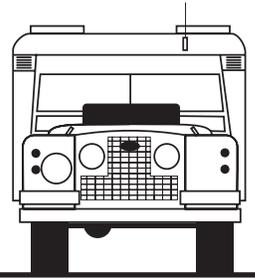


OTTAWA  
VALLEY  
**LAND  
ROVERS**

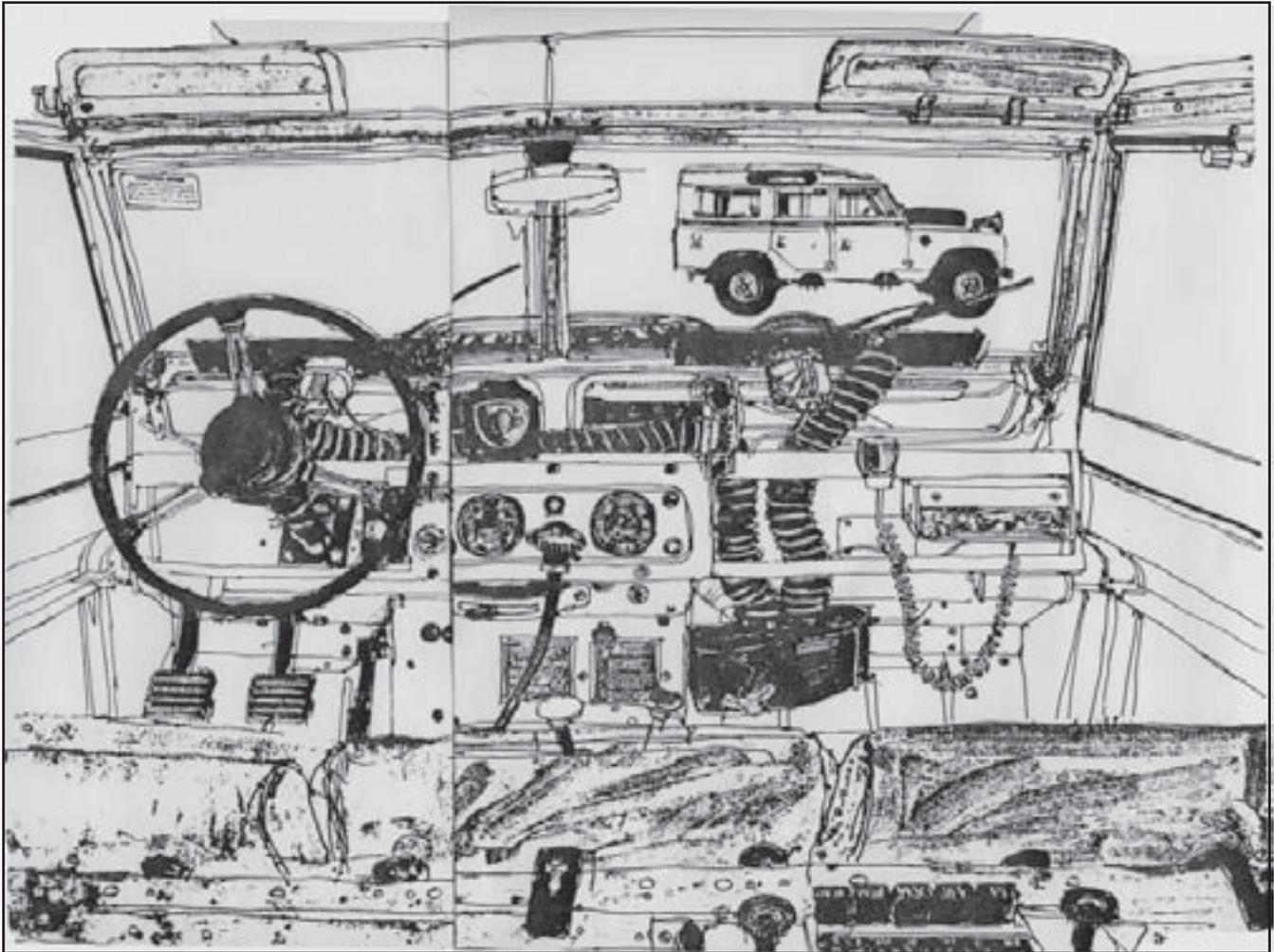


January 2004

[www.ovlr.org](http://www.ovlr.org)

Volume XX1, Number 1

## Graphite, a Wonderful Substance



*Have you ever gone through your stuff and discovered really neat stuff but you don't know where it came from, who did it or even why you have it? Yes to all of the above but I sure like it. (Shannon)*



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.

