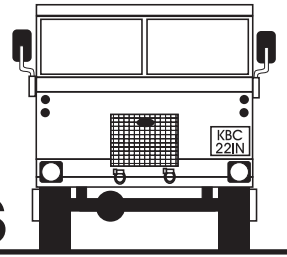


OTTAWA
VALLEY
**LAND
ROVERS**



April 2004

www.ovlr.org

Volume XXI, Number 4

The 'copter thinks it's found a field of Light Weights!



We were getting ready to fly around Niagara Falls and onto a winery with the Land Rovers. It was a press thing. I asked the pilot to land by a car so that it would make a nice pix. He did the stunts as his own idea. For some of the shots I was directly under the blades with him hovering over the cars.

It was wild. I had to brace myself as it almost blew me over. Photos by Rich Helm



PO Box 36055, 1318 Wellington Street
Ottawa, Ontario Canada K1Y 4V3

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 \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

OVL R Executive and General Hangers-On

President

Christine Rose
tcrose@sympatico.ca

Secretary-Treasurer

Dave Pell
djpell3@yahoo.ca

Events Coordinator

Terry King
tking@sympatico.ca

Off-road Coordinator

Jean-Leon Morin
offroaddesign@softhome.net

Past-president and Archivist

Andrew Finlayson
dcdf@magma.ca

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Your Name Here

Exec. Member-at-Large

Your Name Here

Mechandising Coordinators

Christine Rose
tcrose@sympatico.ca

Andrew Finlayson
dcdf@magma.ca

Webmaster

Dixon Kenner
dkenner@fourfold.org

Thanks to all our Helpers

Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson and all those whose names I just know I'm forgetting.

OVL R Newsletter

Newsletter Content Editors:

Shannon Lee Mannion
ottawavalleylandrovers@sympatico.ca

Alastair Sinclair
alastair_sinclair@hotmail.com

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net

Production Help

Bruce Ricker
joey@igs.net

OVL R Newsletter

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

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence Street, Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

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

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

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Submissions Deadline

The 15th of the month for inclusion in next month's issue.

Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Advertising Information

\$35 CDN for 1/4 page ad,
must run for minimum of three months.

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Hey man, what's going on?

OVLR Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston Street in 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 call Christine Rose for location. (613) 823-3150

Sunday, April 18, 2004

Maple Syrup Run at Vern and Linda Fairhead's in Shawville, QC

June 25th - 27th, 2004

OVLR 21st Birthday Party, Silver Lake

June 27th to July 4th, 2004

Please note that the Pierre Gauthier event will be from the 27th of June to the 4th of July.

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre, 43 Capital Drive, Nepean K2G 0E7

Ottawa Valley Land Rovers Incorporated

Minutes of the Annual General Meeting

Walter Baker Sports Centre Room 202, Nepean —
Feb 11, 2004 7:15 PM

Terry King, senior member of 2003 executive, acting on behalf of Kevin Willey, OVLR President, called meeting to order at 7:15 p.m. with 22 members present as per sign in sheet. Terry was acting on behalf of Kevin who was absent due to a family issues.

Minutes of last year's AGM were distributed for review, During the review some questions about the bylaws were raised, both Terry King and David Meadows assured the group that the bylaws have been submitted. It was moved by Gord Bernius and seconded by Andrew Finlayson that the minutes be accepted as circulated. CARRIED.

Reports

1) President's:

Terry King read the presidents report, which has been included below for reference.

2003 was a year of recovery and we did that with a vengeance. Our first event the maple Sugar Rally was very well attended and the hill climb provided some great entertainment. The Birthday was a smashing success with many new incentives; catered food, night runs just to name two. Another first, we made the cover of the Land Rover Monthly and where featured in the lead article for the North American section. Sponsorship of our events was at an all-time high as well this year. I'd like to take this opportunity to thank the other members of the event planning team for their great efforts in making this year something to remember.

*Respectfully
Kevin Willey*

2) Events Coordinator:

Kevin Newell Was not present at this time and therefore unable to comment.

