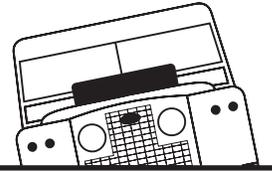


OTTAWA □
VALLEY □
**LAND
ROVERS**



March 2004

www.ovlr.org

Volume XXI, Number 3

This the Shape of Things to Come?



photo courtesy of OneLife Magazine



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

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.

Beneath the Bonnet

AGM Report <i>by Terry King</i>	4
Brokerage Fees Making us Broke <i>submitted by Ray Pearmain</i>	5
Sweden Wants Us <i>submitted by Dixon Kenner</i>	5
Maple Syrup Time in the Gatineaux <i>submitted by Terry King</i>	6-7
Quote	7
BC Member logs on with a LINK <i>submitted by Tom Hammon</i>	7
Is "Wilderness" Stealing our Heritage <i>by Del Albright</i>	8-9
Land Rover's Range Stormer <i>submitted by Shannon Lee Mannion</i>	10
Classifieds	11
Mini Tech Tip	11

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.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please call Christine Rose for location. (613) 823-3150

Sunday, April 18, 2004

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

June 27th to July 4th, 2004

Please note that the Pierre Gauthier event will be from the 27th of June to the 4th of July.

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre.

New Members

February

Tilley Brooks, Orleans, ON
Don Leaming, Niagara Falls, ON
Pat Leaming, Niagara Falls, ON

March

David Gunthorpe, Perth, ON
Judith Price, Gloucester, ON
Michael Lachapelle, Gloucester, ON
Geoff Lachapelle, Gloucester, ON

Missing in the Mud

If you know the whereabouts of the missing members please let David Pell know. Presently we are attempting to locate:

Corrie Benjamin, Ottawa, ON

OVL R AGM 2004

by Terry King

Well it wasn't the coldest night of the year, but it was still the dead of winter. On February 11, the OVL R Annual General Meeting took place in Nepean.

Roughly 20 members turned out for the official stamping of last year's minutes and the subsequent changing of the executive guard.

While several of last year's executive were under the weather, their reports and those of the past executives in attendance showed that last year was successful, maintained the tradition of the club, and closed with OVL R in good financial position to tackle yet another year.

As for events, 2003 boasted a well-attended Maple Syrup Run, saw a very successful 20th Birthday Party, while over the year, members travelled to the Adventure Team Challenge and the Mid-Atlantic Rally. Sponsorship and attendance was great at the BP, as well as the number of trail runs and the superb weather. The BP was featured on the cover of Land Rover monthly magazine with an in-depth article covering the event.

As well, there were several intra-club runs and events throughout the season, which ended with the Frame Oiler on the usual rainy Saturday in October.

The reports of the Secretary Treasurer and the Auditor were duly presented and accepted by the members.

Following that, the new Executive was elected by acclamation, that being Christine Rose as President, Terry King as Events Co-Ordinator, and Jean-Leon Morin as Off-road Co-Ordinator. The Executive Member at Large position is vacant. Dave Pell was appointed as Secretary-Treasurer, Shannon Lee Mannion as Newsletter Editor and Christian Szpilfogel as Auditor.

Following the discussion of the remaining items of club business and the adjournment, half the group repaired to a local pub to discuss important issues such as "where and when was the first time YOU drove in a Land Rover ?" and "who has a spare transmission that will fit in my truck?" etc.

All in all, it was a pleasant evening with a good mix of business and pleasure.



Christine Rose



Andrew Finlayson



Jean-Leon Morin



Murray Jackson



Christian Szpilfogel



Dave Pell



Terry King



Dixon Kenner

Exorbitant United Parcel Service (UPS) “brokerage fees”

as expressed by George Babbage on the Internet and submitted by Ray Pearmain

If you intend importing goods from the US, to be conveyed by UPS, watch out!

Your UPS delivery man is likely to demand at the door an outrageously large sum for “brokerage fees.”

