction

Greetings one and all. This year I have the position of Member at Large for the OVL R executive. One of the jobs for this position is to canvass businesses for items for the auction at the birthday party. If you know of a business that could be a candidate for contributing something towards the auction can you please contact me with details of the business. I will take over from there and contact them.

Members who would like to contribute items for the auction can contact me at my email address.

THANKS,
BRIAN SCOTT — bjjsscott@rogers.com

Clifford goes Off-road in Search of a Blue Star

BY CLIFFORD THE BIG RED ROVER

The off-road saw this little red truck out on the trails in search of a blue star. How was Clifford going to get recognised as he has been toiling under the shadow of Sedgwick? With two passengers as well as his wonderful master and date, Clifford ventured forth upon the trails. Well, well, from a mundane off-road without challenge, Clifford realised that there was potential. Scarcely had he journeyed a mile, rounding a corner, he discovered short convoy had stopped. "Why?" thought Clifford. As the Matt Grant's black 110 moved over, there was Andrew's 110 at a decidedly rakish angle. Yet, where was the obstacle? Did Andrew just slide off the road? It seems so! But that rugged looking ex-military 110 got there first, and pulled Andrew out. All Clifford could do was offer up a tow strap.



They were quickly off again. From originally being last, Clifford was now second to last. Now that photographer person he was carrying might get some photos of the Land-Rovers off road. As they drove on, the graded dirty road got

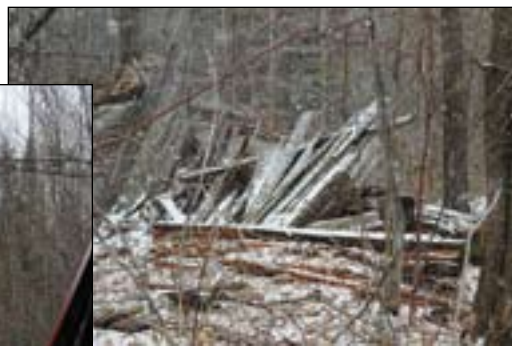


narrower and wetter. It began to get a little rutted until it was an old farm lane running through the woods, or by the occasional field. Clifford wasn't too worried, Vern was up front in that spiffy looking silver 110. What could go wrong now? "I hope he gets a photo of me!" Thought Clifford.

The trail had some good rocky uphill's and downhill's that began to exercise him. Rounding a sharp left, Clifford zoomed up the long incline towards a lovely green lane opportunity replete with water, rocks, exposed bedrock and that lovely, lovely mud. Clifford found that he

liked mud a lot. Growing up in Saudi Arabia with all of that hot, dry sand was a real trial. Mud was so much cooler and nicer! In fact, so unlike Saudi Arabia, it began to snow a little bit!

Clifford tackled all effortlessly as they passed the long abandoned homestead. The log cabin was well built. It was slowly collapsing back into the foundation, but it was still recognisable.



Racing through a long muddy puddle they came to a small rise of exposed granite and juniper. That was the start of the long, long downhill to some fields, streams, and if one remembered a decade ago, some

bridging opportunities. But alas, this hill was also rapidly thawing. The frost was out of the surface, and any vehicle that ventured down was going to have a very challenging time coming back up. Many years ago, this hill challenged the Rovers well into the evening. That mean lady from the CBC was not

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Clifford goes Off-road *(continued from page 8)*

impressed with the mess. But, Clifford was the only vehicle with a working winch. Obviously the other Rovers were not *that* interested in getting muddy today. (Maybe they will be ready to play at the Birthday Party on June 25th!). That it started to hail and snow heavily also contributed to the decision to



turn around and take a different green lane across the countryside, returning to Vern's via a different path. All were in agreement!

Heading back all passed the now familiar long muddy run and approached a long crescent shaped curve. This water hazard was blocked by a fallen pine so everyone took the

bypass that was made one year after Alastair Sinclair sank his mighty Range Rover in the mire.

Eric Ratcliff's ex-military 110 and Roy Parson's



ex-military 109 pick up made it up the gentle slope of the by pass effortlessly. But, as Clifford watched, Andrew's 110 seemed to be challenged. He inched up, got stuck, inched back. An odour unfamiliar to Clifford began to be noticed. Over and over again the 110 tried to muscle up the slope but for some reason couldn't. Abandoning hope as the start

to the bypass was helplessly and now impassably rutted, Andrew decided to tackle the water crescent. Advancing confidently towards the tree, Vern borrowed a saw and cut it in half, Roy ready to pull it aside. But, oddly after some more to-ing and fro-



ing, the 110 came to a half. "The transfer box keeps slipping into neutral" Andrew said when Deborah signalled to him that the wheels weren't going around as he raced the engine.