3) Off Road Coordinator:

Terry King reported that he has attended 10 club or interclub events this past year, concentrating on the clubs big events, mainly the Sugar Bush Run and the Birthday party. Terry also commented that the really enjoyed the 2003 season.

4) Member at Large:

David Pell reported as he stepped into this position half-way through the yea, and the only thing he'd done to date was attend a few executive meetings he had nothing to report at this time.

5) Secretary-Treasurer:

David Meadows circulated copies of the year end Financial Report. He explained the basic format as well as gave highlights of the information contained. David then opened the floor for questions. Of which there was one about why we show revenue under insurance? David answered that this was due to a fee rebate from a returned policy.

The current balance (as of Dec 31, 2003) was \$7,891.44 cash and investments, with another \$1,000 outstanding News letter publishing cash advance.

During the discussion about liabilities it was pointed out by Bruce Ricker that the T-shirts from the birthday party still owed to members and sponsors are a liability, otherwise the club would have no outstanding liabilities.

David Meadows then turned the floor over to Christian Szpilfogel, the 2003 auditor.

Christian complimented David Meadows on the quality of the books which he kept and reported that a copy of the auditors report is on file.

An excerpt is included below:

*Fiscal 2003 Audit Report for OVLR – Final (v04)
Dated: January 31, 2004*

This is a summary of Audit for the members of OVLR in preparation for the 2004 AGM. This document should be retained for the information purposes of the club and its members.

Please find the following summary of my findings. Over all, the books are in good order. The treasurer has done an outstanding job in ensuring good order and traceability.

Audit was done using accrual based accounting methodology.

The audit was conducted based on the information provided by the Treasurer including: expenses and receipts, statements of deposit, monthly bank statements, and monthly balance sheets.

The following is not audited: assets and liabilities outside of the chequing and investment account; other information not provided by the Treasurer and Executive of OVLR. It is expected that no other liabilities exist and all relevant information was provided.

What follows is a summary of the findings and resolution. All actions are closed.

6) News Letter Editors Report:

Shannon Lee Mannion was sick and unable to attend therefore there was no report.

7) Returning Officer:

Terry King reported that a returning officer was not required at this time as there were no contested elected positions. Note there where no contested un-elected positions either.

8) New Business:

A letter was read from Lynda Wegner with respect to the desktop publishing of the news letter. In summation Lynda had agreed to do the layout (getting the news letter "camera ready") for printing on a trial basis, volunteering her expertise. After doing the layout several times she now has a better understanding of the work involved and requested an honorarium of \$75.00 per issue and a free membership for her husband, Richard Wegner. Several members (Dixon Kenner, Christine Rose) mentioned that \$75.00 was quite inexpensive for the services considering the time commitment involved. Some people where concerned about the



Once again, Peter Gaby gets bugged for the Grey Poupon mustard.

Photos by Bruce Ricker.

A couple of the boys, Jean-Leon Morin and Francois Juneau, whooping it up at the Malamute Saloon.



precedence of giving memberships away. Therefore, David Meadows moved and Christine Rose seconded that we engage Lynda Wagner to do the camera ready layout of the newsletter for a monthly honorarium of \$77.92 (\$75.00 and 1/12 regular membership) CARRIED.

During the discussion of the news letter the high speed access for the editor was brought up, the high speed access was originally paid for to facilitate the transfer of files to Keith Tanner in Colorado (who used to do lay out, but has had to retract his services because of other commitments). It was questioned if the access was still required, some members felt the access would still be required to receive articles. The membership felt that the new executive can deal with this expense and the membership at large did not need to deal with it in this meeting,

Appointment of an auditor for 2004. Andrew Finlayson recommended that Christian Szpilfogel as the auditor for 2004 which was well received by the rest of the membership in attendance. Christian readily agreed.

Terry King then read out the following elected positions.

2004 President	
Christine Rose	Acclaimed
2004 Events Coordinator	
Terry King	Acclaimed
2004 Off Road Coordinator	
Jean-Leon Morin	Acclaimed

The elected (acclaimed) executive broke out and the floor was given to Christine Rose.

