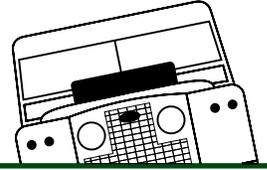


OTTAWA
VALLEY
LAND
ROVERS



July 2007

www.ovlr.org

Volume XXIV, Number 7

RTV mastermind, Robin Craig



Here's a picture that should definitely be used as evidence! It proves that Robin does in fact know how to drive the twisted and sick courses he spends hours of his time developing! Photographer: Paul King



PO Box 478
Carp, Ontario Canada K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

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

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

OVL R Executive and General Hangers-On

President (Acting)
Jean-Leon Morin
morinjl@sympatico.ca

Secretary-Treasurer
Dave Pell
djpells3@yahoo.ca

Events Coordinator
Your Name Here
events@ovlr.org

Off-road Coordinator
Kevin Newell
linda&kevin@trytel.com

Past-president
Christine Rose
tcrose@sympatico.ca

Club Equipment Officer
Bruce Ricker

Archivist
Your Name Here

Auditor
Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall
Murray Jackson
mjackson@igs.net

Returning Officer
Your Name Here

Executive Member-at-Large
Your Name Here

Merchandising Coordinators
Your Name Here

Webmasters
Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

OVL R Newsletter

Newsletter Content Editor:
Terry King
tking@sympatico.ca

January, April, July and October issues:
Dixon Kenner
dkenner@fourfold.org

Newsletter Production Editor:
Lynda Wegner
lwegner@synapse.net

Production Assistance:
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 and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

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

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

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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
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 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. morinjl@sympatico.ca

Notices

Aug 17-18 Roverfest CANCELLED - Killington, VT

Oct ??? - Mid-Atlantic Rally - Virginia

Thanks for the (Birthday) Party!

Dear OVLR,

Just a word of thanks for a great event, I was only able to attend Friday night & Saturday but enjoyed the time very much.

Just wanted to let the events team know how much their efforts are appreciated.

Again my thanks to all.

*Kind regards,
Peter Gaby*

TK...you are welcome, Peter !

OVLR,

I was at the Birthday Party with my family and also with our friend Simonne and her 3 children (we had a blast!).

Thanks, Rachel Bryan

OVLR Forums

Please see:

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

New Members Wanted!

**Invite your Land Rover
obsessed friends to
join OVLR!**

**See page 2 for
subscription details.**

BP (Birthday Party or Bits & Pieces) Report

by Terry King

Photo credits: Terry King

On the first full day of summer, June 22nd, OVLR members assembled their gear and packed their trucks for the short journey up to Silver Lake for the 24th OVLR Birthday Party. I went with a group consisting of Kevin Newell in Stan, Brian Scott and myself along with my navigator, Scott, in our Discos. We arrived about 2:00 at Dave Pell's to find Dave waiting more or less patiently for some parts to arrive by courier. They did, shortly thereafter, while I was hooking up the expedition trailer. Happily, these parts did not require immediate installation on Fergie, so we were able to get underway again almost immediately. From Carp, we went through Almonte, then south to Lanark to 12, then south on 511 and west on Bennet Lake Rd, and south again to Maberly, thus avoiding Highway 7 as much as possible. From there it is a short hop to the Deacon's property, where we were met by Harry and volunteers who quickly set about putting up the awning structure. After several weeks of up and down temperatures and alternating wet and dry spells, we were in the middle of a few welcome days of pleasant temperatures, low humidity, and no rain, perfect weather to kick things off.

Fridays at the B.P. are traditionally low-key with people setting up camp, getting settled in, and catching up a bit with people they may not have seen for a while, and this was no exception. Kevin, Brian and I chose to stay at the Deacon's as is our custom, rather than at the Provincial campground, in order to be central to things. Initially I had thought that I was to ferry some secret equipment from the main site up to the RTV site, but Robin had managed all that, so we were able to set up our tents and organize our dinner. Kevin (Hannibal) has acquired a rather neat rooftop camper (see photo) which, as he is so quick to point out, goes up and down in seconds. He was able to point that out about ten times while I "duct taped" my tent rods together for the

nth time, making a useless mental note to restring them at the first opportunity.

Over the course of the afternoon and evening, more vehicles came and set up camp, including J-L in his recently commissioned LandRover ! ? ! the Bryans and entourage were there, Bruce Ricker, Andrew Finlaysonwhile others popped in and then headed out to their chosen resting places; the Pennys, for one.

After dinner, our circle expanded a bit; first the Barretts came over, then Eric Ratcliffe and his son, and later Mel Barrett for a nice, cool evening of camaraderie, old stories, and character assassination of absentees, etc. until we each sought out our pillows.

