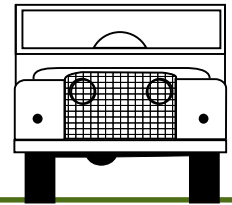


OTTAWA
VALLEY
LAND
ROVERS



February 2016

www.ovlr.org

Volume 33, Number 2



Find us on
Facebook

<https://www.facebook.com/groups/1477333665898918/>

L'Heap Year



Day after our biggest snowfall.
PHOTO CREDIT: T. KING



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General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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 raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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.ca>

<https://www.facebook.com/groups/1477333665898918/>

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

OVL R Forums

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

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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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 (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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 add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Copyright is held by the author of articles or photographer and the balance by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

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Upcoming Events

March 21, 2016

263rd Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

March or April (date to be confirmed)

Maple Syrup Rallye
Shawville, Quebec

April 18, 2016

264th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

Other Friendly & Neighbouring Clubs' Events

July 30-31, 2016

Blacker Than Night Rally

Note: Other Clubs' events usually require registration or one year membership purchase.

OVL R Facebook Page

The OVL R Facebook page will be regularly updated with goings on and club membership stuff. We will post the upcoming events and other important things when we can. Please drop by and "like" our OVL R community. Our intent is that it gets to share stories, trips and musings on all things Land Rover. If are having trouble repairing your Landy or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at: <https://www.facebook.com/groups/147733366589818/>

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Maple Syrup Rallye

PHOTO: S.L.MANNION

Spring is a wonderful time of year. When the days warm up, the sap starts to flow. The great tradition of maple sugaring is a great way to enjoy the beautiful outdoors. Maple syrup is a natural and very unique product. It is only made in Eastern Canada and the US northeast from the sap of sugar maple and black maple trees. As Spring approaches, sugar makers take to maple forests (sugarbushes) to tap maple trees. A drill is used to make a small hole from which the tree sap flows in the warmth of the day. The sap is collected and brought back to camp to be boiled. The water is driven off and the sap thickens to a sweeter maple syrup.

The Event:

For the past twenty years, members of OVL R have been celebrating the coming of Spring with gathering at Vern Fairhead's sugar bush in Shawville Quebec during the maple sap run. The event offers people an excuse to get 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. 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 !

When:

The Maple Syrup Rallye is traditionally held at the end of March or beginning of April at the height of the sap run. Vern has not yet been able to pick a date, so we will wait and see. Watch your e-mail inbox and our facebook page and we will provide a last minute update to confirm the date.



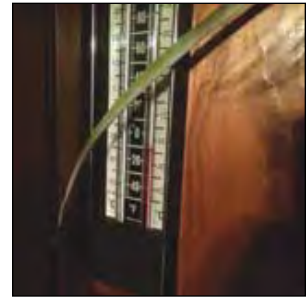
A Winter's Romp Tale

REPRINTED FROM: ATLANTIC BRITISH WEBSITE
ARTICLE AND PHOTOS BY: DAVE BOBECK

Land Rovers and their owners once again descended in the vicinity of Waterville, Maine, for the annual Maine Winter Romp, hosted by Bruce Fowler of nearby Benton. For many, Winter Romp is a “don't miss” event that signifies the beginning of the East Coast US Land Rover rally calendar. Rover fans who have been cooped up all winter long, hiding from the snow and cold, can come out and get a break from their cabin fever. For those of us from warmer climes, it gives us a new low point from which to regard the remainder of the season's cold temps. Those 20°F days in late February and March will seem like nothing after four or five days of standing outside in temperatures much closer to, or often well below, zero.

2016 also marks the 20th anniversary of Winter Romp. The event, launched by a small group of friends back in 1996, has continued to grow over the years. In the weeks preceding this year's event, as helpful minions spent their weekends clearing the trails, the local hotel bookings started filling up, and it became clear that this would be a record-breaking turnout. I don't have an official tally but there were close to 150 vehicles attending. The popularity of the event is likely due to a number of factors. For one, there is no registration fee or club membership required to attend, as the event is strictly non-commercial. Waterville is a college town with a number of quality dining

and pub choices where Rompers can have a good time and spend lots of cash, in an area where there isn't much tourism during the cold winter months. The business owners are usually more than willing to accommodate the needs of the Rompers and this makes the event even better with folks more like to return in the future. Of course there is also the off-roading, and the participants themselves who really make the event what it is.



When you arrive at Winter Romp, you stay at the Waterville Grand Hotel which is a former Holiday Inn now under private ownership. Winter Romp attendees receive a special negotiated rate unavailable anywhere else in the area. In the morning, everyone eats breakfast at Big G's Diner, noted for its comically enormous portions and

friendly service staff. You order a sandwich along with your breakfast, and take it out on the trail for consumption later. The sandwiches are large enough that most people can get 3 or four meals out of one.

