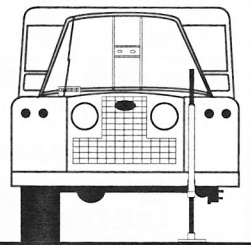


OTTAWA VALLEY LAND ROVERS



JANUARY 2002

WWW.OVLR.ORG

VOLUME MMII, NUMBER I



Land Rover, out standing in the field. Artwork by Erika Rose



**OTTAWA
VALLEY
LAND
ROVERS**

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 CD\$30 per year, Americans and others pay US\$25 per year. Membership is valid for one year.

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Lickers and Stickers

The Get Stuffed Gang.

OVL R NEWSLETTER

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

Submissions: Articles 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 St., 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 first 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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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

Any ideas for the website please contact Dixon Kenner
<http://www.ovlr.org>

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

UNDER THE HOOD



Everton MacKenzie evaluates Keith Elliott's choice of lines through the mud in Larose Forest. (Keith Tanner)

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HEY MAN, WHAT'S GOING ON?

OVL R 2002 CALENDAR OF EVENTS

January:

AGM Jan. 23

February:

OVL R Social Feb. 18

March:

OVL R Social Mar. 18

Maple Syrup Run (sap permitting)

April:

OVL R Social April 15

Tune-up TBA

Speedorama Apr. 12-14

May:

OVL R Social May 20

Oxford Mills May 26

June:

Byward Auto Classic June 2

OVL R Social June 17

June

Richmond British Car Show June 30

OVL R Birthday Party TBA

July:

Evolution of Wheels July 7

OVL R Social July 15

Aug:

OVL R Social Aug. 19

Frame Oiler TBA

September:

OVL R Social Sept. 16

October:

OVL R Social Oct. 21

November

OVL R Social Nov. 18

December

OVL R Social Dec 16

Christmas Party TBA

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

TAKIN' CARE OF BUSINESS

NEWSLETTER NOTES

THE PAST PRESIDENT GETS A WORD IN

by Andrew Finlayson

Dear Membership,

As you have no doubt noticed there has been a distinct lack of newsletters in the past year. This has happened for a variety of reasons but the good news is it's getting back on track! To be fair to the membership, everyone will receive a seven (7) month extension of their membership to make up for the issues we missed in 2001.

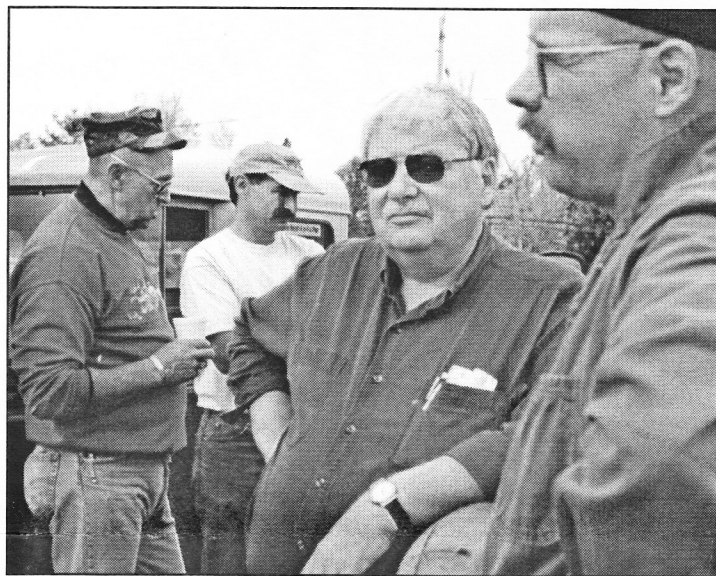
I would like to take this opportunity to introduce you to our new newsletter team of Shannon Lee Mannion and Alastair Sinclair (Editorial Team Leaders), Keith Tanner (Graphic Design and Layout), Roy Parsons (Chief Photographic Consultant) and Keith Elliot (Technical Support). And, of course, input from all of the membership as well! They have offered their time and expertise to see that the newsletter gets back up and running and we welcome them.

And it goes without saying that we need to give a very special thank you to both Dixon Kenner and Spencer Norcross for their years of dedication and hard work on the newsletter. As no doubt some of you have seen, a few OVLR issues from 2001 won Newsletter of the Month in one of the Land Rover magazines, including the issue with Peter Gaby sleeping next to his Toyota Land Cruiser on the cover!

