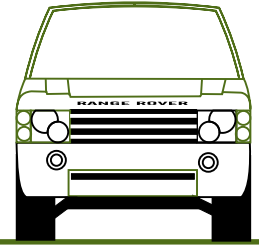


OTTAWA
VALLEY
LAND
ROVERS



January 2009

www.ovlr.org

Volume XXVI, Number 1

Winter Fun!



What are they up to??—See article and more photos on pages 11

PHOTO CREDIT: T. 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.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

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

OVL R Forums

Please see:

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

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could you help out?

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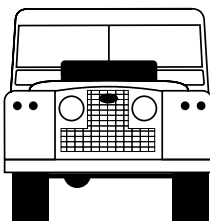
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Dave Pell / JL Morin.



OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (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. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

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 our 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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Hey man, what’s going on?

OVLР 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 Peter McGough for location. email mcgou@msn.com

Notices:

February 13 - 16: While not a club event, OVLР members are welcome at the annual Winter Romp in Maine. For details please go to: <http://www.winterromp.org/>

Brits in the Park: The Classic British Motor Event—July 19, 2009—Lindsay, Ontario. Presented by The Victoria British Car Club the event is set in picturesque Victoria Park in downtown Lindsay. Prizes, Pub, Market Place, Music by Jack Nevins. Come join us rain or shine. www.victoriabritishcarclub.ca

New Members Wanted!

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

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

With the excesses of Christmas over and a very cold January in Bus-less Ottawa time sitting in traffic jams gives rise to reflection on the new year of OVL. The unintended change in the AGM date meant that we were not meeting on the coldest day of the year, as per our tradition. My President's report for last year focused on the success of the limited slate of events we held. Although we had some events with limited attendance all events were well organized and for that we owe a great deal of thanks to my fellow Executive members. The year finished with about \$2,000 being added to the clubs coffers, which was due to good organization, stewardship and also the excellent sales of merchandize. Again, I can't say enough thanks to my fellow executive and team; Dave, Robin, Kevin, Jean-Leon, Andrew, Terry and Gabe.

It seems that I am President again, having been nominated (I'll find out!) and being unopposed. The same fate awaited Kevin Newell and subsequently Dave and Terry were duly appointed as Secretary/Treasurer and Newsletter Editor. Andrew agreed to be Member at Large, generally to follow through on our commitment to investigate the use of the Calabogie facility for off-road events. Bruce Ricker agreed to be Returning Officer and Andrew Finlayson Equipment Officer. Christian agreed to be auditor as long as Dave is doing the books. Gabe was appointed in her absence, to Merchandise Coordinator. Obviously JL has no choice but to be Past President! This does leave us with a few vacant positions, most importantly the Events Coordinator which Robin is unable to undertake due to his new farming responsibilities. Clearly this is an important position and we are looking for volunteers.



President Peter McGough

The date has been set for the Birthday Party, June 18th to 21st. It will be a four-day event this year and will be held at Silver Lake.

Dom raised the issue of our membership in the Ontario Federation of 4WD Recreationists (OF4WD) and the need to participate in discussions related to the Mazinaw-Lanark Forest Inc. 2011-2021 Management plan for trail access and in particular Lingham Lake. I will be pursuing that in the next few weeks. (*ed. note Lingham Lake was the site of the offroad run at the first Guy Fawkes event*)

I look forward to working with you all to make this a great OVL year and as usual request your feedback.

*Peter
mcgou@msn.com*

Dear Family & Friends,

Andrew and I got married in a private and intimate wedding ceremony on Saturday, January 24, 2009 in London with close friends. A dinner reception was held in the evening with the parents to surprise the special occasion. Everyone had an awesome time!

We realize that this is an important event in our life but we wanted a small, intimate, and simple affair that was about the "two of us." We did not want a big, formal wedding with all the pomp and attention that was time consuming. This opportunity also allowed us to have fun, relax, and be at ease as well as avoid the fuss, hassles, stress, and financial burden.

A celebration party will be held in the Summer for family and friends.