Saturday morning dawned clear and cool and started with breakfast and some truck maintenance for me. Amidst all the trail runs and other more pressing things to do in the previous two months, I had been trying unsuccessfully to find the time to remove the rear stabilizer, but I finally got it done that morning, during the driver's meeting, so one less piece to drag around. At 9:30 Kevin sent a dozen vehicles off on a Tulip Chart run, we unloaded the gear that we didn't need that day, and 6-7 of us gathered behind him for the 15 minute trip to Ernie's property for a trail run. Even though I had helped plan the trail and clear it, I hadn't run all of it, so there were new challenges for me as well as the others.

The entrance to the main trail is a pleasant forested greenlane, which threads between several

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*"Hannibal" Newell prepares for the evening
Photo credit: Terry King*

BP Report *(continued from page 4)*

marshy areas and down a slight incline to the base of hill. At this point there are two ways up, one easy and one harder. I followed a few others up the easy way then back around for another run at the harder way. Several of us made it up first try, but I got hung up at the top and had to winch the last 10 feet. I wouldn't have owned up to that so easily BUT there were several cameras whirring and clicking away and I suspect they recorded the cloud of dirt, rocks and smoke from my rear wheel(s). It was steep enough and well treed so that backing down for another try was not an option for me.

At the top, the trail then winds through some fairly technical turns and climbs up and down over and around rocks and between trees. After everybody cleared that stretch we finished with the short run through the muddy exit, and then back out to the main trail. I don't think anyone had any trouble with that bit (see photo 2). It was near enough to noon for us to stop for lunch in a clearing, with J-L and a few other solo trucks going by in one direction and then the other. We managed to make the stop exciting though, by getting one truck stuck on a side slope, and having one ignition key refuse to turn (mine) when we were ready to go, then setting off the alarm as we fiddled. I'll make the story short by saying that perseverance, removal of several console pieces, trial and error, good luck and finally some logic got the key turned AND the security system back to normal and off we went.

At this same time Robin and his crew of volunteers were busily putting contestants through their paces on the nearby RTV course. By this time J-L had joined us and with that extra bit of enthusiasm we decided to try to make a new connection between the existing trail and another on a previously (10 years?) logged area next to a marsh. It was a fun challenge getting over the deadfall, the stumps and the mud, with J-L now in the lead; taking about an hour and a half to go the 100 yards with 4-5 trucks, winching and pulling as necessary. I was stuck here briefly with the left side buried and it would seem that this is where I lost a mud flap, and possible a steering damper, but that's all I'll say about that.

At the end of this run we found ourselves at the RTV site again, as planned. On the east there



J-L's Ride

Photo credit: T. King

was the RTV, we were coming in from the north, and the Tulip Chart runners were joining us from the west and I realized in that moment that everyone was HAPPY ! The event is a success, I said to myself. Both Kevin and I decided to run the course on the spur of the moment but as soon as I started my power steering packed it in. I had to wrestle the Disco over the course, semi-manually, yes, Series owners, I feel your pain...but got through well enough. I was probably lucky not to burn out the pump, and with Dom Perodeau's help we tightened a loose nut in the steering that had caused a leak, topped up the fluid and I was off again. I'd only had this truck on the road a few weeks and didn't (and still haven't) checked every nut and bolt on it, but I'm getting there.

In any case, back at the site, the rest of the Tulip Chart runners were coming back, it was time for the wonderful catered dinner, and the final twist to the RTV event. Robin had promised that all RTV entrants would get to drive a Range Rover Sport....which we did, it's just that it was a scale model radio controlled vehicle and it had a touchy accelerator < G > . The object was to drive it back and forth and up and down a wooden ramp, touching a post in each quadrant as quickly as possible. With that done, I took a breather, but the day wasn't done yet.

After dinner, some people were still keen to go out, so Kevin directed a few to run the Tulip Chart, but in reverse direction, which is a real challenge, believe me. "Left" is "Right" and arrowheads are on the wrong end of the stick, BUT, I believe one person actually completed it.

Meanwhile, I tagged along with 7 trucks, including the Roses, back to Ernie's and then lead the way over the (easy) trail again. In the haste to get under way, Eric Ratcliffe was left behind at camp; sorry, Eric ! We finished the run without mishap just as dusk was descending on the longest day of the year, got back about 10:00, with no more pieces missing, and the prospects of a well deserved sleep looking pretty good.

In closing, I'd like to thank all who helped with the event, and all who came out, see you next time.

Light & Luxurious

submitted by Murray Jackson
credit : Auto Week magazine

If Land Rover survives beyond Ford selling it, this might be its flagship

By JULIAN RENDELL

AutoWeek | Updated: 07/09/07, 1:15 pm et



Premium Lightweight Architecture, is expected to cut 40 percent of the weight of the Range Rover's unpainted unibody, which

Land Rover is putting the finishing touches on the design and engineering of an all-new Range Rover, a milestone that marks the company's next phase of new-model launches.