(continued on page 6)

Annual General Meeting *(continued from page 5)*



*I'm going shopping,
you guys wash the
trucks.*



*A bevy of one beauty – left to right:
Dave Pell, Terry King, Christine Rose,
Jean-Leon Morin.*

Christine then announced the appointed positions on the executive.

2004 Secretary/Treasurer	David Pell
2004 Newsletter Editor	Shannon Lee Mannion Alastair Sinclair
2004 Archivist	Kevin Willey

Christine then gave a brief speech, outlining her plans for 2004. It's her plan to concentrate on the four main club events the Sugar Bush Run, the Tune-up, the Birthday Party and the Christmas Party.

As in past years the exact date of the Sugar Bush run will be somewhat weather dependent and that we'll be having a work party on the trailer prior to the sugar Bush Event.

Christine then mentioned that the provincial park reservations are now open, and we've secured the same site facilities as last year for the June 25, 26 and 27 weekend for the birthday party.

She also stated that it was her intention to work with suppliers who have supported the club in the past and work on improving the relationships with Rovers North, Atlantic British Parts.

Christine also spoke of the executives desire to review the classes of membership, (ie. Newsletter only and/or newsletter and off

roading member) this review is necessary in light of the rising costs of insurance and producing monthly quality news letter.

A couple of points were brought up from the floor. First was to request that any emails on the web pages be converted to gif images this will enable people to see the information but protect the users identity from spamming engines. It was also mentioned that all emailing from the executive should be sent out as blind lists also to protect the identity of the membership.

Moved by David Meadows and seconded by Murray Jackson the meeting be adjourned.

*Regards
David Pell
e-mail djpells3@yahoo.ca*

Nuts, Screws, Washer and Bolts

(a mentally disturbing story of a relationship that metallurgically failed!)

Gleefully provided by Ray Pearmain

Just thought that as a filler for the OVL R newsletter you could put in some websites of interest:

Here's something from a colleague:

Last weekend I ran into a chap at an antique car swap meet who has a lot of British taps and Dies. He bought out an old British hardware store.

Alex Watt is his name and he is in Santa Ana, CA his email is: brittapsndies@att.net

He also mentioned a source for nuts and bolts in our threads. He said to type in a search engine Bernie the bolt or use this URL

<http://www.bernie-bolt.com/>

*Bernard F. Wade Ltd
PO Box 1865
Oxspring
Sheffield
S36 8BY
Telephone: 01 226 370860
Facsimile: 01 226 370836
E-Mail: berniebolt@talk21.com*

Tech Tip

(Series One Discovery tail light bulb replacement)

by our Tech Wizard

Replacing a tail light bulb (not the bumper ones) in a Series One Discovery can be a bit of a fiddle if you haven't done it before and if your pride and joy is a seven seater version even more fiddling is required. First gather up the following:

- a small straight blade screw driver
- a #2 phillips screwdriver
- a flashlight or work light
- a #30 Torx bit (required for the seven seaters)
- a pair of needle nose pliers
- a bit of silicone paste or Vaseline
- an appropriate driver for the Torx bit a socket and ratchet work best for this.
- a replacement bulb(s) 1156 single element or 1157 double

O.K. you're ready! You have determined which bulb you are going to replace so open up the back door and go to the required side, behind the tail light you will see an access panel of the same colour as the interior with what looks like a button on the top. Take your small screwdriver and pry just under the edge of this to release the flip cap to expose the screw under it ... so now go ahead and undo this screw and remove the panel by lifting up slightly. Seven Seater Owners Note: before you can get at this panel flip out your jump seat and remove the two Torx bolt/pivots at the top and keep track of the spacers and washers so it goes back together properly! Now you can proceed removing your panel. OK, now you need your light so you can stare into the black hole that is the tail light housing.

Next figure out which one needs replacing look around carefully as the top one requires you to look way up into the black hole. You will notice that the sockets are made to look like they will just pop in and out with the greatest of ease but this is usually not the case, they do often come out easily enough but going back in, well you'll see. Alright take your needle nose pliers and grasp the outside of the offending socket and

turn it counter clockwise a bit and pull ah ha! There it is, the burnt bulb!