These fees are in addition to shipping charges. They are levied by UPS, supposedly for the paperwork required to process your parcel through customs. These fees do not include customs duty and are levied whether customs duties are payable or not. To add insult to injury, you will also have to pay GST on these fees.

This gouging has been known for some time. It was dealt with in the December 5, 2000 episode of the CBC’s TV program Marketplace. For details, view <http://www.cbc.ca/consumers/market/files/home/courierfees/>

For expressions of outrage by victims of this gouging, visit:

<http://www.home.cogeco.ca/~jcstefani/gouging.htm>

Recently, I bought online a gauge for my car. The price was \$40 Cdn and I was charged UPS brokerage fees of \$16.50 (41%). There was no customs duty on this item. Friends of mine have had similar experiences.

What to do?

1. Try to get the vendor to ship by US Postal Service. The shipment will be received and delivered by Canada Post, which charges a flat fee of only \$5 for brokerage.
2. If you must have quick delivery and there is no alternative to UPS, phone UPS Canada at 1 888 520 9090 and get an estimate of the brokerage fee. At least you will then know what you are in for and can plan accordingly.
3. Another method – suitable only for large numbers of shipments – is to have the goods sent to a US border town. One of the local car clubs has parts shipments for its members sent to Roethel’s Parcel Service in Ogdensburg, New York – a 40-minute drive down 416 from Ottawa. When sufficient shipments have accumulated, a club member drives down and picks up the goods, paying the parcel service typically \$5 per parcel, and then paying the usual taxes and customs duty on the way back. Note that customs duties depend on the country of origin of the imported article. For articles made in the US there is no duty.

Hope this helps and saves you some money.

(It’d be interesting to see if club members in the States have similar problems ordering parts within the country or from without. Please let us know by writing to ottawavalleylandrovers@sympatico.ca ed.)

From his wanderings throughout the world-wide web, Dixon Kenner submits the following:

Krister Bergknut (www.bergknut.se) from Uppsala, Sweden writes:

I have made contact with 100 - 150 cars/people with vehicles, mainly Range Rovers, that have the VM diesel engine. I would like to widen/broaden the discussion forum to other cars and applications.

Thus, I have initiated a discussion group on Yahoo open to all users of VM diesel engines.

You are hereby invited to join this group and to take part of the discussions. There is a similar MSN group, but this will be through Yahoo.

<http://autos.groups.yahoo.com/group/VM-diesele-engine-group/>

Krister also indicates that there is interesting information on www.vmmotori.it and www.hwag.com

The 17th OVL R Maple Syrup Rally

April 18th, Shawville, Quebec, 2004



Vernon Fairhead

submitted by Terry King

The Event:

For the past sixteen years, members of OVL R have been celebrating the coming of spring with a gathering at Vern Fairhead's sugar bush in Shawville, Quebec during the

maple sap run. For the hardy, it is an opportunity for a little winter camping that weekend. J-L says he is going to camp out ! There is more on the camping further down.

This is the first club offroad event since the Birthday Party last year. Last year some 50 people attended!

When:

The Maple Syrup Rally is traditionally held at the end of March or at the beginning of April at the height of the sap run. The sap run loves freezing nights and warm days. A variation in this pattern can disrupt the run and cause last minute changes in the schedule. As this is very weather dependent, an estimate is printed, the actual date not being known until just a few weeks ahead. This year, we expect it to be held on April 18th. Remember, Mother Nature determines the date, not us! Plan to arrive for 10:00-10:30 a.m. but if you get there early you can lend a hand with the setup or take a walk in the woods.

Reservations/RSVP:

OVL R needs to know how many people expect to be attending so the proper amount of food can be purchased. Local and regional members with email will be kept abreast of

planning and dates via email. If you are planning on coming, please send Terry King an email at tking@sympatico.ca or phone Terry at (613) 592-5327 to confirm the date and the number in your party, including children. It would be most appreciated if you could respond by April 11, 2004.