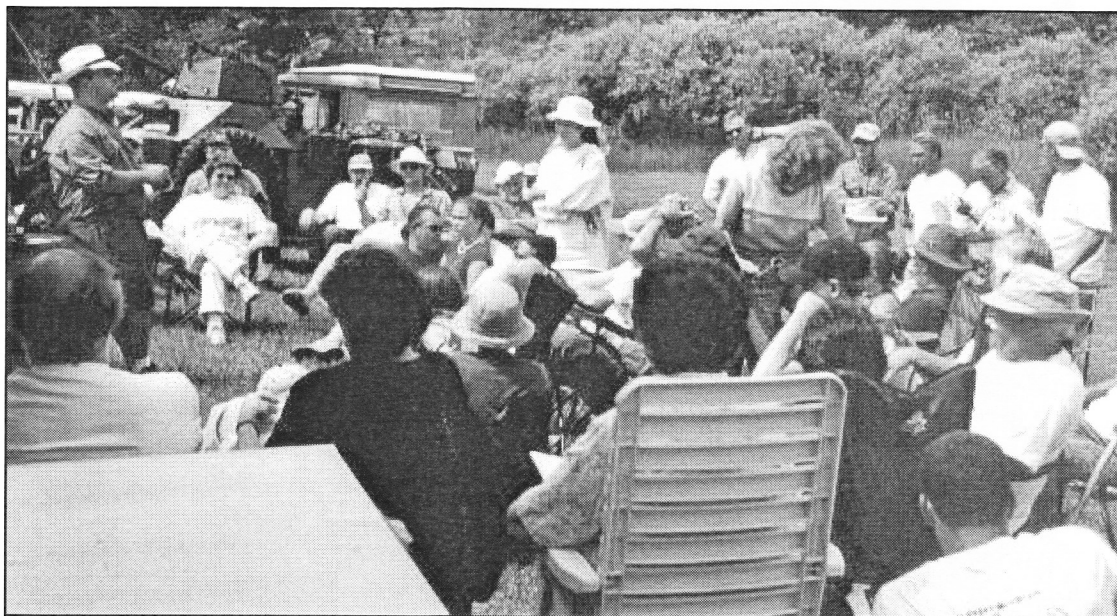
On behalf of OVLR, the executive thanks you for your patience. Please send in your articles and photos and let's get involved and help out.

Happy New Year to all!

Sincerely, Andrew Finlayson



Kevin Willey and David Meadows, foreground, and Jay Wood and Martin Rothman in deep discussion. (Shannon Lee Mannion)



Okay, it's the Birthday Party auction. But it LOOKS like a meeting. Jeff Berg presides. (Joe Pertic)

ALASTAIR AND SHANNON GIVE YOU THE LOWDOWN

Any of you who have moved away, come back, moved away again have no doubt appreciated the OVL R newsletter's tales of misadventure, camaraderie and explorations...It serves as a reflection of our club and a reminder to all of us similarly infected that when you look out in the yard at your own rusting jewel(s) that you are not alone and that it is all worth it after all.

Especially in times of vehicular woe, it is beyond reassuring to see others who have beaten the odds and have managed to keep their own bolt buckets rolling. The newsletter ties us all in to the scene and regales us with adventures at home and abroad. It also serves the added function of justifying the financial haemorrhaging to loved ones and friends who never seem to tire of helping out when your "nearly new" differential eats itself in the middle of the middle nowhere...

Dixon Kenner and Spencer Norcross have shouldered the burden of keeping our rag alive for nearly a decade and they deserve a very special reward 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 just something to read on the crapper, none of us would really be complete without a piece of paper that proves, irrefutably, that we are a family, that others share in our pleasure at being hopelessly lost in the automotive barrens. Spencer's SOL stories of driving a 101 across the continent or photos of Dixon's BGB. "vandalized" well-meaning LR buddies with paintbrushes make us all look good and if you haven't yet shown an OVL R newsletter to your banker in justification of why you need your monthly debt payments lowered (again), you should do so.

So, on behalf of the new editorial team (which means all of us: write now!!, write often!!) A heartfelt thank you to these two troubadours of all things aluminium. We will all be pitching in now to help spread the grisly task of piecing the thing together but we have a high standard to live up to. Here is to all of us and building this thing together....

Alastair and Shannon



NEWSLETTER MANDATE: NOT STARTING OVER, REITERATING.

Speaking as part of OVL R s newsletter committee, here s what we promise to do:

Solicit, select and edit suitable news and feature material from Canada and around the world (letters, poems, columns, reviews, personal profiles, articles, cartoons, drawings. etc.) and oversee the production of 12 issues of the newsletter annually, from manuscript to the printed product, including mailing.

Establish policy and write editorials and collect feature material in consultation with the executive.

Foster lively discussion, debate and interest in and around OVL R programs wherein members may have a voice.

Promote OVL R using the magazine as a tool for generating additional members.

Prepare the annual budget for the magazine operation, monitor expenses and revenue and assure the operation continues to be self-supporting financially.