So push and turn your old bulb out and the new one back in and take note of the contacts and especially the three little pegs that lock the socket into place into the tail light assembly. Note that one peg is slightly larger than the others and if you stare into the black hole again you will see that one of the slots is slightly larger too.

Now before you jump in and try to refit the socket here are a few tips:

- 1) if this is the top socket take a little silicone paste or Vaseline and smear that rubber gasket that hangs down partially in front of the hole where the socket goes also put a wee bit around the base of the socket where it locks into the lamp housing.
- 2) Grab the socket with your needle nose pliers and align your three pegs correctly and offer up the socket to the housing, now with your other hand take a screwdriver and apply some pressure to the centre of the light socket and gently twist the socket with the pliers clockwise until it is fully in (less than a quarter turn) This sounds easy enough but believe me it can be very fiddley and you'll start to think that this must have been designed by a Triumph engineer. Patience is the best tool here. Hopefully you have got the socket in and you have checked the light to see that it is now working ... yes! So as they say in most British manuals, refitting is the reverse of the removal procedure and you can now congratulate yourself on a job well done.

P.S. You may be tempted to just remove the tail light assembly once you have the access panel off and change the bulbs that way, this is possible but getting it back on with that big rubber seal can be even more difficult!

Hope this helps! Ideas for tech tips?
dcaf@magma.ca

A Truck in a Tux

2004 Range Rover HSE

By Rich Helms

Appeared in the Oct 11, 2003 Toronto Sun Saturday Drivers Source under the title, "This truck in a tuxedo even has a butler".

A vehicle that focuses on a purpose and does it with perfection is rare, especially in the world of SUVs. A luxury SUV strives to be both a lavish road car and an off-road truck, but one usually dominates because there are design compromises the automotive manufacturer must make to meet a market-driven price point.

Considering that for most people "off-roading" is parking on the lawn, this makes some sense. But if you want a luxury vehicle that is a true off-roader, one answer is the 5-passenger 2004 Range Rover HSE from Land Rover, the only company to manufacture permanent all-wheel drive SUVs exclusively. The price sticker reads \$104,000, so this SUV can offer the ultimate in both luxury and rough-and-ready capabilities

During a weekend at Niagara-on-the-Lake provided by Land Rover, I and other media representatives had the opportunity to experience the vehicle's on-road manners. It was a little hairy taking photos under a helicopter that was hovering less than two feet over the Range Rover I was testing, but I figured it would either make a great cover shot for the DriverSource Saturday section, or the front page of the main paper if the pilot made a mistake. I live in the country, four km back on a dirt road, so my goal during the ten-day test was to see how the vehicle handled off-roading and country life.

This Range Rover was developed by BMW for 2003 and is basically unchanged for 2004. The engine is the BMW 4.4 litre all-aluminum DOHC V8 producing 282 horsepower at 5,400 rpm and 325 lbs-ft of torque at 3,600 rpm. Vic Bernardini, President of Land Rover Canada, stressed that Land Rover didn't play the numbers game and simply go for the highest horsepower. Instead,



Photos by Rich Helm



the power band is wide, smooth and offers surprisingly brisk acceleration from 0 to 100 kph in 9.2 seconds with a luscious throat – exactly what's needed for an off-road vehicle.

This was my first lesson in the Range Rover design philosophy – everything has a purpose. There are no frivolous toys here, but there are many conveniences. The five-speed ZF transmission provides fully automatic normal, sport and manual select modes.

I put the vehicle to one test at an interesting roadside hill. I raised the height-adjusting air-spring suspension to the off-road setting, giving 11.1 inches of ground clearance, put the two-speed chain drive transfer gearbox in low, engaged the hill descent control and backed up.

My first concern was clearing the hill with the back of the vehicle. Most overhang the back axle so much that they can't take a severe grade change. Range Rover is rated for 29 degrees and I did scrape the tow hooks a bit. The hill was loose gravel and sand, which provided little traction, but the Rover walked up that hill like a mountain goat.