By this time, Clifford had climbed the bypass rise, and was soon joined by the Matt's 110 as they watched Andrew in the water. Slowly it began to dawn that maybe it wasn't a transfer box problem, but the newly installed clutch had bit the biscuit, shed its mortal coil and vanished in a puff of smoke. The problem now was that the 110 was in the middle of the crescent, too far for Roy to pull him forward. Now it was Clifford's turn to shine!

The newly attached winch cable quivered in anticipation as it slowly, in a very dignified fashion, pulled the mighty 110 forward. Only stopping to properly respool the cable, Andrew was soon pulled from the water and up on dry land.



A discussion ensued between the various drivers on who was going to have the glorious task of towing the sad silver 110 back to Vern's. After some discussion Clifford was chosen! Maybe now he would earn that envious blue

... continued on page 10

Clifford goes Off-road *(continued from page 9)*

star given to worthy vehicles. Kind of like the Blue Riband of the days of old when the great, plush, ocean liners used to race across the Atlantic. Clifford had heard storied of a former holder of this honour, a noble Range Rover, whose name, “the Gin Palace” was still whispered amongst the other Range Rovers as a vehicle of great nobility. Sire of another Range Rover, “Lucy” of southern fame, Clifford was ready for the task. He was the little red Range Rover that could!



soft traps that had previously ensnared the careless Andrew. With a bang, the front diff locked as he lurched to the right. He tried to keep going straight, but he had put the tow strap off centre to the right, causing him to crab as he bounced along.

Soon, the second climb arrived, complete with wet rocky bedrock and shelf. He spun on some loose boulders and the rear diff engaged with another bang. With a mighty effort he showed that maybe he too

Attached by a wide and solid umbilical cord of woven material, Clifford started to pull the 110 down the green land. First low was a breeze. A long muddy crossing and he was up into second low! This was going to be easy! The long downhill was helped with Andrew acting as the brake. The gate was passed and a pair of long, watery, and rocky uphill pulls loomed. Vern had warned him that this was to be difficult.

But he new he could.

Up the first hill he roared. The air shocks lowered to the bump stops, the special diffs ready for action as he powered up the first rise, pausing but once for a breath.



He shuddered and bounced, but onward he rode. Some of the trucks stopped ahead! “Oh no” thought Clifford, “If I come to a stop I might not be able to continue! Oh, the embarrassment to have to accept a tug!”. But Matt’s 110 started to move again as Clifford approached and he focused again on the Blue Star! It was all about the Blue Star!

Onward he pushed. Crashing noises emanated from under Clifford as rock and shale was dislodged, shoved carelessly away causing him to slip one way or the other towards the edge of the trail, potential



could earn a blue star and be up there with the vaunted “Gin Palace” of old. And why not? A water trap suddenly appeared, complete with glorious mud! His engine racing, he dove into the quagmire, and with a deliberate spin of the wheels he tried to throw some rooster tails of his delights as he wallowed forward though the obstacle. But, alas, no rooster tails appeared, he only accelerated forward faster, getting more grip as he carried his charge towards safety. Only a small dollop of mud, landing on the Bruce’s mirror reflected the stupendous effort he was displaying. It isn’t everyday that you get to rescue a TDi engined Defender 110!

An Ode to paper...

Is PDF really better?

While looking for some material to reference for some propaganda that I am preparing for an upcoming issue of the newsletter I remarked to my lovely wife that the image upon my computer screen I was looking at had visible creases in it.

Maybe I should back up for a moment. The newsletter in question was edited by me back in the late Winter of 1999. That material was written up on a Linux machine, in a manner that older members would remember from those dark, bad, DOS days. It was emailed to Spenny in Washington DC, processed on an Apple, and sent back north as a PDF for printing. A hefty PDF really, as for printing higher resolution is needed. Twenty five plus megs if I remember correctly. A lot for today, let alone yesterday.¹

But, off to the printer it went, a box of paper returned, and the monthly newsletter collation team of varying, but familiar, members sat down at the Prescott, or Bob Wood's basement or garage, and put together a couple hundred copies. Burdensome? Yes. But the stuffing almost represented another Social. In fact, those months were it was done at the Social, it encouraged greater attendance as people came to help out. And every member had a copy, the National Archives had two copies, Land Rover had a copy, other clubs had a copy.²

But, times were changing, more people had email, and demand for an electronic copy rose. Email limitations meant that two PDFs were created. One to print, one, much lower quality, to email to get around e-mailbox limitations. Two membership classes were created, one cheaper for email, the regular by post.