Be aware of and advise the executive regarding changes in postal regulations, technological advances and changes that might affect the publishing of the newsletter.

GOT A MINUTE?

MINUTES OF THE EXECUTIVE MEETING, DECEMBER 2, 2001

Minutes provided by David Meadows-Secretary-treasurer

Present Christine Rose - Events Coordinator, David Meadows - Secretary-Treasurer, Andrew Finlayson - Past-president, Shannon Lee Mannion - Co-Newsletter Content Editor, Keith Elliott - Exec. Member-at Large, Roy Parsons, Robin Craig and Ted Rose

Absent Jason Dowell - Off-road Coordinator, Alastair Sinclair - Co-Newsletter Content Editor, President (not filled at this time)

Events

Annual General Meeting Ottawa January 23, 2002
Birthday Party, Silver Lake Ontario, June 29, 30 - July 1, 2002

Financial Statements

David Meadows presented the November Financial Statements

Newsletter

Shannon Lee Mannion laid out plans for the Newsletter. Keith Elliott agreed to provide computer support. The club scanner should be moved to SLM's residence if Dale Desprey does not wish to continue transmitting photographs to the Production Editor. The next Newsletter is scheduled for January 2002. Letters of thanks to be sent to Dixon Kenner and Spencer Norcross for their past work on the Newsletter.

Membership

The Secretary-Treasurer will advance membership renewal dates by seven months for those members with renewal dates after May 2001 to compensate for the missed Newsletters. New membership cards will be issued to all members.

Special Voting Member Meeting

The meeting was considered a success. (See minutes below.)

Election of Officers

Secretary-treasurer to mail out nomination forms with Notice of Annual General meeting to Voting Members. Elections, if required, at the Annual General Meeting.

Annual General Meeting

The meeting is scheduled for January 23, 2002, 7:30 p.m., Royal Canadian Legion (Kanata)

Motions from Executive

1. That the remaining funds held in trust for ANARC be disbursed equally between, Ottawa Valley Land Rovers, Bay State Rover Association, The Rover Owners of Virginia and the accounts be closed. Moved by Andrew Finlayson, seconded by Christine Rose
2. That the Secretary Treasurer under take a final revision of the OVLRL by-laws for ratification by the Annual General Meeting to be filed with Industry Canada. Moved by Andrew Finlayson seconded by Christine Rose.

John Cranfield Trust

Christine Rose to look at what OVLRL might do to assist John Cranfield who was injured in an accident in late-1999

Club Trailer

Future Considerations:
Barbeque grill in place of one grill plate.
LPG pole, light and small burner.

OVLRL Flag

Dixon Kenner is working on it.

MINUTES FROM THE VOTING MEMBERS MEETING, NOVEMBER 28, 2001

Presented by David Meadows, Secretary-treasurer

1. Andrew asked the Members Present if they are comfortable with the current Executive and the decisions it has made in their current term.

No concerns were expressed.

2. Andrew Finlayson expressed his concerns regarding the Voting Members reluctance to run for office. Andrew also made the point that people who put their names forward should be prepared to fulfill the requirements of the position rather than just putting their names forward because no one else will.

The silence from the meeting was deafening except for one individual, Robin Craig. Robin volunteered to fill the position of President until the Annual General Meeting on 23 January 2002. Robin's offer was not accepted because of the short time left before elections.

3. The meeting was asked what changes to existing events or new events should be contemplated.

Voting members were generally satisfied with the current events. The Members would like to see more off-road events

4. A vigorous discussion occurred on the Newsletter, the following decisions were made:

- a. The Newsletter should continue as a monthly publication.
- b. A number of members expressed a desire for more local news.
- c. A Newsletter of between 4 and 10 pages is acceptable to the members.
- d. Keith Tanner be appointed Production Editor.
- e. An offer by Shannon Lee Manion and Alastair Sinclair to be Co-Content Editors was approved. A number of others agreed to help with Newsletter content.

5. Louis Gelinas on behalf of Land Ottawa expressed their support for OVLRL in its future events and activities and offered a 10% discount on parts and labour for OVLRL members at Land Rover Ottawa.

Meeting Closed

GENERAL GOINGS-ON



(Ted Rose)

A LETTER FROM LAND ROVER OTTAWA

Dear Ottawa Valley Land Rover Club,

We are the new official Land Rover authorized Dealership in Ottawa located in the East End at 1300 Michael Street. We share the facility with the St-Laurent Volvo Dealership under the Ford, Premiere Auto Group agreement with separate showrooms.

The acquisition of the franchise was a "heart" decision by the owner and we have created a Land Rover image in our dedicated showroom and service bays.