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## Submissions Deadline

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

## OVL R Newsletter

ISSN 1203-8237

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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## Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner  
Land Rover FAQ: [http://www.fourfold.org/LR\\_FAQ](http://www.fourfold.org/LR_FAQ)

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## 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

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## 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.

#### February 2004

Annual General Meeting Wednesday, February 11, 2004 at Walter Baker Sports Centre in Barrhaven, 7:00 p.m. Room 202.

#### March/April 2004

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



**OTTAWA VALLEY LAND ROVERS**

### Annual General Meeting

OVLR's AGM is booked for the Walter Baker Centre in Barrhaven, room 202 on the second floor.

Date: Wednesday, February 11, 2004

Time: 7:00 - 9:00 p.m.

Address: 100 Malvern Drive

Directions: Proceed south on Greenbank Road to Barrhaven. Turn right at the second light past the first Petrocan. This is Malvern and you simply follow along to the Walter Baker Centre.

**Everyone welcome!**



# Just an Ordinary Drive

by Ian Harper

For all of those out there who have extraordinary stories to tell about their adventures in Roverland, I say wait, everyday drives can also give you that thrill when you least expect it. Take the other day.

I was driving Alec (my '74 S3 of eleven years) from Toronto to our new property up north of Owen Sound, a typically routine drive. He is an all-year-round runner that I use to commute from Stratford when I'm working in Toronto (have to write off the cost of repairs somehow!!!) so a long drive is usually no problem. It started when I came out at 4:30 to experience that sinking feeling as I turned the key and nothing happened. No worries, I know that the battery seems to have been putting out a little less juice than normal, something that happens every year or so, the fault being that the ground on the starter has just a little too much corrosion on it so there isn't enough current there to turn the starter.

Ok, so I'll just get the crank out (the one in the back under all that stuff) and turn her (him) over like the pioneers used to do. Hmm, this doesn't seem to be working. So I get back in and turn the key, and, it turns over. I must've forced that one Lucas electron into the starter. So now I have to drive for 3 hrs (I'm figuring, since I haven't done it before) to Kemble without stopping the car, in case it doesn't start again. By the way did I mention that my CAA membership lapsed about two years ago?

No problem, as I have a tankful and some extra gas in the back, just have to remember to fill the tank before it runs dry (the tank I'm using is the one without the fuel gauge). Normally I wouldn't have this problem with the two tanks, but about a month ago I got back from a rather bumpy trip to find that I was cleaning the grease from my driveway with gasoline that seemed to be coming from my fuel tank. And of course, it's only been doing it for a month so the six month rule hasn't come into effect yet. (This is like the five second rule for food on the floor—except that I don't fix something until it's been broken for at least six months. This usually works until it comes to brakes. Better fix them right away if you hear that

grinding noise!)

So, off I go. It's been snowing all day but now it's just drizzling and slush. No problem as I've just fixed the windshield wipers, and who checks the level of the wiper fluid anyway? I've got the front hubs locked, just in case, but as I get on the highway I notice that sound that I've only heard for the last five and a half months (don't worry, it's usually worse when I'm actually in four-wheel drive) is a bit too present, if you know what I mean. So at the first opportunity, I pull over on a level piece of ground and unlock the hubs. Problem solved. For those who don't have the luxury of free wheeling hubs, try the same solution that I used when I found that the LR just wasn't going fast enough for me. Buy a set of earplugs. You'll be surprised to see how smoothly she (he) runs, allowing you to go much faster, and allowing you to put off those costly repairs.

Next, of course, is to get something to eat. I wait till Orangeville so that I can go to the McDeath Drive Thru (can't stop the engine) and get a Super Size, just cause it's going to be a long drive (forgetting that the big Coke will of course necessitate more pit stops).