Cost:

The cost of the Rally is \$5.00 per person to cover the food. Children under three years old are free. To drive on the off-road course, you need to be a member of OVL R (Our insurance policy requires this) and hold a valid driver's licence. Applications for membership will be available onsite.

Activities:

The traditional breakfast is French toast, sausage, and homemade baked beans (the beans are unconfirmed at this time). Coffee is made as soon as possible after the trailer is put together, with breakfast targeted for 11:00, followed by cleanup. There will be an Easter egg hunt for the children.

Then we hit the trails. The conditions typically range from snow and ice to mushy mud and everything in between. Vern has promised some prizes for this year's event, so be prepared for anything. Bring boots, shovels, clothing that can get dirty, and your recovery gear. While fire extinguishers and other safety gear are not a must, they are strongly recommended. One final note: this event is always a true test of your tires, I can attest to that personally.

As always, there will be lots of fresh maple syrup for sale. Prices are unchanged at: \$38 for four litres, \$22 for two litres, \$12 for the plastic one litre jug, and \$8 for the 540 ml can. Bring your cheque book! (note, this is the real stuff, and you can help make your own! Not the

Maple Syrup Rally (continued from page 6)



OVLR's unique trailer is ready to be pressed into action for the first time in 2004 at the annual Maple Syrup Event at Vern Fairhead's. (photo by Shannon Lee Mannion)

chemical filled artificial stuff generally found in the supermarket.)

Accommodation:

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at (613) 647-5544 ahead of time to confirm. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available!

Members are also welcome to come up on Saturday and help Vern with some sap gathering and maple syrup production.

Contact numbers:

Event Co-ordinator: Terry King

Internet site with map: <http://www.ovlr.org>

E-mail: tking@sympatico.ca

If lost getting there: Phone (613) 647-5544 (Vern Fairhead's home)

Great Quote

In a recent issue of Land Rover OneLife Magazine in an article about the famous Canadian Beaver air plane, "The De Havilland Beaver has been nominated by OneLife as the Land Rover Defender of the air. Both are originals, both are peerless in their roles, and both have door hinges on the outside."

A Link from BC Member, Tom Hammond, in Comox British Columbia

I think a number of members might find this site interesting if they are thinking of doing any upgrading to their LR's such as trannies or engines!!

<http://www.british4x4.nl/TheSpecialist/links.htm>

Anyone up for a cold beer?



This is what our fellow Canadians were up to down in Halifax.

Is “Wilderness” Stealing Our Heritage?

by Del Albright, BlueRibbon Ambassador

Being a full time land use/access advocate, I hear a lot of opinions about the management of public lands, many of them spot on; some of them a bit out there. But this one really made me step back and think. Is the designation of Wilderness areas stealing our heritage?

The original Wilderness Act of 1964 was not bad legislation. In fact, most organized recreation groups supported the idea of setting aside pristine, *untouched* landscapes and leaving them non-accessible by motors and mountain bikes. We need places untouched by man, unmarked by the scars of development.

President Teddy Roosevelt started the first official beginning of “preserving” scenic wonders on a national level; but have we now gone too far?

I have heard accounts of official agency personnel setting fire to historical buildings and mining camps, just because these treasures all of a sudden were behind some line created on a map that said they were now in Wilderness areas and needed to be removed so there would be no trace of man.

I have personally seen the results of agency *rehabilitation* of mining camps, historical buildings, and historic roads — rehabilitation being the removal thereof. I have interviewed youth work crews hiking into new Wilderness areas, under orders from the park agency personnel, with the job of *removing any trace of man.* Doubly unfortunate is that these same areas harbored hundreds of miles of roads and historic mining camps that were thought to be of value just the year before a new Wilderness designation.

I have lost track of the number of cabins and homesteads I have personally visited that are no longer accessible by vehicle — and many of which were *obliterated.* In so many cases, Wilderness designation has meant historical destruction.



A cabin such as this could be taken down under the new Wilderness designation.

