



A Winter Run in Larose



*EOTB Trail
Leader Trevor
McDonald comes
through the first
hole*



Scott in his Xterra



*Joe in the
Tank Trap*



Disco going through



Disco approaches the hole



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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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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
Fiscal 2005 Audit Report for OVL R — Summary	3
A Winter Run in Larose <i>photos by Evan Croskery and Ross McDonald</i>	4-5
Series II — Wiper Conversion <i>by Ted Rose</i>	5
Smoking Out Cash from Car Hobbyists <i>by Murray Jackson</i>	6-7
Classifieds	7

Hey man, what's going on?

OVL R 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

Maple Syrup Rally 2006

This year's Maple Syrup Rally has been tentatively set for Sunday, April 9th at Vernon Fairhead's in Shawville, Quebec. More info to come.

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.

OVL R Forums

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

Fiscal 2005 Audit Report for OVL R — Summary

Dated: February 12, 2006

As auditor of the 2005 books, I can report that all accounts and transactions are in good order. The Treasurer should be commended for his accuracy in records and ability to maintain full traceability.

In total, two observations were made to the 2005 and 2006 OVL R executive. Specifically:

- Five refunds of \$25 were made to early registrants to the OVL R Birthday party. One of the recipients was a member of the OVL R executive. The meeting had three executive members present and was recorded. However, it was not properly recorded that the executive with the conflict of interest did abstain from the vote.
- During the OVL R Birthday party, three cash payments were made for services rendered. While the payments were properly recorded in the books, there was no paper trail (invoice, receipt, or cheque). It is recommended in future that a traceable transaction occur.

The auditor confirms a net negative cash flow for the club of (\$1964.58) and a final asset balance of \$7145.80.

It is recommended that the FY05 executive undertake to review the asset value of the trailer and equipment. It is further recommended that the executive confirm the value of inventory on hand.

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

Signed,
Christian Szpilfogel
Auditor 2005 for OVL R

A Winter Run in Larose

Excerpt from Trail Report – Larose Forest for Sunday, February 5, 2006. All rights reserved by EOTB

EOTB Club Run (with OVL R visitor)

It was a gorgeous sunny/cloudy day (above freezing) that was initially calling for ice rain, wind, and snow, all in the same day. The group was set with 2 Jeeps (Joe, blue TJ, Trev, green YJ), 1 Land Rover (Terry, black Disco I), and 3 Xterra's (Ross, black; Scott, silver and Brian, gold) (*ed note: Neil Young would be proud of those last two colours*).

We met at the Esso at exit 88 just beyond Embrun around 10:30 and headed out to the forest around 11 a.m. We travelled into the main road way of the forest and looked for a trail that was open for motorized vehicles to travel and after looking on the map and GPS locations we headed for the "Needles" but missed the turn and came back to the main road where we got the lead vehicle stuck, so had to dig and give a strap back to get unstuck and a chance to plough through. All worked through the hole well (*see corner photos on cover*) and we were back on the road searching for the next trail to try. We found a trail that lead to the "Mud Pit", but we would have needed to do a little too much trail cleaning. We decided not to try it and worked our way in the opposite direction to find the off-camber area.

Joe decided that he would give the trail a go, took the lead and ploughed through the ice but came to a fallen tree that needed the saw. Brian and Scott backed out and went around and met us at the other side of the log and after everyone gave a hand to get the log out of the way we worked our way to one last trail for the day. That one would make us use the winch and associated gear. Joe lead the way in and came to a large rut (*read: tank trap*) and tried to take it at off camber but got stuck on a very precarious angle (*center photo on cover*). We had to winch him forward so as to not make the situation any worse. Out came the winch and a snatch block so that we could pull the jeep forward from the jeep behind him,

using a convenient tree in front of him. After getting him unstuck and on all four safely, the next jeep entered the same hole straight ahead and got high centered, ploughing ice (and mud and snow), so another had to use the winch. Terry in the Disco decided that he wasn't going to try the deep hole (*ed: it was actually a bit narrow for the Disco, maybe two inches wider than the body*) and worked his way around the rut through the trees and got through.

Right after the large rut there was an ice breaking hole that made for some bouncing around, but the three vehicles made it through and worked their way to the end of the trail.



The three Xterra's had decided that the holes were not for them and met the rest of the crew at the trail end, taking the go-round. The watery trail made for some hard trail breaking for the lead Jeep. It had to work it's way forward and backwards to get the momentum for clearing the trail for the rest of us. (*Thanks Joe*). The other 2 trucks pulled up the rear and made for the trail end. The Disco needed a tug over an ice/mud wall. There were some good woop-di-do-s at the end of the trail that made for some good bouncing action for the short wheelbase Jeeps (*read: head vs. canvas*).

... continued on page 5

A Winter Run in Larose

(continued from page 6)

Once on the main road around 5 p.m., we said our good-byes and all called it a day. It was a very enjoyable day that had some hard areas and some nice winter wheeling sights. Thanks to all that came out on short notice and made for some good campfire stories.

*Cheers,
Trevor McDonald
EOTB Trail Leader*



Series II – Wiper Conversion

This is just a brief note on a common S2 Discovery concern, namely: wiper arms and blades, their operation and a conversion suggestion.

Poor wiper operation is a common complaint with these vehicles as they age, especially in the winter months.

Often this is due to the hinge on the wiper arm starting to corrode and seize from the salt and grime which leads to the blades not contacting the screen fully during their sweep. This is not a big problem if your car is under warranty but once it's out the arms are over fifty bucks each at the dealer if you can't free them up. A couple of other issues arise with the factory style winter blades. The first is the price, close to \$100 a pair and the other is their actual operation. Although they are a true winter blade they don't always seem to sweep the windshield in an even and consistent manner. This could be due to their rather high profile catching the wind or perhaps not enough movement in the hinges on the blades themselves. Whatever the cause your choice of blades is rather limited by the peculiar clasp that holds the blades to the arms. There is a relatively inexpensive and simple solution. The wiper arms off a Series One Discovery (Pre-1999) bolt straight on and utilize a more standard hook style clasp. This conversion will allow you a broader range of blades to choose

from and if one flies off while you're driving through Hearst you can pull into the local hardware store to replace it.