As others drove by, they stared at this 5,400 lb. truck parked in an unusual position. I put it back in drive and let the hill descent control take me back down in check. I shifted back into normal range and drove faster than 50 kph, which is the point where the vehicle automatically lowers to normal height. I accelerated to highway speed and the vehicle lowered again to improve stability and fuel economy. The 19-inch aluminum wheels with 255/55HR19 tires combined with the independent air suspension were impressive on

both dirt and road. Eight air bags and standard xenon low- and high-beam headlights add safety.

The chassis also features a number of electronic traction control systems including Dynamic Stability Control (DSC), Emergency Brake Assist (EBA) and Electronic Brakeforce Distribution (EBD) supplement the standard anti-lock brakes (ABS). Hard rain on our dirt road and one inch of snow on Election Day gave me an opportunity to try these. Even under hard acceleration and braking, the Rover tracked straight and true. The turning radius is amazingly small at 19 feet, especially considering the 113.4 inch wheelbase. One feature I grew to love was the front/rear-obstacle warning, which made parking in tight spots easier.

All of this supports the off-road purpose – but how about the luxury? The Range Rover provides high-class accommodations that include stitched leather seats and real American Cherry, Burl Walnut or Black Ebony wood trim. The instrument package was influenced by ocean racing yachts, a striking look.

Climb in – and with a vehicle this high you will climb, start the engine and the steering wheel returns to driving position from its retracted posture. Select the destination, and the navigation system guides you in a British voice worthy of a fine butler. The 570 watt Harman/Kardon® AM/FM/cassette, 6-disc CD changer 15-speaker audio system is without equal. Heated front, rear seats and a heated steering wheel are standard. My test truck had the luxury interior package with 14-way power seats with memory.

My only complaints: I found the interior rear-view mirror small, I was surprised that the vehicle didn't have automatic headlights, and getting the navigation system to simply display a map of my location without setting a destination was harder than configuring Windows.

The first Land Rover came from Britain in 1948, and three quarters of all Land Rovers ever manufactured are still in use today. Compromise seems to be the norm in automotive design, and it is refreshing to see a piece of engineering that



stays true to its objective. I guess if anything was compromised in the luxury/off-road ability/price triangle, it is price. The base price is \$98,000, or \$104,000 with the Luxury Interior Package, as tested. At 20 L/100 km city and 13 L/100 km highway using premium fuel only (I averaged about 14), you will need deep pockets after the purchase, as well.

The biggest challenge of the week was for my 5-foot 1-inch tall wife, who practically needed an extension ladder to climb in. I sure hated returning this one (the vehicle, not the wife). The Range Rover is a luxury tourer that is equally comfortable on-road as off with an interior that can only be described as regal.



2004 Range Rover HSE
Base Price: \$98,000
As Tested: \$104,000
Options: Luxury Interior Package – power seats and leather interior – \$6,000
Weight: 5,379 lbs.
Length: 195 in.
Width: 75.7 in.
Wheelbase: 113.4 in.

Engine: 4.4-litre, DOHC V8
Horsepower: 282 @ 5,400 rpm
Torque: 325 lb.-ft. @ 3,600 rpm
Acceleration: 0-100 kph 9.2 seconds
Top Speed: 196 kph (Limited)
Fuel consumption: 20/13 L/100 km city/highway

Freelance writer Rich Helms (rich@wsws.ca) prepared this report based on sessions arranged and partly paid for by Land Rover.

OVL R 21st Birthday Party

Silver Lake, Ontario

June 25th-27th, 2004

The Event

The Ottawa Valley Land Rover Club Birthday Party will be held on the last weekend in June this year. What better way to start your summer vacation than to attend one of the best rallies of the summer. It is a good idea to plan ahead, book your camping spot and pencil in your vacation at work!

Additional information:

More information will be available in future issues of the newsletter, or on the club website at <http://www.ovlr.org>.

Volunteering

Keeping in mind the event is planned and run by a few volunteers, don't be surprised if you are asked to help out with one task over the weekend. Please don't let us down, commit a few hours and each year we can keep our costs down and have a lot of fun.