Up until now, I haven't had too much trouble seeing, what with the city lights and all, but soon as I get up north, it's a bit harder to see the road. Then I realize that going through the drive thru I knocked the indicator switch to the High Beam setting. Well my high beams haven't worked for over two years. (This is a case where the six month rule can be extended indefinitely. They work temporarily if you pull the switch towards you, so technically I could still have the highs when I need them). So I fix that so the lows are on. Hmm, not much better. I'll have to remember to get the brighter H4 bulbs next time I'm at the store).

Then, some spray comes up and the window shield gets smudged. That overall gray effect doesn't make it any easier to see. Whew, the weather is getting bad out there. I'll just put some WW fluid on. There, that's better. Oops, is that all there is left? Again, no problem, I'll stop and get some. So I fill it up at the next service center, and



Alec

better top up the oil too. And the clutch is getting a bit more spongy. Didn't I just fill the reservoir? Better do that too. Back on the road, press the button. Nothing. The WW pump is working, but nothing is coming through. Must be that summer ww fluid I filled it up with in August. It doesn't like this -10 weather.

The solution? Obvious. Get close enough to the car in front that it sprays a bit of the wet stuff up for you to clean the windows, then drop back to a safe distance. Great, except that now the only part of the wiper that's working is the top and bottom, with a big grey smudge in the center. Stop the car again and adjust that add-on spring that I bought at CT. (Canadian Tire, for those not in the know.) Works great, but you have to get it just right. Back on the road again, except that now I'm the only one for miles, not counting the cars coming in the opposite direction, which seem to have very bright lights compared to mine. I confirmed this by driving a mile or so with my highs on (by holding the indicator towards me the whole time) and not having a single vehicle flash me. Have to get those brighter lights!!!

Somehow I manage to keep going, except I now realize that whenever I have to come to a stop or slow down in the little towns, I have to pump the clutch about ten times to get it to move enough to change gears. That's OK in the driveway after sitting for a while, I'm used to it, but it's a little dicey out on the highway. Get out check the level and it's full. Right about now, I'm starting to total up all the jobs I'm going to have to do after I get there. Clutch, wipers, front u-joint, gas tank.

About this time I realize that I've gone about 100 miles on the one tank, so it may be close to needing a refill (no gauge, can't stop) so I pull over yet again to put in the extra gas, have another side-of-the-road rest stop, and tweak the WW wipers

again. Back in, on the road, pull up close for some spray, clean the windows, drop back. This is getting easy.

One last thing to do before I get home is to stop and get a movie for tonight. Stop at Indian River but I realise that there is no place to park that's not on a slope. Now I know some of you are thinking. Just use the parking brake!! I'm sure that no one else has ever had this problem on a Land Rover, but the parking brake wasn't working to spec. I can't figure out why, as it gets adjusted pretty regularly, at least once every year, but it lasts about two days, or until I actually need it to work. Maybe it's time to put in those new parking brake shoes that I got about five years ago just for this very purpose!! I'll add it to my list.

Luckily, I'm taking up a bunch of old prop shafts that I forgot the first time around, so I look for the most level place, put the truck in neutral, get out, looks OK, doesn't roll. Better put it under the back wheel just in case. Sure enough when I come out it's wedged under the tire. Good planning. I give myself the old pat on the back and head home.

It's taken me just over three hours to do a two-hour Volvo (with working wipers) drive, but where is the fun in that? Never mind that my leg is stiff (no cruise control), I'm a bit woozy (there must be some exhaust leaking into the cab, maybe through that hole where the floor meets the transmission cowl that I never fixed) and just a bit shakey (I must order those shocks from Wise Owl that I should've put on when I put on the new parabolics). But then again, there's never been a better excuse to get a massage.

*Next month: How to fix the Land Rover Windshield Washer Jets in less than three Days.*

---

## Fifteen New Regulations in The Ontario Registry of Motor Vehicles 2004 Handbook

1. Turn signals will give away your next move. A confident Ontario driver avoids using them.
2. Under no circumstance should you maintain a safe distance between you and the car in front of you because somebody else will fill in the space, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the less of a chance you have of getting hit.
4. Warning! Never come to a complete stop at a stop sign. No one expects it and it will result in your being rear-ended.
5. Never get in the way of an older car that needs extensive bodywork, especially with Quebec

*(continued on page 7)*

# My First Real “Wacko” Encounter

by Del Albright, BlueRibbon Ambassador

Del writes by way of introduction: No matter what you drive, or what colour your skin, or how you recreate, this article is about prejudice, discrimination and hate – even within our world of four-wheeling recreation. The target vehicle in this piece is a motorhome; but it could just as easily be your high dollar Rover – or worse yet, you.

