

OTTAWA
VALLEY
**LAND
ROVERS**



January 2006

www.ovlr.org

Volume XXIII, Number 1

2005 — It Was A Good Year!





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.

OVLR 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.

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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.

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OVLR 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 and photographs may be submitted to the Editor, Terry King (tking@sympatico.ca) 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.

Deadlines: Submissions to the OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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.lrfaq.org>

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLR/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Advertising Information

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

Beneath the Bonnet

Calendar of Events	3
Top 10" Survey in Land Use & Access <i>by Del Albright</i>	4
Land Rover has Best Sales Year Yet <i>submitted by Murray Jackson</i>	5
RR Classic "Hunter" Edition <i>by David Gunthorpe</i>	6
Annual General Meeting Notice	7
Classifieds	7

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 Jean-Leon Morin for location. morinj@tc.gc.ca

Annual General Meeting 2006

The OVLRL 2006 Annual General Meeting will be held on Monday, February 6th at 7:00 p.m. The location will be the Hungarian Community Centre, 43 Capital Drive, Nepean. Bring your issues, questions, answers and nominations for next year's executive. Come on out and show your interest.

Birthday Party 2006

June 23-25, 2006 at Silver Lake — the Deacon's property is once again available for us. If you're staying at the Provincial Park, you should be able to book online on January 23rd.

OVLRL Forums

Please see:

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

'Top 10' Survey in Land Use & Access

Take this Nationwide Survey

by Del Albright, BlueRibbon Ambassador

We have an opportunity to help our friends in industry, business and the media to keep our trails, lands and riding areas open. However, they always ask the same question, and that is: "Just what are the big issues and where are the trouble spots that we should be helping with?"

I'd like to be able to give them a unified answer – from all of us. I ask you to help me tell them just that: where do we really need help in land use and access?

And I request that you don't just read this article, but that if you have an answer or a suggestion or an idea, that you crank out an email and tell me. Or send a letter. Heck, you can tie a string to a pigeon and send it flying. But let's put our heads together and come up with a national breakdown of our problem spots, trouble areas, targets for closures, and things we need financial help with.

Here's the deal. No matter where I go in my role as a BlueRibbon Ambassador, I run into folks with problems in their particular area that are hard to deal with and seem like uphill battles. Usually there is some form of government involved. And usually there are a bunch of volunteers who have real lives and jobs trying to make sense of government, regulations, anti-access closure groups, endangered species, and etc. And almost always there is not enough money to adequately address the issues. We have yet to find a simple solution to this dilemma.

All of our organizations, groups, and clubs are trying to help with these problems, and many are focused on certain areas. We are all trying. But one of the hurting bottom lines of this is that we do not have enough money or full time people to make a huge difference.

If someone were to ask you, in your area, where to throw money to help keep a trail or

riding area open, where would that be, and why? And if they were to ask you to list the biggest problems we face as a community of four-wheelers, what would those be (in order)? I'll give you a couple examples.

For me, Trail Boss of the Friends of the Rubicon, I would have to put the Rubicon Trail on top of my personal list of areas that need more attention, money and resources in order to keep this icon alive and well. As far as biggest problems, I would have to say that our image as recreationists is still our biggest battle. So there are two examples; image; and the Rubicon Trail. Can you come up with more? Will you?

My own vision from this effort would be that we find a way to capitalize on this information, update it annually or so, and use it for all our friends and benefactors that might want to help us now and in the future. Heck it might even help our national and regional organizations find more unity and common ground in their efforts also. I'll publish the list or lists on my web site and in magazines/newsletters, as well as on many web sites around the country, including the BlueRibbon Coalition.

Here's how to get in on this opportunity:

Fill out the form I have developed on my web site here: www.delalbright.com/Forms/form_top_10.html

Or write to me here:

Del Albright, BlueRibbon Ambassador
BlueRibbon Coalition
4555 Burley Drive , Ste. A
Pocatello , ID 83202

I know this is a bit of an unusual column for me to write. But I think this could really help us in the future. So please take a moment and get your two cents in the mix.

Thanks, Del

United Kingdom: Land Rover has Best Sales Year Yet

*submitted by Murray Jackson
Source: just-auto.com editorial team*

Land Rover achieved its best sales performance during 2005 in the company's history.

The SUV specialist, part of Ford's Premier Automotive Group (PAG), sold 185,120 vehicles around the world, a year-on-year increase of 14% on the previous year.

The USA saw sales surge by 30% in a year in which European brand volume was off 0.2% overall, according to WardsAuto.com data.

In the UK, it was another record year for the brand with sales of 48,357 units (43,769 [+ 5.72%] passenger vehicle units and 4,588 [-20.17%] commercial vehicles, according to Society of Motor Manufacturers and Traders data). This was the sixth year of growth for Land Rover.

Emerging markets like China and Russia saw sales increase 105% and 67% respectively.

Land Rover said December's cold snap across the UK sent buyers into its showrooms, giving an end of year boost to sales which were 3% higher than the previous year and set a record for the fifth year in a row.