*Love,
Andrew and Ju-Lee Barr*

OVL R'S 25th Anniversary Scrapbook—Chapter Nine

Add Fries with that?

ARTICLE BY MIKE MCDERMOTT

Ever hear about the Thanksgiving turkeys bred so large they could no longer carry their own weight and kept tipping over?

By the turn of the century, OVL R membership was 293. By mid-summer it was 300 and rising. We were now among the biggest Land Rover clubs in North America, had the largest marque turnout at the British Invasion, other clubs were listing their memberships on our web site and we were running some of their events for them. Our net worth in 2000? Think a little better than \$16,700.

The newsletter reached 309 pages in 2000, averaging 24 per edition with a high of 32 in July. The following year, several issues won Newsletter of the Month awards in a commercial automotive magazine.

All this at a time when less than 25 percent of members lived in Eastern Ontario/Western Quebec. In fact, only about 60 actually lived inside the club's official boundaries that allowed them to vote and hold office, a constitutional rule that ensured local control. Now more than 200 of our members came from away, mostly the US.

According to a survey that year, members owned at least 338 vehicles, although the number was probably higher as not all responded to the survey. Of those listed, the Series IIA was the most popular with 124 listed. Second came Series III with 49, Series Is and Discoveries tied with 37, Ranger Rover 31 Series II 29. We had eight Defender 90s and Defender 110s, Lightweight and 101s came in at seven each.

The business of manufacturing and selling Land Rovers products was busy too. In April BMW finally

(continued on page 8)



"Always pass on the left" says the driver's handbook. With that in mind, a 109 wagon attempts to get by a slower vehicle on a bush road. "The handbook didn't say anything about trees and shrubbery" the driver complained.

admitted its six year engagement with Land Rover had been a failure, bringing losses of \$2.4 billion in 1999, the biggest dump in ten years. Ford Motor Company immediately announced it would buy Land Rover for \$1.9 billion, debt free.

And why not. Land Rover North America was looking at record-breaking sales of 18,000 vehicles. In September, Land Rover announced its new Freelander models were available with V-six power, five-speed auto/manual gearbox and a new, four-cylinder, two-liter turbo diesel. Since its initial appearance in 1997, the Freelander had become the best selling 4X4 in the UK and Europe.

By November, LRNA posted sales of 2,279, the best month ever with the Series II Discovery leading the way. And, not to be outdone in the two-wheel market, Land Rover announced in December it was getting into the off-road bicycle business with three versions, the top of the line model selling for near a grand.

Land Rover was healthy and getting bigger.

Ottawa Valley Land Rovers was getting bigger too but its health was another question.

Maybe it was the fact that some of the executive had been sharing duties too long for lack of replacements, or that producing the newsletter was almost a full time job or that for some it was time to focus on family matters and careers.

Or maybe it was simply the size of the turkey.

In June, more than 180 people and 80 vehicles attended the birthday party. It was the last year

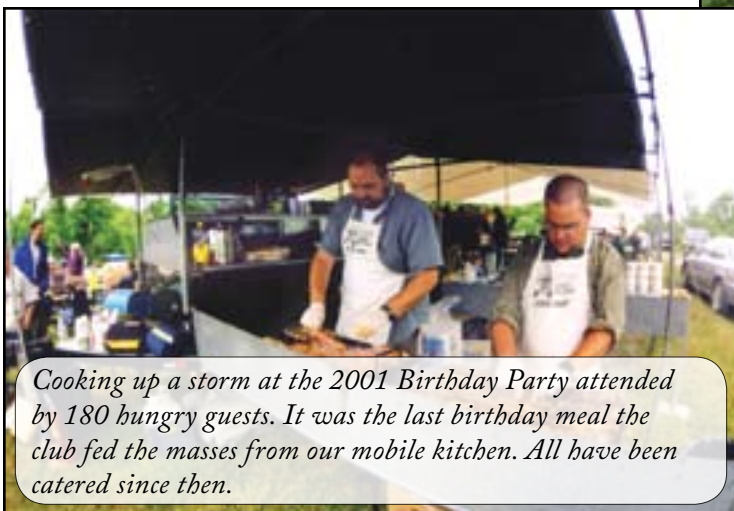
members toiled at the kitchen trailer making meals. Conceived in 1992 and designed to serve people at a maximum rate of about two a minute, it simply couldn't handle the load and staff needed to feed crowds that size safely and quickly. The birthday meals have been catered ever since.