One park ranger type official tried to tell me that in his area, buildings just fall down from lack of maintenance and attention, once they are in Wilderness areas. I understood that, but he didn't have an answer for me when I asked him how the material (wood and artifacts) all disappeared also, and how the area where the building stood now has planted vegetation (rehabilitation?) and no sign of occupation or use.

How about the fact that we're not supposed to use motors or mechanized equipment to fight wildfires in some Wilderness areas? In the 1964 Wilderness areas, this is not a big deal. Here we're talking high country — high mountains, pristine places where there are no subdivisions nearby. But new Wilderness can be in your back yard today. The old guidelines of *no trace of mankind; pristine; untouched* are meaningless in today's application of Wilderness. So when a large conflagration starts tearing up the countryside (in Wilderness), we're not supposed to drive fire engines into the brush and timbered areas where the fire is burning. We're not supposed to crank up chainsaws to fight the fire. We're not supposed to fly helicopters into or around the Wilderness area as that constitutes using motorized equipment.

Is “Wilderness” Stealing Our Heritage? *(continued from page 8)*

Helicopters routinely fly into a world famous Wilderness area, named after a world famous environmentalist, to service man-made bathrooms (contact me if you'd like to read the documentation on this). It's OK to fly and land a copter into Wilderness to service a bathroom, but we can't fight fire with one?

You will find plenty of folks who will justify flying a helicopter into one Wilderness area to service a bathroom, just as you will find plenty of folks who would march in protest against flying helicopters to fight fire in an Oregon Wilderness area. Does this seem arbitrary and capricious to you?

In reality, even the 1964 Wilderness Act left room for manoeuvring and in the opinion of some folks, manipulation. Existing and previous uses can be accommodated in today's Wilderness areas, depending on the slant of the current management. So yes, we can leave old historic mining buildings in one Wilderness, and tear them down in another.

At some point, we have to ask ourselves the real purpose behind new Wilderness areas. Who is getting something out of this? Because when they steal my heritage, take down the homestead that maybe your family once lived in, try to remove roads, trails and all traces of our historical presence, it just begs the question of who is benefiting

Further, you have to ask, who is the goose and who is the gander here? Do we manage Wilderness based on convenience? Do we manage Wilderness based on one ranger's bias? What gives?

Allow me to add to add one last twist; our country has millions of acres of Wilderness Study Areas (WSA) that are under consideration for Wilderness designation. Some WSA's have been around for over ten years. Some have already been converted to Wilderness. Few have gone away. I urge you to keep a careful eye on WSA's in your area. It matters not that a WSA has roads. It matters not that your great grand parents might have had a homestead there. I suggest you talk to your elected representatives

about WSA's in your area. They are prime targets for future Wilderness designations.

I believe that people like Teddy Roosevelt, most of our US Congress folks, and many of our country's leaders were well-intentioned in the creation of some of our parks, preserves and 1964 Wilderness areas. But somewhere along the way, *special interest groups* and a few people in powerful positions, have twisted the usage constraints of our public lands into something ugly.

It is time to speak out against this outrage. It is time to stand up for our heritage. It is time to hold accountable those that promote their own agenda under the guise of saving our heritage while tearing down the remnants of our past. It's your time. Get connected with the process and your elected officials, and be sure that Wilderness is where it belongs. Don't sit by while someone steals your heritage or endangers the safety of your home.

Del Albright, internationally published columnist, BlueRibbon Coalition Ambassador and Environmental Affairs Coordinator for CA4WDC, has authored volumes over the last 20 years on land use, outdoor recreation, and access. Contact BRC at 800.258.3742 or www.sharetrails.org; or visit Del's web site at www.delalbright.com/. Del is partially sponsored by the Off Road Business Association (www.orba.biz).

Del Albright

BlueRibbon Ambassador, BlueRibbon Coalition Life Member

State Environmental Affairs Coordinator, CA4WDC Trail Boss, Friends of the Rubicon (FOTR)

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Sponsored by: ARB 4x4 Accessories;

Rubicon4x4.Com; and the Off-Road Business Association (ORBA).