The company added that growth last year was driven by "an exceptionally strong model line up". During the year, the newly-launched Range Rover

Sport, the company's fifth nameplate, experienced a "sensational debut" with 30,356 units sold worldwide in six months.

The Discovery 3 (LR3 in the US), redesigned for the 2005 model year, saw sales climb "steadily" to 53,558. In the US, a record year ended on a record high, with the brand's best December sales performance.

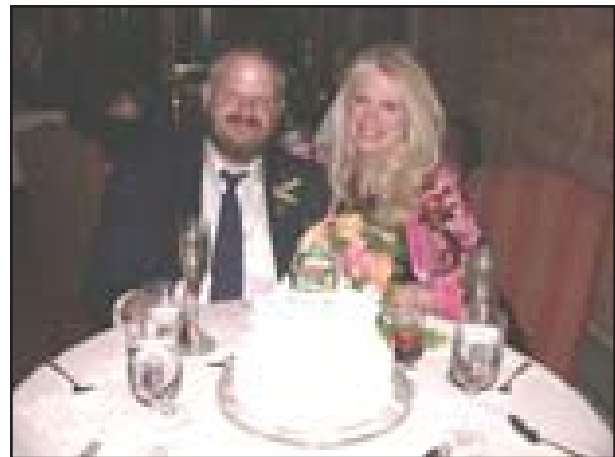
Land Rover also introduced major changes to the flagship Range Rover line during 2005,

replacing BMW-sourced petrol engines with variants of Jaguar powerplants.

Land Rover's managing director Matthew Taylor said in a statement: "This fantastic achievement is a reflection of a strong, new model line up and is a reward for significant investment and hard work.

"We said 2005 would be the year of opportunity and the United States would be an increasingly important market for Land Rover. We set out to seize success and grabbed it with both hands. We now need to maintain that momentum."

What did YOU do for New Year's...



Congratulations Bill & Kris – photo by Dave Pell

**New Members Wanted!
Invite your Land Rover
obsessed friends to join
OVLRL!**

**See page 2 for
subscription details.**

RR Classic “Hunter” Edition

by David Gunthorpe

OVLR Member, David Gunthorpe from Perth, Ontario, is pleased to announce the arrival of a “new” 1991 Range Rover Classic “Hunter” Edition in a traditional, non-metallic Eastnor Green colour.

Weighing in at 1952 kg (4303 lbs) and originally born in Solihull, UK on November of 1990, the “Hunter” spent its first 15 years in the kind, hospitable climate of southern California.

After having owned and driven a RRC for the past couple of years and having grown up in a Land Rover family, I decided that it was time to find a replacement for our 1992 RRC as the rust and mechanical challenges of the northern climate began to take their toll. We decided to find a southern vehicle and we were particularly pleased to find this somewhat rare vehicle in fantastic condition.

There were only a total of 525 RRC Hunter editions imported into the US during 1989 (120 units) and 1991 (405 units) and were introduced as follows: “The Hunter is Range Rover’s latest response to changing consumer needs, with a greater emphasis on utility and affordability, without sacrificing luxury.” In 1991 the Hunter sold for about \$37,075.00 US, which was around \$7,000.00 less than the standard 1991 RRC model. The selling price was less as it had fewer options and was introduced as a special edition intended to target the horseman. The brochure that came with all Hunters read “Range Rover has long had a close association with equestrian activities worldwide.” The Hunter has a decal on the lower tailgate of a person riding English style on a horse, jumping over the letter H in Hunter.

Some of the features that the Hunter has (or doesn’t have) are as follows: The Hunter did not come equipped with ABS, nor did



it have anti-sway bars. The Hunter has cloth seats in Brogue Brown that are manually adjusted, not powered. It also came standard with a factory heavy duty rear dog guard, light silver painted wheels and was fitted with a different air deflector which was used on the European base and diesel

models. The Hunter was also not fitted with the sunroof option. Most of the trim is in vinyl and the only classic wooden trim is on the door panel.

Since the Hunter arrived in late December, it has had new rear brakes and some exhaust work done. I have installed a block heater and changed all of the lubricants with semi or fully synthetic oil. We have installed an upgraded suspension system consisting of new coil springs, performance shocks and steering damper. We transferred the anti-sway bars from the 1992 RRC and the on-road performance has been improved greatly. I also fitted the correct Range Rover front bar and light guards. Future plans include transplanting the A/D/S sound system from the 1992 RRC and adding some driving lights on the front bar. It is also going in for a thorough underbody wash and rust protection next week as the salt from the roads just seems to know that this vehicle has not ever been exposed to its nasty wrath in the past. I am extremely pleased with this Range Rover Classic “Hunter” Edition and am particularly excited by its basic, serviceable and somewhat traditional features.



Classifieds

RECYCLE LEAF SPRINGS

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Contact Brian Scott at bjjscott@sympatico.ca

YOUR AD HERE

FREE add space to members.

Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for photos.

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OVLRL 2006 Annual General Meeting

Monday, February 6, 2006

7:00 p.m.

Hungarian Community Centre

43 Capital Drive, Nepean

Bring your issues, questions, answers and nominations for next year's executive. Come on out and show your interest.

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