Newsletters had been arriving late since early in the year, some due to technical issues between the editor's Ottawa location and production in Virginia. But the workload and time and fatigue were taking their toll too and by the next year, things had deteriorated to the point where several months had been missed altogether.

It has long been understood that the newsletter is the glue that binds the club together and it didn't take long before the irregular delivery resulted in a drop of some 20 members. Concern over the loss and rising frustration in the ranks prompted the executive to offer a seven-month membership extension to make up for the missing editions.

(continued on page 9)

"Reflection on a silvery lake", the poet would call this. To a Land Rover Owner, it was just another occasion to sing "One more river, one more river to cross".



Cooking up a storm at the 2001 Birthday Party attended by 180 hungry guests. It was the last birthday meal the club fed the masses from our mobile kitchen. All have been catered since then.

The first "paint a Rover" activity. Bruce Fowler's 109 "Timshel". It did not rain, so he drove it to Maine like this. US Customs didn't care. A few days later he drove back to Canada to Francois Keroack's (another OVL member) event. CCRA had a field day thinking he was a Sixties throwback like Bob ...



At the 2000 Annual General Meeting, Ottawa members said they wanted more local stories and would be happy if the newsletter had as few as four pages so long as it arrived every month.

In response, past president Andrew Finlayson established an editorial team to get the newsletter back on track. Shannon Lee Manion and Alistair Sinclair became co-editors, Keith Tanner would handle graphic design, Roy Parsons photography and Keith Elliot technical support.

Of the outgoing newsletter team the co-editors wrote: "Dixon Kenner and Spencer Norcross shouldered the burden of keeping our rag alive for nearly a decade and they deserve a very special award from all of us who have taken pleasure in the wee hours of the morning when a combination of cheap booze, broken parts and hypoid on the carpet have us nearly convinced that all is nearly lost. More than

something to read on the crapper, none of us would really be complete without a piece of paper that proves, irrefutably, that we are family."

Meanwhile, interest in the Association of North American Rover Clubs, the inter-club group that produced such mega-events as Greek Peak several years earlier, seemed to be on the decline. OVL had been holding the joint funds in trust and it was decided to close the account and disburse the remaining money among the three sponsors, the Bay State Rover Association, The Rovers Owners of Virginia, and OVL.

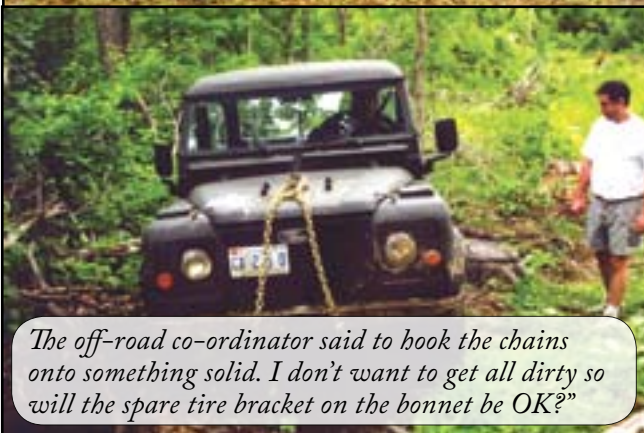
With the return of our share of ANARC contributions, the club put aside \$500 in trust as a fund raising project with Land Rover Owner magazine to obtain a Land Rover to help in mine clearing operations in Bosnia. OVL also made a

(continued on page 10)

Crazy Al the auctioneer Pilgrim (aka Bates), sells a T-shirt for the third time to some unsuspecting member while assistant Andrew Finlayson, resplendent in the other half of Al's rain gear, prepares another piece of suckerbait.