After Big G's, Rompers spit into small, manageable groups and head back to Bruce's house for a trail briefing, or directly to the trails. The off road portions of the event are

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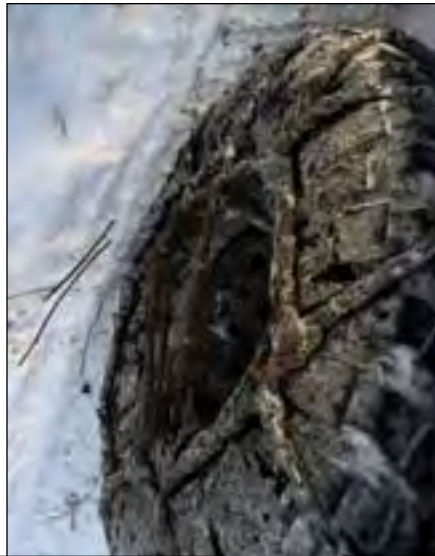
A Winter's Romp Tale (continued from page 4)

on a trail network that has been built by various Romp participants over the years. The names of trails are often related to a long-since-gone landmark, such as the Pail Trail, and the Couch Trail, or often something more foreboding and descriptive, such as “The Pit of Despair” or “Screaming Eagle.”



Unlike 2015's fiasco of impassable, four-foot deep snow drifts in the woods, this year the conditions were quite favorable, with a shallow average depth of just around a foot or less. The cold and wet air allowed the snow to pack firmly and provide decent traction. But the relatively cold daytime temps, never venturing much above zero, combined with the warmer temps of previous weeks, resulted in a lot of sections of water covered by a thin layer of ice. After taking a bath in the cold water, the vehicles' tires and brakes were rapidly freezing, often immobilizing a tire or in some case the entire vehicle, with even some breakage resulting from this effect.

Other trail carnage included the usual host of



bent steering rods as well as multiple differential covers getting punctured by large rocks hiding under the shallow snow and ice. Despite these troubles, the trail network was largely accessible even to stock vehicles and with a little skill and some tire chains one could traverse most of the property without too many problems. One exception to this was the large swamp at the base of the popular “Power Line” hill climb. At any given time one could look down the trail and see a line of vehicles buried to their axles in the bottomless, chunky ice-mud morass of the not-quite frozen swamp.

As for your author, my vehicle, a 1984 Land Rover 90, spent the majority of Saturday under a large tarp along with a propane-fired salamander heater trying to thaw it out from the block of ice formed during Friday's off road adventures. Sunday was better, and we got to explore much more of the trail network, and spend some time with good friends that we only see this one time each year.

2016 is also a year of reflection for some as we remember two good friends and regular Romp-goers who recently passed away, Bill Caloccia and Jimmy Salmon, both of Massachusetts. Saturday night even saw a small trailside fireworks display in honor of the departed.

Sunday evening, we drove my vehicle up onto its trailer and made a hasty retreat in order to dodge some nasty weather forecast for our hometown of Washington DC.

... continued on page 6



Murphy's Law

BY ANDREAS NIEDERMEYER

<http://expeditionmeyer.wix.com/travel-blog#!Murphies-Law/cmbz/56b2989b0cf2fb0f6fed0f3a>

February 3, 2016

It had to happen. Although I don't know why me, but it did.

Driving up the hills I experienced a loss in power and engine and oil overheated. After immediately stopping and checking I found that the gearbox was not responding anymore and the car couldn't be started again.

And of course it happened in an area where you shouldn't be alone. Luckily we had great support from the roadworking people who were there at the same time. They secured the street and called a tow truck. This happened at 2 pm and the truck showed up at 7 pm. Yep, that is Columbia. But everybody had a great time.

When the tow truck showed up, I was surprised as it bearily could handle my truck. And when I saw them driving away and the Landy was shaking like a cow tail



I didn't feel very happy. But they didn't either and they changed the truck for a bigger one. After that they drove it 450 km to Barraquilla and we followed the day after.

In Barraquilla I had met an offroad shop, Iguana4x4, the day before, as I needed a new starter anyway. So the car was delivered to them.

There we found out that the gearbox was toast. And of course. I couldn't replace it with a new one as I have a special set up which is only available from UK. And shipping it out of UK is expensive and time consuming. So several ideas were explored like putting a manual gearbox in, but which also failed due to the availability here for diesel engines. So I left Mammut parked here for

a rest and I shall continue with Thomas in one car. Luckily the day after a gearbox mechanic showed up in the shop and said he could repair it. So I will give it a shot which takes around two weeks. In that time we will drive to the Caribbean and have some holidays. Finally :)

A Winter's Romp Tale (continued from page 5)

Winter Romp must have decided to follow us South, as we had snow the whole way down and rain freezing instantly onto the windscreen in Maryland.

A toast then, to Mr. Fowler and to all those working behind the scenes over the last 20 years to put the event together. It takes a huge amount of effort to do, and a ton of coordination to bring it off successfully. It really is one of the



best offerings on the East Coast, as evidenced by the attendance levels, and I always encourage others to try it out. I have a saying- "There are two types of people in the world. Those who haven't been to Winter Romp, and those who want to go every year." Which type do you want to be?

