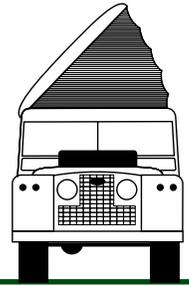


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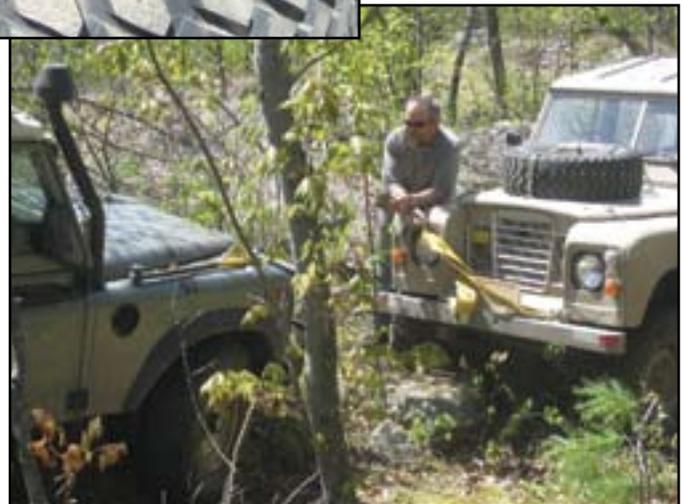


June 2007

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Summer Time



Trail preparation for the Birthday Party— Kevin Newell and Dave Pell. Photos by Terry 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.

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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.

Beneath the Bonnet

Calendar of Events	3
Which way to the Rubicon Trail? <i>by Julian Rendell – AutoWeek</i>	4-5
Ragtop Defender for Land Rover's 60th? <i>by Richard Yarrow</i>	6
Logo Survey <i>by Gabrielle Pell</i>	7
Classifieds.....	7

Hey man, what's going on?

OVL R Calendar of Events

Socials

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month at 7:00 p.m.

Executive Meeting

Executive meetings are held on the first Monday of the month. Please contact Jean-Leon Morin for location. morinjl@sympatico.ca

OVL R Birthday Party

The OVL R Birthday Party is scheduled for Silver Lake on June 22-24, see attached document for registration information. Onsite registration – June 23rd.

ADDENDUM:

In the May newsletter article on the Maple Syrup Run the photos of the Defender(s) on the trail and the photo of Dave Pell and Shannon King were taken by Dixon Kenner. Sorry for the oversight (ed.)

First Annual Guy Fawkes Event

Saturday, November 3, 2007

Madoc, ON

Dom Perodeau, OVL R member and proprietor of Land Rover Salvage in Madoc has offered the use of his property in Madoc for an offroad/camping weekend in honour of Guy Fawkes, that nefarious legend from the homeland of the Land Rover. Details t.b.d., but at this point Dom has offered offroading on his property at his home, a bonfire (with effigies ???) on the back lot of his business site, free camping on Saturday night, and access to his shop and parts supply should anyone need it.

We would like to gauge interest in the event, so please drop Dom a line at dominic@landroversalvage.ca if this sounds like something you would attend. You'll get a chance to confirm closer to the event.

Cheers,
Terry King

Which way to the Rubicon Trail?

2007 Land Rover Defender – Britain’s Jeep gets an overdue makeover

Land Rover’s 2007 Defender is a favorite of off-roaders worldwide but won’t be sold in the States.

*by Julian Rendell
AutoWeek*

When you venture into the rolling green pastures of the British Isles, one car can be seen trundling through every village and market town: the Land Rover Defender. Carrying hay bales for sheep, ferrying a shooting party across the moors or as transport to the village pub, the Defender performs the role of a Jeep Wrangler or a basic pickup truck in backwoods America, its credibility underpinned by engineering and styling simplicity.

That simplicity—rugged body-on-frame construction and live axles—can be traced back to the first-ever production Land Rover of 1948, an example of which is kept in Land Rover’s heritage fleet.

License plate HUE 166, affectionately known as Huey, was born out of the postwar need for a British utility vehicle, inspired by the GIs’ Willys Jeep. In fact, the first prototype built by the Rover car company, hence the name Land Rover, was based on a Jeep chassis.

In today’s sanitized automotive world, Huey is wonderfully antiquated. The simple aluminum



door panels and frames expose rivets and nuts and bolts. Bits of loose wire dangle, and Bakelite switches eccentrically dot the cabin. The pickup bed might be covered with a flimsy canvas roof, and the sliding windows might be drafty, but on a rare snowy British day, the cabin offers welcome shelter, as any farmer well knows.

The driving position is tight, to say the least, but Huey, with its 1.6-liter, 50-hp engine and heroically low gearing, pulls like a farm horse, while its stiff suspension and vague steering send it bouncing and weaving along muddy tracks.

The original Land Rover, the 1948 Huey, and a 1970s-era Land Rover snowmobile are special models in the company’s history.

The concept of the Land Rover as a do-it-all utility vehicle hasn’t been corrupted in the intervening decades—marked by three series of improved models. A drive in a 1970s-era Land Rover snowmobile proves that. The view of polar bears on the ice floes of the Bering Strait must have been commanding from 10 feet in the air in this expedition vehicle, built to cross from Alaska to what was then the U.S.S.R. It is also one of the slowest vehicles on the planet, though we’ll admit this is the only ice-floe crosser we’ve sampled.