To convert yours you will need two Series One wiper arms pn# DKB102710 @ \$15.41 each, two end caps pn# PRC8253 @ \$3.62 each and two standard blades for summer pn# PRC9841 @ 10.61 each. That's the whole kit for slightly more than the cost of one S2 arm pn# DKB 102840 @ \$54.32. All of these parts are regular stocking items at Land Rover Ottawa.

*Cheers,
Ted Rose*

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.

Smoking Out Cash from Car Hobbyists

The Ottawa Citizen article below was written by Murray Jackson. He suggests that it would be useful if others^o sent written comments to the specified Drive Clean representative, even though the date for formal representations has passed.

Ottawa Citizen - January 13, 2006

Guest Column

Are Drive Clean changes that would penalize owners of older cars meant to clear the air, asks MURRAY JACKSON, or compensate test operators?

The old-car hobby is a multimillion-dollar contributor to the Ontario economy. The tourism industry benefits from the thousands of Canadian and U.S. visitors who travel to Ontario car shows. Charities gain from car club fundraisers.

At the same time, old-car hobbyists do much to preserve Ontario's motoring history.

On Nov. 18, Environment Minister Laurel Broten announced several proposed changes to the Drive Clean program. Chief among the proposals was an increase in the exemption period for new cars to five years from three. That has new-car owners smiling.

But other proposals will negatively, and disproportionately, affect Ontario's old-car hobbyists.

One key change would eliminate the rolling, 20-year-old exemption from Drive Clean testing. Collector cars that are 1988 or newer will not be exempt from testing until they reach 30 years of age. Even then, these vehicles will only be excepted if they qualify for special historic or year-of-manufacture licence plates. Many 30-plus-year-old vehicles will not meet the criteria for these plates, so they never will be exempt from emissions testing.

Data compiled by DesRosiers Automotive Consultants show that vehicles more than 20 years of age comprise a very small proportion of Ontario's lightduty vehicle population, yet these are the vehicles that will be adversely affected by the proposed changes.

The contribution of collector cars to air pollution is particularly small because they are generally well-maintained and are used infrequently. Of the 20-to 30-year-old cars in Ontario that aren't little-used collector cars, many are owned by persons on fixed or limited incomes — often retirees — who don't drive much and cannot afford newer cars. The proposed changes will hit these folks in the pocketbook.

The new provisions would put an unfair financial burden on old-car hobbyists, given their small numbers and the insignificant impact their cars have on pollution levels.

Under the proposed system, vehicles from five to 11 years old would be tested every second year, as is the case now. But all vehicles more than 11 years old would be tested annually until they are 30 or older.

This proposal lacks logic. It is unlikely that doubling the testing frequency for collector cars will result in more failed tests.

Ontario's old-car hobbyists often store their vehicles during the harsh winter months. Because of this, owners with winter birthdays already cannot renew the registrations for their vehicles during their birth month every second year — the emissions-test years.

That's because the Drive Clean certificate that is required to renew a registration cannot be obtained while the vehicle is in winter storage. Owners must purchase a trip permit in the spring to legally take their vehicles to a Drive Clean test station before renewing their registration. This awkward procedure and additional expense was bad enough when it happened only once every two years. In the future it could be an annual irritation!

The proposed changes mean that Drive Clean test stations would have reduced revenues because new cars would not be tested until they are five years old. Many testing stations have not recouped their investment in Drive Clean equipment. A cynical observer could easily conclude that the

... continued on page 7

Classifieds

FOR SALE

Owner's disclaimer: I know its not a Land Rover but it has towed / recovered its fair share of vehicles and major assemblies!

2000 Dodge Dakota Quad Cab, 4 x 4, Black 4.7 V8, 5 speed standard transmission, SLT spec, air con, cruise control, electric windows etc., 31 inch tires, limited slip rear diff, bed liner, tonneau cover, Class 2 Hitch, electronic anti-corrosion module. One owner from new with full service history. Ontario Clean air tested Nov 05, new front shocks Nov 05, new clutch / release bearing / input shaft Dec 05, new front callipers and rotors Feb 06, Fairly high highway mileage but very clean and tidy. Has supported the last 3 Birthday Parties, especially the

RTV preparation and has recovered more than one 101FC. I need to make room for new projects and so unfortunately the Dodge has to find a new home. Asking price is \$7500 or nearest offer.

If you are interested please contact your new Executive Member at Large : Andrew Jones at andrewjones@ripnet.com or at (613) 884-6560.

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obsessed friends to join
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**See page 2 for
subscription details.**

Smoking Out Cash from Car Hobbyists

(continued from page 6)

removal of the 20-year-old exemption and the imposition of annual testing for vehicles more than 11 years old are convenient ways of replacing new-car revenue lost by Drive Clean testers, thus reducing potential complaints from that quarter. This would appear to be the legislative equivalent of the tail wagging the dog.

In announcing the proposed changes, Ms. Broten invited comments from interested parties. More information can be found on the Drive Clean website, www.driveclean.com. But there's little time left — written comments must be submitted by January 17 and directed to Christopher Paulin, senior program adviser, Drive Clean, 40 St. Clair Ave. W., Toronto, M4V 1M2, fax (416) 314-4160.

MURRAY JACKSON is the creator of Motor-Cross automotive crosswords and the owner of a retired London taxi.

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