Registration

Please find enclosed in your newsletter or shortly posted on the website the registration form for the event. The fee of \$35 per adult (children 3-11 yrs \$12) entitles OVL R members to enter their vehicle in all of the activities. For non-OVL R members the fee is \$35 per adult. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course must join the OVL R club for insurance purposes.

Included in your registration will be the following;

- Saturday night dinner
- Sunday continental breakfast
- Event dash plaque
- and most important, lots of fun off-roading, participating or spectating at the RTV and chatting it up around the campfire.

Payment

Your registration must be received by June 15th in order for your registration to be processed. The cost will increase to \$50 for an adult and \$15 for a child for any registration received after this date or upon arrival at the event. There will be no exceptions. Please help us to run this event smoothly by pre-registering and simplifying our job.

The Main event

On arrival at Silver Lake you will need to register at the club trailer (watch for club sign on Highway 7 just past the Silver Lake Provincial Park) on either Friday afternoon / early evening or Saturday. There will be no pre-organized events on Friday but small groups will be going out for some leisurely off-road excursions.

Saturday the Rover group will start lining up for the days events. For those who are keen (and didn't stay-up too late around the campfire the night before) the first of the trailblazers will take off around 8:00 a.m. The one thing to remember most of us don't wear watches and we keep a very loose time table. Groups of trucks will head out all morning. For those who would rather be put to work we will be looking for some volunteers to set up the RTV nearby. Everyone is on their own for lunch but please remember if you head out for some off-roading late morning bring along a sandwich, you never know when you may return. There will be lots more off-roading in the afternoon and the RTV will start up around 1:00 p.m. If you don't plan on participating in the RTV it makes for a great spectator sport. Please remember the following; bring lots of water, a lawn chair and a camera to catch any possible lugnut award recipients in action. Dinner will be served somewhere around 6:00 p.m. but don't hold us to it. The balance of the evening is usually spent around the campfire telling tales and kicking mud off of trucks.

On Sunday we will be offering a continental breakfast around the club trailer. Most notably Tim Hortens coffee and munchies will be served. At around 10:30 a.m., after breakfast, the Club Auction will take place. Many of our generous sponsors have donated Land Rover accessories, parts and other paraphernalia. These offerings assist us in keeping our costs low for such a great event. Be prepared to hit the trails shortly after and bring along your lunch. At any time over the weekend feel free to offer up old parts to swap with your fellow Rover enthusiasts.

Just a short note to say that dogs are permitted at the event and at the Provincial Park so long as they are leashed and well-behaved. No dogs are permitted within 20 feet of the club trailer for safety reasons. If you are off-roading take your hound along, do not leave your beloved pet tied to a tree for the afternoon barking its heart out.

Accommodations

Your choice is between camping, motel or staying at a bed and breakfast.

- All those who wish to stay at the Birthday Party site (Mrs. Deacon's) free of charge are welcome to do so. Please keep in mind no open fires, cook stoves only. Toilet facilities and a wash station are available but no showers.
- The Provincial Park (see map enclosed) is very close by and reservations can be made via telephone at 1-888-668-7275 or from the website at www.ontarioparks.com and look for the Silver Lake – Dawson area (where most of the Land Rover owners stay).
- The Silver Lake Motel is located right nearby and reservations can be made by telephone at (613)-268-2511. Ask for Frank or Mary, they are most hospitable and serve a fabulous breakfast.

Getting to the event

From Toronto and points west of Kingston:

- Take highway 401 until you get to the exit for Highway 37. Follow Highway 37 North until you reach Highway 7. Go east along Highway 7 until you reach Silver Lake.

The most fun in the mud!



From points South:

- From points West of the Adirondack – take Interstate 81 to the Canadian Border. Take Highway 401 to exit 645. Go North along Highway 32. The #32 turns into Highway 15. Follow Highway 15 to Crosby. Follow Highway 42 West towards Newboro/ Westport. From Westport follow #36 to Highway 7. Go West to Silver Lake.
- From points East of the Adirondack, people have found it convenient to cross at Cornwall and follow 401 West. If you are down in New York City area it is best to skip the Hudson and go over through Utica to Interstate 81 to the Canadian border.