Here’s what happened:

After 22 years of land use and access involvement, I’ve finally met my first real ‘wacko’. I don’t mean the harmless, dress up like an owl and parade around town kind, I mean the kind that wished me dead.

It started at a gas station where I’d stopped with my motorhome during a trip from northern to southern California. As I was filling up, a frumpy looking guy walked by and said, “How’s it feel to be a pig?”

I thought this was a joke or something, so I said, “Fine.” Then as Mr. Frumpy (I’ll call him) continued to walk towards his own car, he said, “You realize you’re the scum of the earth, a pig.”

Now I was really confused. But it quickly dawned on me that he didn’t like my motorhome and figured I was a gas pig. So I asked him if he was calling me scum and a pig over the fact that I owned a motorhome? Well, that did it. Mr. Frumpy went into a tirade, the likes of which I don’t think I’ve ever seen in public. I had pushed his button somehow.

Not only did he commence to call me all sorts of names, but he stood in the middle of the crowded multi-island gas station with women and kids around, and began a vulgar, profane-laced rant about me being responsible for depleting the earth’s resources, for ‘sucking the earth dry’ as he put it. Every fifth word was the f-word.

When he caught a breath, I asked him if he got up on the wrong side of the bed or had too much coffee, and if he always talked like this in front of women and children? People were starting to retreat to the safety of their cars figuring a battle was going to ensue.

The more civil and logical I was, the more enraged Mr. Frumpy got. And the more he talked,

the louder and more profane he got. He started shouting that I was reason we (the USA) were at war. Imagine that! My 14-year old motorhome was the cause of war! He kept telling me (and the crowd) that he wished he could come over and kick my #\$\$@. In fact, he said that several times – that he wanted to kick my you-know-what. I guess the only thing that kept holding him back was his cowardliness. There was only twenty feet between us. :)

As he continued his diatribe, he again blamed me for the war overseas, and said, “You deserve to die.” He meant it too. He had just wished death upon me. The hate slobbered from his mouth like foamy spit from a rapid dog. I had never witnessed anything so ugly, so hateful, so prejudiced, and so mis-placed.

I am not much on name-calling, but ‘wacko’ is the only word I can find that fits this guy. He hated my guts over the fact that I drove a motorhome. Ouch. At one point in his loud and long-winded verbal assault on me, I asked him if he belonged to the Sierra Club or the Wilderness Society or ELF or any such organization. He mumbled yes, but I couldn’t tell if that meant all, one or what. He didn’t have the courage to identify any particular organization.

I’ve met plenty of weirdos and passionate odd-balls in my life, but this was truly my first encounter with a full-fledged wacko. In fact, I actually admire folks who believe in their causes enough to dress up like owls or chain themselves to a tree. They are just passionate about what they believe in and willing to stand up and be counted, whether I agree with them or not. But to have another person wish me dead in public over the fact that I used more gas than him, was a rude awakening for me. It was kind of extremely ironic too. He wished me dead because I used more gas than him. Get it? He was still using gas in his car. What a dip-wad!

It is a lesson for us all, though. There are people in this world that don’t see things even close to the way we do. There are people willing to go to extremes to make their point. 911 proved that. There are people filled with hate. Mr Frumpy proved that. Never lose sight of that.



*What Del might bring from California to the Birthday Party this year.*

I advocate using diplomacy in such situations – a smile and some honey. Never find yourself on the wrong end of a physical battle or trying to compete for volume in public. Keep the high ground as much as possible. Be the example for others to follow. Let the world see how idiots like Mr. Frumpy are truly wacko and don't deserve our attention. Always try to maintain control and be logical when you're arguing with a ding-bat like this – up to a point it will work. But like with Mr.

Frumpy, he had a speech (and a threat) to make. Until he accomplished that, he was not going to quit.

The sad aftermath of this encounter is that I spent the next hour watching my rear mirrors to make sure Mr. Frumpy did not come alongside me with rude intentions. I guess I paid a small price for standing up for what I believe in. I stood my ground with him, even though I kept my smile. But the rest of my trip was tainted just a tad by the encounter. I will not forget there are Mr. Frumpy's out there, albeit few and far between. On the other hand, I choose not to allow wackos to dictate my freedom and happiness.