Special models like this snowmobile enhance Land Rover’s go-anywhere image, proving its ruggedness and adaptability, virtues still essential in the latest 2007 model on sale this year.



Which way to the Rubicon Trail? *(continued from page 4)*



North America will continue to be denied the Defender, with the high cost of fitting airbags the same impediment that killed the car in the United States in 1997. But there are strong signs that the next-generation Defender will come here in about six years.

In the meantime, the 2007 Defender is, despite the familiar look, the first major technical overhaul in 15 years, with a new engine and gearbox, revised suspension, new forward-facing seats in place of side-facing benches, a new dashboard and, in a major technological advance (drumroll, please), air conditioning for the first time in a Defender.

The most significant of these upgrades are a new 2.4-liter, 121-hp, 265-lb-ft, four-cylinder turbodiesel and six-speed gearbox, which features such a low first gear that second and third are the choices off-road. Together, they pull so strongly that the Defender can conquer axle-deep mud and water on half-throttle.

Heading downhill, the superlow first provides so much engine braking that the engine is remapped to keep the wheels from locking. Uphill, progress is equally impressive. When the Defender attacks a slippery slope with aggression matched to a wide-open throttle, there's little the undergrowth can conjure to halt its progress, at least in gloppy British mud.

Dust and rocks on the Rubicon Trail might be a different matter, but Land Rover claims even more axle articulation, thanks to revised bushings and geometry, so maybe the new Defender can rise to that challenge, too.

There are some flaws, such as plastics from a long-gone era, very tight elbow room (an unwelcome carryover from 1948) and fewer seats because of the new forward-facing layout dictated by seatbelt laws.

But the major transformation is on-road. The new engine, sourced from Ford Europe's Transit light truck, is quieter and has a wider powerband, making for much more relaxed cruising.

Land Rover is justifiably proud of the MP3 hookup option, if only because it's a signal that the cabin is now quiet enough for occupants to enjoy a conversation over the mechanical din. The suspension and steering revisions sharpen responses on pavement.

All around, this is a smart upgrade of a venerable British institution, making the new Defender a significant step forward for Land Rover's iconic model.

When will we get a Defender? Maybe in 2013

Sales in the United States will be critical for the Defender replacement, which is scheduled for 2013 in Land Rover's future product plan. To justify the investment, Land Rover reckons it must double yearly sales of 25,000 to more than 50,000. It can count on new markets such as Russia, China and India for some of that increase, but the United States will be the key.

Front and side airbags will be a prerequisite, and so will an all-new chassis, because today's simple setup won't allow airbag integration.

Land Rover can't look to its own technology, either. It admits that the platform under the LR3 and the Range Rover Sport is too expensive for a vehicle that needs to list from about \$40,000 in the United Kingdom (that figure includes a heavy dose of taxes).

One possibility is for the next Defender to share development with Ford Europe's Transit truck, which offers flexibility of construction, a huge variety of body styles and toughness closer to the Defender than Land Rover's other upmarket models.

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Ragtop Defender for Land Rover's 60th?

Revived convertible would be first this decade.

by Richard Yarrow (2007-05-24)

In April Land Rover will be celebrating its 60th anniversary, and the firm looks set for a raft of activity to mark the occasion. There's likely to be plenty of enthusiast events across the globe, and probably the inevitable special-edition vehicles, but could there be a convertible version of the iconic Defender?

It's the spiritual successor to the original workhorse Land Rover that made its debut at the Amsterdam Motor Show in April 1948, and there hasn't been a convertible since the early Nineties. The car would go head-to-head with the all-new soft-top version of the Jeep Wrangler, which has about to go on sale in Europe.

When we put the convertible question to Land Rover UK boss John Edwards, his reply was somewhat non-committal. "Who knows what we might do?" he said with a smile. "It would be nice, wouldn't it?"

Read into that what you will, but then Edwards added: "The advanced design team



led by Julian Thomson has lots of sketches of soft-top Land Rovers - Range Rover Sports, Freelanders and Defenders. They have hundreds of things like that, and we get them out from time to time and look at them."

So watch this space for this first convertible Land Rover for a generation.

OVLR Forums

Please see:

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

Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for photos.

Classifieds

WANTED:

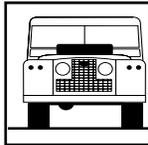
Is it possible to buy a right-hand drive Land Rover Pickup in the Ottawa area? Anyone know of one? Send replies to : clorise@palangevintransport.ca

BORROW:

I'm looking to borrow, or buy a 2.25 litre engine to put in my truck while I re-build my existing engine. Contact Dave Pell at 613 791-2994 or djpells3@yahoo.ca

YOUR AD HERE

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



New Members Wanted!
**Invite your Land Rover
obsessed friends to join
OVLRL!**

**See page 2 for
subscription details.**

Logo Survey

Gabrielle (Gabe) Pell has kindly volunteered to be the OVLRL'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 OVLRL 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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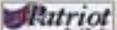
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