SEE BACK PAGE FOR ADDITIONAL PHOTOS BY D. KENNER

Photo Caption Contest

Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by D. Kenner.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



January Caption Contest Results

Everybody is a winner this month !

Bruce Fowler: Don't worry, "The tiger is in the tank"

Naji: Sorry my urine and your coolant are not compatible

Bruce R: No problem Bwana, just a little adjustment and I'll have you on your way!

G. Pell: Kitty?

D. Kenner: I thought it was "put a tiger in your tank", not a lion...

KN: Born free my ass who invented these damn addictive contraptions???

AF: "I think I'll just adjust the idle mixture a little bit richer..... ah, that's better."

Clive Sheperd: Screen test of "Customs Cat" for The Gods Must Be Crazy
3 causes production delays!

McD: Impressive – but can he set the points??

Thanks for playing everybody :)



Danger lurks in the deep, dark, forests of New Jersey.

SUBMITTED BY D. KENNER

Photographic evidence that Ents are real. Now, you might say that Tolkien was describing much more mobile and talkative Ents. But, that was long ago in the Third Age.

In the fourth age, they have evolved and now resemble Weeping Angels. And they are hungry for aluminium and possibly burmabright.

Be warned when venturing into those forests...



A story in pictures

SUBMITTED BY DIXON KENNER
REPRINTED FROM THE WEB

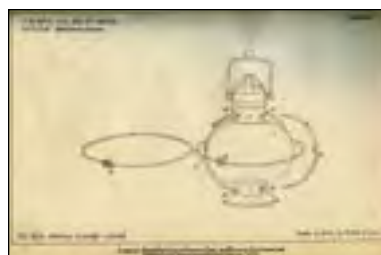
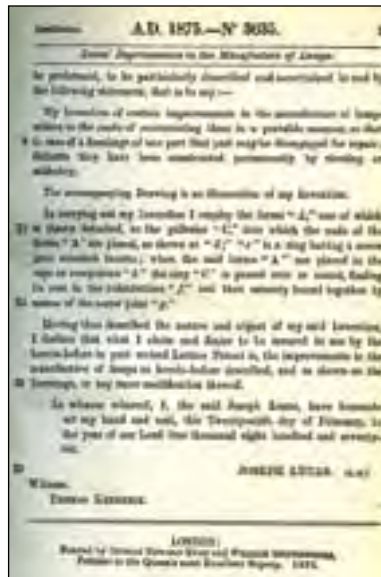
The anniversary of the first Lucas Patent!

Today is the 140th anniversary of the sealing of the first patent granted to Joseph Lucas (Patent reference 3035).

The patent was for “Certain Improvements in the Manufacture of Lamps”.

This related to the mode of constructing them in a portable manner which enabled individual components to be repaired or replaced. This could be interpreted as the start of the Aftermarket business of Lucas!!

The specific lamp to which these improvements were first applied was “The Tom Bowling”.



Rovers & Parts for Sale

FOR SALE

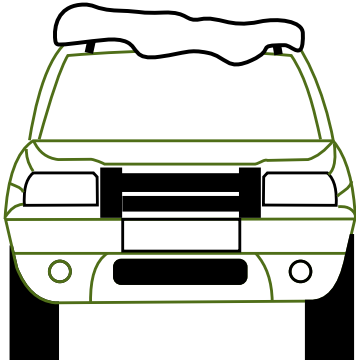
Winch Carrier for Warn 9500 winch, fits Disco 1 or RR Classic, fits around stock bumper, good condition. \$250 firm, Toronto (can deliver to Ottawa area at OVLR June picnic), solid unit, more photos available.
 Ted Matthews – matthewsted@aol.com

Jan16



YOUR Ad HERE

FREE ad space to members.
 Send information and/or photos to the editor.
 Ads run for one month – please notify the editors each month to extend.



WANTED

Good day from Newfoundland, I'm having a hard time finding a pickup roof for my series landrover I was wondering if anyone here could help Thanks, please reply on facebook to me as per link below:
 Andrew Burton
<https://www.facebook.com/andrew.burton.123276?fref=nf>
(ed note: if you can't reach him on facebook, email me at terrycking@gmail.com)

Feb16

FOR SALE

Genuine LR OEM rail grabber (roof cross bars) for Disco II (2000-2003). Like new and comes in original nylon storage bag, part STC50175. ASKING \$100 obo.
 Used but complete truck cab for late Series LR. Dent in the roof but all glass good. Asking \$400.
 VG condition Series 2-3 bonnet (plain knife edge hood, no tire mount) Asking \$75.
 Used fixed window sides: \$50 for pair.
 Contact Liam at tlcox@pacificcoast.net or 613.831.7106

Feb16

Skulls - Humour

SUBMITTED BY CLAUDE FORTIN

The sign text reads:
 "You are now entering the National and International... ground. DO NOT assume if you do not have the correct vehicle!"
 Take Note:
 These two men were NOT driving a Land Rover!
 They Perished!
 Land Rover.
 The Best 4 x 4 By Far.
 Live My Land!

More photos from the Winter Romp



PHOTOS BY D. KENNER