Del Albright, internationally published columnist, BlueRibbon Coalition Ambassador and Environmental Affairs Coordinator for CA4WDC, has authored volumes on land use, outdoor recreation, and access for over 20 years. Contact BRC at 800.258.3742 or [www.sharetrails.org](http://www.sharetrails.org); or visit Del's Web Site at [www.delalbright.com/](http://www.delalbright.com/).

*Del Albright*

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*8024 S. Main, Mokelumne Hill, CA 95245*

## **Fifteen New Regulations** *(continued from page 7)*

- plates. With no insurance, the other operator has nothing to lose.
6. Braking is to be done as hard and late as possible to ensure that your ABS kicks in, giving a vigorous, foot massage as the brake pedal violently pulsates. For those of you without ABS, it's a chance to strengthen your leg muscles.
  7. Never pass on the left when you can pass on the right. It's a good way to prepare other drivers entering the highway.
  8. Speed limits are arbitrary figures; given only as a suggestion and are not enforceable in Ontario during rush hour.
  9. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a Ontario driver flashing his high beams behind you doesn't think he can go faster in your spot.
  10. Always brake and rubberneck when you see an accident or even someone changing a tire. This

is seen as a sign of respect for the victim.

11. Learn to swerve abruptly without signalling. Ontario is the home of high-speed slalom driving along the 401 and Queensway Speedways; thanks to the Department of public works, which puts potholes in key locations to test drivers' reflexes and keep them alert.
12. It is tradition in Ontario to honk your horn at cars in front of you that do not move three milliseconds after the light turns green.
13. To avoid injury in the event of a collision or rollover, it is important to exit your vehicle thru the windshield right away. Wearing your seat belt will only impede your hi-velocity escape from danger.
14. Remember that the goal of every Ontario driver is to get ahead of the pack by whatever means necessary.
15. In Ontario, "flipping the bird" (AKA "Trudeau Salute") is considered a polite salute. This gesture should always be returned.

*Laurie Graham, Alfa Romeo Club*

# Land Rover Voted Most Likely to Succeed

*submitted by Dixon Kenner*

[WWW.THELANDROVERCHRONICLE.COM/  
NEW\\_PAGE\\_581.HTM](http://WWW.THELANDROVERCHRONICLE.COM/NEW_PAGE_581.HTM)

For those of you who thought Disco III would be a rebadged Ford Explorer nothing could be further from the truth.

First off, Discovery retains a rugged ladder-frame structure and an all-new Land Rover developed platform which will offer the stiffest chassis in its class, shared by the upcoming Range Stormer and part of the next Defender.

Land Rover has designed new Discovery to be a very competent on-road machine with all the latest traction aids and Dynamic Stability Control but that does not mean that off-road capabilities have been compromised. To the contrary, Disco III will target and excel over VW Touareg and Hummer H2 in almost everyway. We can't give out all the details but imagine over 45 degree side slope and an all-new extreme independent air-suspension system that would put solid axle articulation to shame.

Petrol engines will include a new V6, found in the Explorer, modified by Land Rover and almost completely water tight. Next up will be a modified version of Jaguars 4.2 liter V8, 300 hp, modified and sealed. Diesel engines will initially include a new Ford/Puegeot V6 offering 190 HP and around 260lbft of torque, two years later an all-new V8 diesel with around 250 hp and monster torque will appear.

Build quality and reliability will be excellent, going forward all Land Rover models will be built to BMW standards, as seen in the new Range Rover.

Land Rover is hoping to bring CKD Defender to North America sometime in 2004 or 2005. I would say there is a very good chance it will return, so far everything is looking good. They still have a few issues to work out, it would be registered as a kit car but dealt with on the state level and there are different rules for each.

Rumors of an all-new Defender are starting to emerge. Loosely based on the new Discovery platform, Defender will still be the solid

workhorse it has always been. Rest assured that Defender is the icon of the 4x4 world and Land Rover will not diminish that status. Defense contracts are also big business for Land Rover so you can expect new Defender to be as rugged as ever.

Engines are rumored to be an all-new inline six-cylinder petrol unit from Volvo along with a range of new diesel V6 and V8 engines.