To get back to where I started, ironically I was researching my material on-line using a scanned image of a printed newsletter. The original electronic copies used to print them long vanished. I also noted that at least for me, it is a lot faster to flip through the paper copies of the newsletter than it is to find an article from an on-line copy. Maybe I do not search on-line properly, but bear in mind I have an arsenal of software and every newsletter sitting locally on-line as well as the binders with the paper copies. I still reach for paper first.

Which raises the question, how ephemeral is the newsletter today? To quote our esteemed President, his copy went to the bog where it provided copy for

several visits. Bruce Fowler's, Gordon Bernius' copies sat on a shelf and were given away to people looking for information. Ben, Fred, and a few others have binders full of issues.

But what of the PDFs everyone wants now-a-days? How many electronic copies are readily available?³ Can you find yours amongst the massive morass of your inbox? Have you changed ISPs? That means that your e-mailbox has changed and did you migrate, or download those PDFs? All to point out that for the sake of convenience we might lose something that one day might be regretted. Or, are you saving the club the cost of printing by printing it yourself?

But, paper has its limitations. David Place and Trevor Easton come to mind. Both former editors of their respective club newsletters, yet no longer have copies of Prairie Rover or Toronto Area Rover Club (TARC) newsletters that they edited. As those newsletters never were sent to the National Archives, unless some member squirrelled them away, they are gone.⁴

All to say, your PDF copy is convenient. It is cheaper. It provides instant gratification. Yet it is ephemeral. That \$15 difference in membership represents about two and a half pints at one social. Is the PDF copy really worth it?

Just my two cents⁵

1. Remember, high speed Internet was only rolled out by Bell as a pilot in 1998. The vast majority of people who heard of and accessed the Internet did so via dial-up.
2. Land Rover has received the newsletter since the club was formed, ALROC even sent newsletters there. We used to exchange newsletters with other clubs from as far away as Australia.
3. <http://www.ovlr.org/nl/OVLR.nl.freq.html> excepted if you were curious.
4. Which is why Ben Smith and I are slowly collecting other newsletters, scanning, and putting up on the Land Rover FAQ. Most of the former Land Rover Owners Association is now published, the ALROC Transfer Box archives soon to follow.
5. Now, if I wanted to scare you, I would observe that currently most phishing attacks designed to compromise your computer are sent as PDF attachments now.

The 28th OVL R Birthday Party

Silver Lake, Ontario, June 23-26, 2011

For 63 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVL R celebrates its 28th Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World, Land Rover Owner and other magazines. The Birthday Party is also the oldest, continuously run Land-Rover event in the Americas.

The Birthday party is being organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support.

The event will again be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7. There are numerous trails in the area and the Club is continuously in the process of scouting out new opportunities.

People with an interest in Land Rovers come from Quebec and Ontario and the north-eastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event;



PHOTO CREDIT B.MALONEY

however, because of insurance requirements you must be a member of OVL R to drive on the off-road. For information on past Birthday Party's go to the Past Events pages where write-ups on past Birthday Party's.

Activities

There will be the traditional Land-Rover activities. 2WD and 4WD trails across the local countryside that ranges in difficulty from a drive down a country green lane, to endless opportunities to winch your way to fun and frolic. The annual RTV, a cunningly laid out course that tests your abilities to drive an intricate course, without touching any of the canes set up to challenge and guide you. Or, simply undertaking necessary repairs by drawing upon the assembled expertise at the event.

Planning

Accommodations: It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting several days. In the past, members have taken a week off to do a double header of the Birthday Party on one weekend, then travelling from Silver Lake to other events. You have several choices open to you. You can camp on the main field where the event is organised from. That is free, and there are porta-potties available. But, as implied, you are camping out. No camp fires though.



PHOTO CREDIT M.LOIDICE

A second choice is camping across Highway 7 in the Silver Lake Provincial Park. A choice taken by many as the park offers hot showers, porcelain and camp fires. Reservations for a campsite can be done either by telephone or on-line. Go to <http://www.ontarioparks.com> for information.

... continued on page 13

28th OVLR Birthday Party *(continued from page 12)*

A final choice is staying at one of the many motels in the area.

Costs

Included some meals – see web site, or future editions of the newsletter for more details.

Family (2 adults and kids) - \$110

Adults (12 and up) Pre-registration - \$40 (On-site registration - \$60)

Kids (6-12) - \$12 (On-site registration \$15)

Kids under 6 - free

What should you do?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising



PHOTO CREDIT M.LOIODICE

requirements – either at or prior to the event.

- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- Celebrate and Enjoy!!

From the Archives— Birthday Party of Olde!





**OTTAWA
VALLEY
LAND
ROVERS**

REGISTRATION FORM
OVL R 28th BIRTHDAY PARTY
Thursday June 23 - Sunday June 26, 2011

EARLY REGISTRATION DEADLINE - Must be received by May 20, 2011

Please complete and send this form and a cheque to:
OVL R, PO Box 478, Carp, Ontario K0A 1L0 or contact OVL R.Treasurer@yahoo.ca to pay by PayPal

Name _____

Address _____ City _____

Province _____ Country _____ Postal Code _____

Phone _____ Email _____

Name(s) of guest(s) (and age of children) _____

BIRTHDAY PARTY FEES: Included: Saturday Dinner & Sunday Continental Breakfast

	Received by May 20th		After May 20th or at event
Family (2 adults + _____ kids)	\$110.00	x _____ = \$ _____	NA
Adult (13 & up)	\$45.00	x _____ = \$ _____	\$60.00
Child (6 - 12) ('child friendly meal')	\$12.00 **	x _____ = \$ _____	\$15.00
Infants (0 - 5)	Free		

** Reduced fee reflects 'child friendly' meal of hot dogs / hamburgers plus all side dishes and dessert

Birthday Party Fees Total \$ _____

FREE OVL R T-SHIRT with early registration.

Please circle size(s) required:

Women (relaxed fit) XS S M L XL XXL

Men S M L XL XXL XXXL

Child XS(2-4) S(6-8) M(10-12) L(14-16) XL(18-20)

PLEASE NOTE THE FOLLOWING

1. Off-roading will be scheduled for Friday, Saturday and Sunday <-- ... 3 days of off-roading
2. Payment of registration fee is required regardless of your participation in the meals.
3. Club Insurance requirement: All drivers must be members. If you have a guest wishing to drive your vehicle, affiliate memberships are a bargain at \$5.00. Renew your membership or purchase an affiliate by filling out the appropriate section on page one and the above information on this page for each membership, or will be available at the birthday party.
4. All vehicles must be plated and carry personal liability insurance.
5. ALL participants (drivers and passengers) must sign an insurance waiver. Bracelets will be used to track completion.
6. **Drinking and driving, whether on or off-road, is a criminal offense and will not be tolerated.**
7. Members wishing to participate in off-roading activities must be prepared to submit their vehicles for a mechanical safety check and must have suitable recovery points.
8. The executive reserves the right to deny access to off-road trails at their discretion.
9. Accommodations are the participants' responsibility. Camping at the main site is available free of charge. Port-a-Potties will be available. No showers.
10. Fires are NOT permitted at the main site.
11. Drinking water will be provided in 5 gallon bottles with pumps. You will have to bring your own drinking containers, or stainless steel water bottles with OVL R logos will be available for purchase at a cost of \$10 ea.

Signature _____ Date _____

Classifieds

FOR SALE

Land Rover 101 Ambulance LHD. This vehicle has not been jury rigged or messed about in any way. In "as released" condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. Asking \$10,500 Contact Robin 1 613 484 6602 or rrcraig@sakto.com

FOR SALE

Brownchurch Roof Rack! The roof rack is now \$250 neg. Was 800+ US 10 years ago. Good for Disco 2, Great shape. no rust.
Contact Chris: cjglauninger@sympatico.ca

FOR SALE

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road register in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy. Contact Robin 1 613 484 6602 or rrcraig@sakto.com

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.

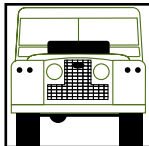
Call Sean McGuire 613-612-7622

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

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






Tel: 613 473 LAND (5263)
 Toll Free: 1 888 473 LAND (5260)
 Email: info@landroversalvage.ca

P.O. Box 790
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Located on Hwy. 7 halfway between Toronto & Ottawa

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We undertake bespoke service and restoration by appointment and are also U-Haul dealers – so you can trailer to & fro!

Visit our online store at

www.landroversalvage.ca

or call us

613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic
 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

Does your Land Rover need expert help?

Come see the experts at Land Rover Ottawa

Huge inventory of parts & accessories in stock

Same day service available on most repairs

10% discount for all Club Members

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1300 Michael Street, Ottawa, ON K1B 3N2
 Tel: 613-722-7533 Fax: 613-722-868



... and having the spare to roof so close smacks of poor risk management practices.

PHOTO CREDIT D. KENNER