Jeff Berg, exhausted from his earlier cooking chores on the first page, relaxes under his shortbox, tempting passing coyotes with his plump legs and flashy socks. At OVLR parties, everyone gets fed.



The off-road co-ordinator said to hook the chains onto something solid. I don't want to get all dirty so will the spare tire bracket on the bonnet be OK?"

donation to the New York Red Cross to help in the aftermath of the 9/11 madness.

As we neared the end of 2002, it was becoming increasingly clear, there were two sides to OVLR:

We had become very successful, grown beyond our wildest dreams and gained world-wide recognition. We were the envy and model of many, financially sound and had achieved the right mix of mechanical, off-road and social expertise to well serve our diverse membership. Our award-winning newsletter was unquestionably what linked us. When it faltered, the impact was immediate.

The other side wasn't so appealing. For many, the workload had become overwhelming. Experienced people were beginning to burn out, reluctant to leave when nobody could be found to take their place. The executive and event organizers were constantly calling for volunteers. Many times, elections were nothing more than acclamations as eligible members declined involvement.

We had created ourselves as a local organization but now 75 percent of members lived outside our boundaries and couldn't vote or hold office. Using our example, spinoff, local clubs were springing up in Canada and the US.

Many questions: Was history beginning to repeat itself? Was this ALROC all over again—the little club that grew too big? The irregular newsletters? The overtaxed few?

Gobble, Gobble?
Wobble, Wobble?

NEXT MONTH—MAKIN' IT WORK...



Be afraid. Be very afraid.

Christmas Party 2008

ARTICLE BY T. KING
PHOTOS BY DAVE PELL

On a winter's night in early December the club held its Christmas Dinner Party, this year at a new locale, the Masonic Temple in Westboro. With Kevin's GPS in hand, and him behind the wheel, I called out left and rights, souths and norths, (some of which were correct) and we eventually found it. Having just spent two weeks south of the equator, battling oxytosis (altitude oxygen deprivation) and wildebeasts, topped off with 36 hours in transit it is understandable that my sense of direction was scrambled ... that's my excuse anyway.

The gathering was pretty well attended, roughly 30 people were there chatting away about this and that until the dinner gong went. Bill O'Hara and Kris Anderson were there from NJ so they deserve a special notice for distance travelled. It was buffet-style featuring turkey and all the trimmings, with a variety of side dishes and desserts. It was pretty good fare all in all.

During dinner, tickets for Raffle Rover were 'offered' for sale (memories of the press gangs) and most people bought one, rather than face the unknown consequences.

After the plates were cleared away several awards were handed out: Gasket under glass went to Geoff Burd, I don't recall all the details of Geoff's dilemma but it involved a dead truck on a dark unmarked trail somewhere near Almonte. This award is a pretty much fried head gasket so you get the drift...oh, and he went out by himself to boot. Hands up those who haven't done that.

Andrew Clarke won the Lugnut Award for splashing with too much glee in his TDI and proving water is stronger than steel (this award awaits many of us for similar transgressions I am sure).

Andrew Jones won the Tow Ball for being dragged down main street in Kemptville on Canada Day. Normally this goes to someone towing a running Land Rover, but parading a broken one down mainstreet on a National holiday is close enough. If he didn't win, Ben Smith was going to for having J-L tow him all over Moab, as if it wasn't hard enough getting one truck up and down those hills!



Peter and Dixon cheating on woman's crossword.



Crowd!



Peter and Geoff Burd (gasket under glass).



Peter & Wendy Ratcliffe (drawing ticket on Raffle Rover) and Winner—Matthew!



Peter and Andrew Jones —Tow Ball Award!

(continued on page 10)

Land Rover North America Reaches 500,000 Sales Milestone

NEW ORLEANS, JAN. 26—PRNEWSWIRE

Land Rover North America announced this weekend during its annual Retailer Breakfast Meeting at the National Automobile Dealers Association (NADA) convention in New Orleans, that the company reached a historic milestone recently when a Range Rover Sport Supercharged became the company's 500,000th vehicle sold in the United States. The Range Rover Sport was sold by Land Rover Cerritos, a retailer in Southern California.