Land Rover announced yesterday that a new concept vehicle will be unveiled at the North American International Auto Show in Detroit on January 5, 2004.

Named the Range Stormer, this high-performance 4x4 makes its world debut at Detroit, and follows the reveal of a design rendering at the Frankfurt Motor Show in September this year.

Commenting on the new concept, Land Rover's managing director Matthew Taylor, said: "Range Stormer is a modern, striking, high-technology vehicle. It is very much conceived to be an on-road, high performance machine, as well as class-leading off-road like all Land Rovers. Breadth of ability is one of its many strengths."

Land Rover design director, Geoff Upex added: "It is possible to apply Land Rover design language to a vehicle of totally different proportions and still make it very obviously a Land Rover. This is what we've done here, and the result is a Land Rover like nothing that has been seen before."

The 3-door concept (code name L320) will share its platform and re-engineered Jaguar engines with Discovery III. The 4-door production model will be officially unveiled at Frankfurt in September or Detroit is January 05- Production in Q1 2005.

Due in 2006 an all-new Freelander will share its platform with a new Volvo XC50 SUV, which is also derived from the new Volvo S40 platform.

Designed to take on the likes of BMW's new X3, offering the latest traction aids and DSC. Styling will be a mix of current Freelander and some of Defender.

Engines could be shared with Volvo XC50 including a new six-cylinder producing 200 + bhp. Air-suspension might be available solving any ground clearance issues.

Freelander was the only small SUV in the premium segment, competition has come on strong this year with BMW's X3. Rumor's suggest VW, Audi, Acura, Mercedes and Infiniti all have small SUV's under development to be released around 2006.

Details are very sketchy, Landie will target a new segment smaller than Freelander.

Landie could share a shortened 2006 Freelander platform and would take the place of the 2-door soft top range. Landie would be priced at around £12,000 (\$18,000 US) in today's money.

Expect 4-cylinder petrol, diesel and hybrid gasoline-electric, diesel-electric engines

available. Insiders suggest Landie would be funky, modern and best in class. Think of it as a Mini Cooper 4x4 sector vehicle. Don't expect this model to be available in North America.

The new Range Rover will receive a facelift in 2007. A slightly modified exterior and upgraded interior along with new Jaguar petrol engines replacing BMW's unit and V6-V8 diesel engines will appear. A V12 unit may also appear, if not in RR III than in its replacement in 2010.

New suspension settings and the addition of technology derived from Disco III will offer extreme articulation.

Although new Range Rover has been with us for only a short while, Land Rover is starting to consider its replacement which is officially scheduled for 2010. RR IV is expected to have an all-new light weight aluminium structure as found in the new Jaguar XJ.

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## Land Rover Defender Voted Second Coolest Car in World

*discovered and submitted by Dixon Kenner*

### Bond's Aston Martin is voted the world's coolest car

*The Independent (U.K.) | 09/02/03 | Matthew Beard*

In a motoring age favouring spoilers, kangaroo bars and other unsightly add-ons, the Aston Martin has remained true to its original design.

And yesterday the British-built sports car, which became as much a part of James Bond's image as tuxedos and blondes, was recognised as the world's coolest car. With a top speed of 160mph the six-cylinder DB5, driven by Sean Connery in Goldfinger, is still the best car to be seen driving 40 years after it was launched, a poll in Top Gear magazine shows.

The DB5 is no longer in production and classic cars sell for up to 200,000. Its latest incarnation, the DB9, has already drawn a string of admirers in the industry before its launch in

Newport Pagnell, Buckinghamshire, this week.

The panel of motoring experts, including the Top Gear presenter Jeremy Clarkson, were unimpressed with the "trashy" designs of Italian-built Ferrari and Lamborghini, which both failed to make the top 10 of the Cool List 2003.

The Land Rover Defender was voted second coolest. First built in 1950, it has outlasted the VW Beetle to become the world's oldest production car.



*You may or may not agree with Matthew Beard's assertion that Bond's DB5 is the coolest car in the world but I think you might support our opinion that Land Rover is certainly a very close second.*

# Hard Working Land Rovers

Many Land Rover owners have vehicles that work hard for a living. Take a few shots of your Land Rover at work and send them in with a small write-up.

We are still looking for Land Rover holiday photos as well.