Land Rover's Range Stormer

Shannon Lee Mannion asks, Is This the Shape of Things to Come?

In reading a recent copy of OneLife, a glossy Land Rover lifestyle magazine published in Britain (soon to be available in a North American version), I was pleased to see a lengthy spread with delightful photos of the Range Stormer, a two-door concept car that had been presented at the Detroit Motor Show in January.

With a supercharged V8 engine and a six-speed electronically-controlled automatic tranny with "Terrain Response" that is dialled in using a rotary switch, this 4 X \$, oops, 4 X 4, is everything anyone could want in an on and off-road vehicle.

The design, by Geoff Upex, who also designed the Freelander and Ranger Rover, is meant to be shocking. He wanted the bourgeoisie to be scandalized at what they may consider "over-the-top" design attributes. Clearly having doors reminiscent of something from Back to the Future, two-pieces that vertically plane from one another, the top raising over the roof, and a glass roof, at that, and the bottom dropping to become a step, and then a similar sleight of hand as the bottom portion of the tailgate slides down and out of the way, no wonder the gasps of wonderment at the show.

I was not present at the show to see the interior but I understand that if you like leather, this is the vehicle for you. Why even the floor is



Photo taken by Wayne Ellwood



Photo taken by Wayne Ellwood

done in a grainy, apparently long-wearing leather to compliment the seats, dash and console done in saddle leather.

Colour? Brown with accents of ivory. Dear me but how would mud look on this? I suppose that since the vehicle is not going into production, it really doesn't matter. And the oak accoutrements and aluminum steering wheel and seat rails, don't worry, no one's going to have one of these trucks, so no one's going to have to polish the stuff.

The best part about the styling, I think, is the external lights that swivel with the steering wheel a la Citroën DS and SM or the earlier Tucker. In this way, while driving through the bush, you will never have to worry about hitting a low-hanging branch or, heaven forbid, an errant deer crosses in front of you. You will be lighting up your life and everyone/thing's around with those peepers.

And the worst thing about the styling, I think, are the three, count 'em, three DVD screens, one each for rear passengers and one in the front. Talk about a Tower of Babel if they are all in use. Whatever happened to wanting to be one with nature, just you, your dog and your truck.

Oh yes, and the picnic hamper, cooler and the Johnny-on-the-spot. I didn't say I wanted to eschew all the pleasures of civilization.

Classifieds

LOOKING FOR E83W COMMERCIAL BRITISH FORD

Bob Larmour in the 905 belt is looking for a British Ford, perhaps also called a Thames, the E83W Commercial (the smaller one, not the full-sized).

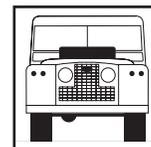


It resembles an Anglia but in this case, it's in a panel van configuration. From time to time, these are seen on drag strips or made into hot rods. If you can help Bob realise his life's dream of restoring one of this homely little vehicles, please get in touch with him.

Bob Larmour (905) 836-1881
larmour@neptune.on.ca

YOUR AD HERE

FREE add space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



Tiny Tech Tip

Series One Discovery Owners: If your Discovery has done over 100,000 kms and you have never had your wheel bearings serviced now would be a good time to look into it. Preventative maintenance now will save you \$\$\$\$ later.



Bruce Ricker's "Sedgwick" ploughs up the grass at the Oiler in 1993. (photo by Shannon Lee Mannion)



Mike McDermott enjoys a pensive moment in 1995 at the Annual Oiler that used to be held at John Hart's. (photo by Shannon Lee Mannion)



From the Bob Wood Sighting Society, Bob was sighted in 1994 at the Annual Oiler. That's Dale Desprey looking pretty oily to his right and a dashing Fred Joyce in his signature hat to Bob's left. Vicki Mannion hangs onto the fender ... and to the men's every word. (photo by Shannon Lee Mannion)

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