"Reaching this milestone demonstrates the strength of the Land Rover brand and is a result of a dedicated and passionate retailer network," said Chris Marchand, Executive Vice President, Marketing and Sales, Land Rover North America. "The Land Rover model line-up has undergone a complete revitalization and reaching this achievement shows the growth we have experienced over the past four years. It took us ten years to sell the first 100,000 vehicles and we have sold the last 100,000 since July of 2006."

Land Rover North America began retailing vehicles on March 16, 1987, importing its first Range Rover into the United States and single-handedly creating the luxury sports utility vehicle segment. The company reached its first major milestone of 100,000 vehicles

sold by September 1997 and 250,000 vehicles by December 2002.

Land Rover is currently celebrating its 60th anniversary globally and offers an outstanding vehicle line-up that includes the highly acclaimed Range Rover, Range Rover Sport, Land Rover LR3 and Land Rover LR2.

Since 1948 Land Rover has been manufacturing authentic 4x4s that represent true 'breadth of capability' across the model range. Defender, LR2 (Freelander 2), LR3 (Discovery 3), Range Rover Sport and Range Rover each define the world's 4x4 sectors, with 78% of this model range exported to over 140 countries. Land Rover employs 8,500 people and supports a further 40,000 jobs supported in the supply chain.

Land Rover takes its responsibility to the environment seriously. Emissions have been cut with all new models and, together with Jaguar, it is investing British Pounds Sterling 700m on technology specifically aimed at reducing carbon dioxide emissions. Also, since September 2006, carbon dioxide generated by Land Rover manufacturing activities and UK customer vehicle use has been balanced through an industry leading offset program run by Climate Care.

Christmas Party 2008 *(continued from page 9)*

And the Swivel Ball was awarded to Mike McDermott for his faithful recounting of the first 25 years of the club in the newsletter this past year. If you were there in the early years, you'll know what I mean, and if you weren't you can imagine it from these articles. There are still a few more chapters to come.

Murray Jackson's crossword was enthusiastically embraced by ten ladies (the full complement). Four were perfect and 4 were caught by our spelling errors (Levey, etc.) Thanks, Murray for a job well done.

Back to the draw ... you could see and feel the tension in the room as the winning ticket was being picked ... just think ... an almost free Series ! ... just needs a little work ... well, maybe a lot ... please ... please ... OH, how wonderful !!! ... it was won Matt Brearey at

the table next to me ! — in fact, it should be quite a project and I'm sure there will be stories to tell about Raffle Rover's Reincarnation ... (re-building, re-painting, re-certifying ...) More importantly, the club raised about \$500 through the ticket sales that will go to the land mine clearing effort in Bosnia, a very worthy cause. Matt and Geoff will be on the lookout for spare parts, knowledgeable advice, elbow grease and maybe special tools required for the job, like the wire stretcher, the drip sourcing wand and Bruce Ricker's 'breath new life into the old gasket' bellows.

I headed out early but I'm sure some stayed on later to enjoy seeing the club faithful, share a little of the Christmas spirit and start looking forward to the coming year.

Thanks to the organizers and to all who contributed.

Ottawa Pacer's Skating Club

PHOTOS AND ARTICLE BY T. KING

In December, Dave was contacted by the Ottawa Pacer's Skating Club asking if they knew any members who would drive around in circles for an hour on their outdoor skating rink (an unplowed field) to flatten the snow. Dave and I took them up on it, with Dave dragging their wooden contraption around, I gave chase and tried to stay 'OUT' of the ruts for a change, no mean feat. We achieved the goal and made it passable for non-Land Rovers to finish the job! As you can see in the photos, Dave had his usual good time.



Dave P. and two members of the Ottawa Pacer's Club.



Fergie flattening the snow



Dave and Fergie going past on the track

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Stan's cousin arrives from B.C.