*Richard Wegner's 1973 Series III hard at work. Any guesses what it is attached to? We will let you know (and see) next month.*

## Don't Forget!

### Annual General Meeting

OVLR's AGM is booked for the Walter Baker Centre in Barrhaven, room 202 on the second floor.

Date: Wednesday, February 11, 2004

Time: 7:00 - 9:00 p.m.

Address: 100 Malvern Drive

Directions: Proceed south on Greenbank Road to Barrhaven. Turn right at the second light past the first Petrocan. This is Malvern and you simply follow along to the Walter Baker Centre.

**Everyone welcome!**

## Lasting Impressions

In the interests of fostering excellent Rover Relationships, Cupid and the women on the OVLR Team would like to offer the following advice:

### HOW TO IMPRESS A WOMAN:



Wine her,  
Dine her,  
Call her,  
Hug her,  
Support her,  
Hold her,  
Surprise her,  
Compliment her,  
Smile at her,  
Listen to her,  
Laugh with her,  
Cry with her,  
Romance her,  
Encourage her,  
Believe in her,  
Pray with her,  
Pray for her,  
Cuddle with her,  
Shop with her,  
Give her jewelry,  
Buy her flowers,  
Hold her hand,  
Write love letters to her,  
Go to the end of the Earth  
and back again for her

And the concomitant list:

### HOW TO IMPRESS A MAN:

Show up naked —  
Bring food —  
Don't block the TV.

# Classifieds

## For Sale

1959 Model Truck Type 88 inch originally owned by Cam Macgregor of Mount Royal, Montreal, Quebec. I purchased it from his widow. Vin Number 154900328. He was the original owner and the truck only has 7,000 miles on the speedo. It was a service and plow truck for his service centre. There is a plow on the truck but it does not have to go with it.

Please call  
Kirk McMillan  
kbmic@yahoo.ca  
1(613) 774-6835



## For Sale: 1967 IIA

I am wondering if you have an outlet for my 67 II-a that I no longer feel the need to attempt to restore. The body's in great shape, new rover gauges, the engine is seized and the frame should be replaced. I have had it since 1980, drove in through 1990, and it has been in the barn ever since.  
Roger RRRII@aol.com

## Parting Out Opportunity

I am parting out a 1995 Discovery and I was hoping you could put me in touch with some buyers. I have not sold any parts as yet so I have a lot of parts in excellent working order. If you are interested or have any questions, please contact me.

dlavoie2@cogreco.ca  
Dan Lavoie

180 MacBeth Cres, North Bay, Ontario P1B 7X6

## Ottawa Valley Land Rovers Incorporated 2003 Financial Statement

Statement Date 31 Dec 03  
Prepared by David Meadows

Description	Income Year to Date		Expense Year to Date
Member Fees	5624.22		
Investment Income	41.90		
Miscellaneous			281.73
Bank Service Charges			93.14
Insurance	447.12		1178.30
Stationery & Supplies			
Postal Charges			114.17
Returned Items			158.46
Newsletter			5008.32
Web Site			1000.00
Birthday Party	9197.67		5849.95
Christmas Party	740.00		840.00
Frame Oiler	135.00		40.00
Maple Syrup Rally	220.00		258.85
Spring Tune-up			
Misc Events			
Expedition Trailer (Maintenance)			
Exp. Trailer (Capital Addition)			
Merchandise	1512.51		
<b>Total Income</b>	<b>17918.42</b>	<b>Total Expense</b>	<b>14822.92</b>
<i>Plus Opening Bank Balance</i>	2588.71	<i>Plus Closing Bank Balance</i>	2891.44
<i>Plus Opening Inv. Acct. Bal.</i>	2207.23	<i>Plus Closing Inv. Acct. Bal.</i>	5000.00
<i>Less Outstanding Cheques</i>		<i>Less Outstanding Cheques</i>	
<i>Plus Opening Expense Advances</i>	1000.00	<i>Plus Expense Advances</i>	1000.00
<b>Total Beginning Funds</b>	<b>5795.94</b>	<b>Total Beginning Funds</b>	<b>8891.44</b>
	<b>23714.36</b>		<b>23714.36</b>

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Matthew—Service Dept: [service@landroverottawa.ca](mailto:service@landroverottawa.ca)



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