You know you are at the Birthday Party when:

- You see the property entrance at the Lanark/ Frontenac county boundary (big green sign). If you re coming from the east you will see FRONTENAC and if you are coming from the west you will see LANARK. Turn on the small gravel road (not in to the lake). OVLR will post its sign at the entrance.
- The Birthday Party site is about one mile west of Silver Lake Provincial Park. The motel is in between the Birthday Party site and the Provincial Park on the south side of the highway.

Please remember to send in your registration form early and look forward to seeing everyone there.

As I have said for years, if you can't beat them join them.

Cheers from your somewhat reluctant President ...

Christine Rose

James Merriam Invites Members to Participate in the Adventure Team Challenge

Submitted by Kevin Willey

Adventure Team Challenge 2004 will take place the week of May 31 - June 1, 2004. The week-long competition rally is designed to give Land Rover clubs the opportunity to have a representative team test their driving, navigation, and endurance skills against other Land Rover Clubs in the United States and Canada. The winning team earns the title as the North American Land Rover Club Rally Champions

Currently holding the 2003-year title are Gustav Kupetz and Scott Monico, representing the Minnesota Land Rover Club.

Each clubs' representative team must comprise of one Land Rover vehicle, each vehicle having a Driver and Navigator competing. Vehicles must carry their own insurance and be street legal. Each team will be responsible for their own camping equipment and provisions, however, opportunities will be given for the teams to replenish food and fuel supplies as needed.

The teams are scored in special task events that fall into a number of different categories.

Individual tasks may include some or all of the following disciplines:

Driving skills

Driving Manoeuverability (gymkhana courses, trials courses, manoeuverability exercises, etc.)

Navigation/route finding (locating or following Waypoint locations using GPS coordinates, or using tulip charts to reach the task finish line)

Use of vehicle equipment (winches, snatch blocks, tools, etc.)

Orienteering (map and compass work)

Physical Challenges (this is where fast, sometimes creative thinking comes in to use setting up and executing command task

assignment using vehicle carried or provided equipment).

(While the plans call for Three Special Tasks each day the number of Tasks could be greater or less depending on the weather, the progress of the Teams, general conditions, mechanical failures, etc.)

The terrain the event will be covering is diverse; ranging from steep rocky trails through wooded areas, tight trials courses, classic prairie conditions (flat open expanses with deep mud sections), heavily overgrown section roads, water crossings, forests, etc.

At the end of each day after all the teams have completed the special tasks they will be given instructions (via GPS coordinate waypoints) as to the next event location. They must make their way to the new site that night set up camp and be ready to go first thing the next morning at the new location. The event locations between the start and the finish will be kept under wraps because navigating to those locations each night (via the GPS waypoints) will be part of the event (sealed Emergency Maps will be furnished to the teams if they become lost, but points will be subtracted if they are opened).

Performance in most, if not all, of the Special Tasks will be judged relative to times taken. This does not imply that high speed driving ability is required. Points will be awarded relative to their performance in each Task and the Team with the most points after all the Tasks have been run will be designated the Adventure Team Challenge winners and the North American Land Rover Club Rally Champions.

Teams entering the competition will be subjected to five days of gruelling challenges as they strive for the honour of victor on the Adventure Team Challenge. The event is suited for all levels of skill but will challenge even the most experienced teams. We look forward to

many clubs from all across North America competing this year. I'm sure everyone attending will have a challenging and memorable experience.

Registration for the 2004 event will be limited to 15 teams so if you want to attend this event, sign up early! The cost of the event is 250 dollars per team (camping and access fees included) with a deposit of 50.00 for registration and the balance due before May 15, 2004.