Scheduled for sale in 2012, the next Range Rover takes on the role of replacement for the vehicle that launched Ford's Land Rover ownership in 2001. By the time a new Range Rover arrives, assuming one does, either as this all-new model or merely a refresh, Land Rover probably will be far removed from Ford ownership once again.

Regardless of who or what company is at the helm, any new Range Rover would be crucial, starting the replacement cycle for the next-generation Range Rover Sport, LR3, LR2 and Defender, plus possible additional models.

With this in mind, the future Range Rover will feature a development aimed at maintaining the flagship model as the world's most luxurious 4x4 sport/utility vehicle: an aluminum unibody.

Although Ford has yet to give final approval, insiders expect the green light in the next few months to begin development of the aluminum body shell, using the same rivet-bonding technology proven on Jaguar's XJ sedan.

"We're just waiting to hear go," says one official.

Together with sharper styling, a superluxury interior, new engines, modified running gear and a possible hybrid powertrain, insiders are speculating that top-end models of the new Range Rover might even nudge into Bentley territory with a price the equivalent of \$200,000 today. Of course, Ford's "final approval" might be worthless if the Brit marque is sold and the buyer thinks a \$200,000 Range Rover is not a good idea.

The underlying alloy structure, called

should translate into a curb-weight savings of between 700 and 900 pounds. "We're targeting the upper figure and are pretty hopeful of getting there," says one source.

In effect, Land Rover is aiming for a curb weight of about 4800 to 5100 pounds, while keeping the Range Rover's stately presence and roomy, luxurious cabin.

Besides having better fuel economy and less emissions, the lighter Range Rover should ride and handle better and steer with more agility.

Taking the sort of fuel savings that Jaguar has achieved with the XJ, it's not unreasonable to imagine an aluminum Range Rover powered by a V8 gasoline engine averaging 22 mpg.

Clever details from the Jaguar's rivet-bonded body, such as the bolt-on front end, which keeps repair costs down in the event of a front-end collision, are expected to be carried over to the Range Rover.

Land Rover engineers also know enough about the effects of off-road driving on aluminum to calm fears about durability. "When we've had problems before, it's been where steel and alloy are joined together," says a Land Rover source. "With an all-alloy structure, those problems go away."

Fresh styling is another prominent feature of the new Range Rover project, codenamed L405. Land Rover design boss Gerry McGovern and his Gaydon-based team are working on distinct styling directions for Land Rover and Range Rover, tagged "premium adventure" for Land Rover and "premium sophistication" for Range Rover.

Two themes are being developed for the

continued on page 7

Light & Luxurious *(continued from page 6)*

Range Rover, one more radical than the other. According to sources, the more conservative design is favored at the moment.

Land Rover has some time to work out the details. Even if final approval comes in early 2008, engineers will have more than three years to finalize the vehicle.

The main feature of the new design is a slightly more compact look with a lower roofline, a less top-heavy greenhouse and tighter front and rear overhangs. Attention to detail will shrink the car visually, while ensuring that it oozes luxury and retains road presence.

Running gear such as the front strut and multilink rear axle suspension will be improved rather than redesigned from the ground up.

Engines will be a mix of new and revamped units, co-developed with Jaguar. An all-new direct-injection 5.0-liter V8 is in the pipeline in two versions, with and without a supercharger. Expect power outputs of about 350 hp and 460 hp.

New diesels are coming, too. Land Rover's 3.6-liter turbodiesel V8 will be stretched to 4.0 liters with a rise in power and torque. Expect a peak of about 300 hp and 520 lb-ft. The Jaguar/Land Rover 2.7-liter V6 turbodiesel also will increase in capacity to 3.0 liters. Land Rover is considering whether the 3.0-liter combined with the lighter-weight alloy might make an entry-level V6 diesel Range Rover a possibility.

Another tantalizing prospect is a hybrid powertrain that promises much lower emissions without giving up any of the Range Rover's legendary utility and capability.

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Logo Survey

Gabrielle (Gabe) Pell has kindly volunteered to be the OLVR's merchandizing co-ordinator and would like to make available branded items for purchase. Prior to doing so we would like to receive your opinion on modifying the OVLR logo to display a more graphically balanced image. Please email Gabe with your vote at designergabe@gmail.com by July 31 (of this year please).

It would be great to receive your opinion on the type of merchandise you would like to be able for purchase (for example caps, t-shirts, watches, blankets, lingerie, etc). Without receiving your desires we just might assume that pink girly-T's are all the rage.

Based on your response we would like to be able to publish a list of items in the next issue that could be ordered in early fall so that the items could be available for pick up at the annual Christmas party or could be shipped to you in time for Christmas.

Current Logo



New Format Logo



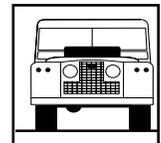
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