We all look forward to meeting your team and wish you all the best of luck on the Adventure Team Challenge 2004. To reserve a spot for your club or for an information packet please contact

James Merriam
Adventure Team Challenge Rally Coordinator
843 Greenway Court
Derby, Kansas USA 67037
(316) 789-8155 or E-mail
camelrover@aol.com
Adventure Team Challenge

Mandatory Team Equipment List 2004

Per Team

- 1) The Team Vehicle must be equipped with a Winch.
- 2) At least one GPS unit per Team (must be capable of working outside the vehicle on foot).
- 3) 20' Recovery Strap
- 4) (2) 6' Tree Straps
- 5) Snatch Block
- 6) (2) D-Rings
- 7) Shovel

Per Competitor

- 1) Compass
- 2) Flashlight or Headlamp
- 3) Leather Gloves

Per Vehicle

- 1) Vehicles must carry their own insurance and be street legal
- 2) Seat Belts required
- 3) Fire Extinguisher
- 4) Minor First aid kit
- 5) Timepiece
- 6) Calculator

A General Inspection of the Vehicle prior to running in the event will take place, so make sure your Vehicle is sound and in good working order.
e.g.

- (Vehicle Battery must be secure)
- (Functional Brakes, i.e. no pumping)
- (No Broken Springs or Shackles)
- (No open Exhaust)
- (No loose Steering / excessive play)



Land Rover Owner International Seeks Photos

David Zartman writes:

My name is David Zartman. I'm the North American writer for Land Rover Owner International magazine. Each issue, I try to find some great Land Rover trails in North America. I've done Mt. Blanca and Holy Cross Trail in Colorado, Moab in Utah, Holcomb Creek in California, and others.

This next month I want to do Canada! Can you or your members recommend to me a great trail in Canada, and supply photos of Land Rovers of any age or model on the trail? It can be rock crawling, mud holes, mountain passes, whatever, as long as it is an epic trail to drive.

The photos would need to be high-resolution, in-focus digital, or sharp, in-focus 35 mm. For digital, 1800 x 1200 or so size minimum (or contact me with what you have). For 35 mm, I'd do what I did with the photos from Solihull Society.org member and scan the negatives at high res and return them to you immediately. I'd also mention the club in the story, as a local contact.

Can you folks help me out with this? I'd love to do a piece on your club/area, and check out the latest issues of LROI for my work. Thank you

David Zartman
dzartman@adelphia.net
213-944-3746

From the Archives



From 1994, before Yves and Dixon bought suits.

From 1995, first we fumigate, then we oil.



Sit down, keep quiet and hold on to this HUGE steering wheel.



From 1995, the last time Dixon's BGB got the frame-off treatment.



Al Pilgrim sits on Sally and catches a few rays and zzzzs.



These two handsome items have since had three offspring.



Dixon wonders where the heck is his body?



Nada, Nada, Nada. Now, yadda, yadda yadda.

Classifieds

1980, SERIES III, 109", Ex-MILITARY \$10,000 Cdn.

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Nature abhors a vacuum and so does an editor. I see a space, I use it.

FOR SALE

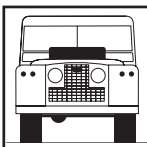
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YOUR AD HERE

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



New Members

April

David Watson, Burritts Rapids, ON – 2000 Discovery

Jean-Leon Morin, Orleans ON – 1966 3-Door 109 Diesel

Missing in the Mud

Location unkown – please contact David Pell – djpells3@yahoo.ca or 613-839-0350 – if you know the whereabouts of:

Benjamin Corrie, Ottawa ON

Gerald Ruderman, Wellesley, MA

Matthius Esingruber, Annapolis Royal, NS

Neil Brewer, Agassiz, BC

Mike Doiron, Kanata, ON

John Kostuch, N. Huntingdon, PA

Joseph E. Kelly, Barre, VA

What Auto Spies with Their Little Eyes

submitted by Dixon Kenner

So what's the hot news about the new Land Rover?

It will not be called the Discovery anymore.

Sources tell us the new name is the LR3 and there will be a choice of short (5 seat) and long wheelbase (7 seat) versions.

This URL was submitted by Dixon Kenner

He writes:

OVLR Soap Hits the BIG Time

www.simplerthyme.com/store/LRMspecial.html

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