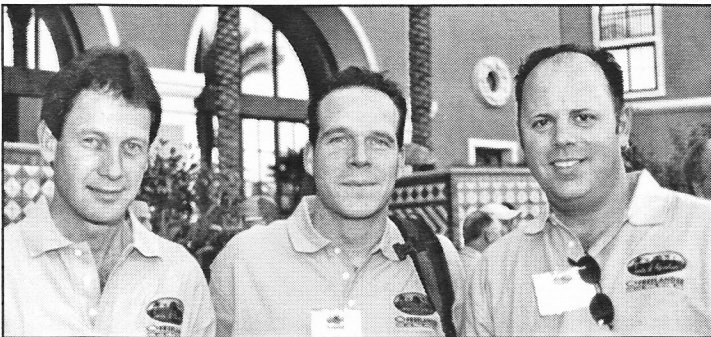
Our personnel are well known to the Ottawa Land Rover owners (Ted Rose, Andrew Finlayson and Jason Dowell) and OVLR club members and the additional team members are more than enthusiastic.

Our goal is to promote the Land Rover lifestyle. With this in mind, Land Rover Ottawa will offer support and representation to all club events, and also a 10% discount on parts and labour to all OVLR members.

Hoping that our involvement will result in a long and friendly relationship.

Thank you,

Louis-Philippe Gelinas, Parts & Service director



Ted Rose, Louis-Philippe Gelinas and Bruce Clifford, caught at the North American Freelander launch. See the full report on page 12.

OVLR NEWSLETTER WINS AWARD!

by Keith Tanner

You'll all be glad to know that the OVLR newsletter just placed third in the All-Club Annual Newsletter Contest, after Senior Cylinders (Antique Auto Club) and The TriStar (Mercedes-Benz Club). CAMotion (Capital Area Mopars) received an honourable mention.

Word from on high is that if the judges had realized the depth of content in the OVLR newsletter, first place would have been ours. Congratulations go out to Dixon and Spenser as well as all our contributors. Here's to careful reading and a library of useful information!



Pardon me, do you have any..... (Shannon Lee Mannion)

JOHN CRANFIELD RECOVERING

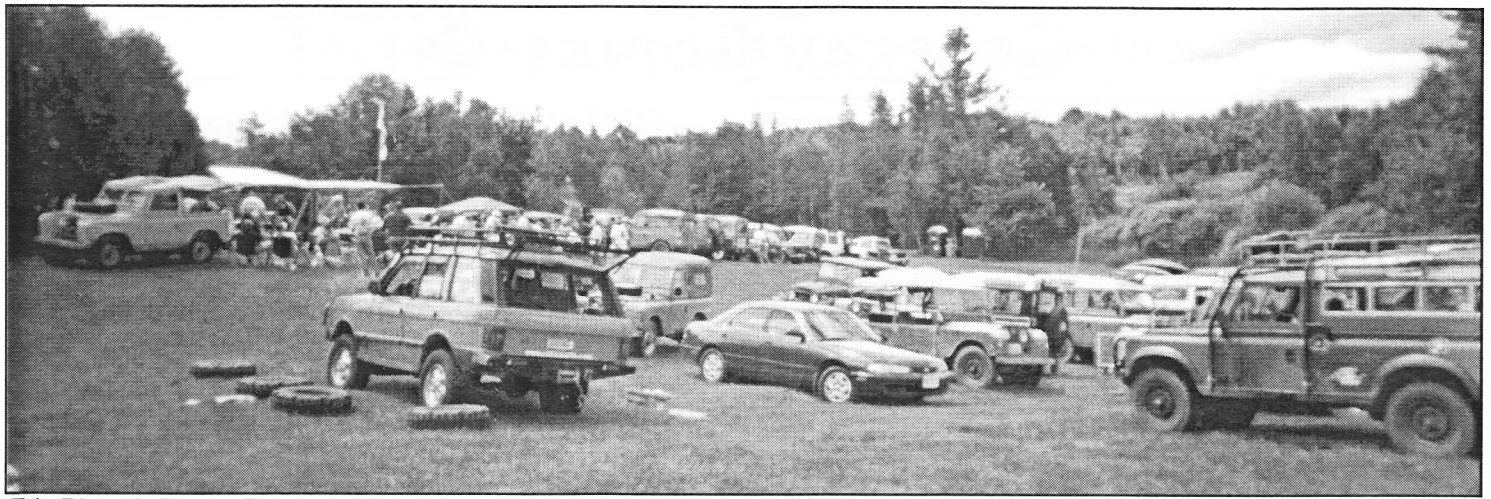
by Shannon Lee Mannion

David Risk of the Maritime Organization of Rover Enthusiasts Steering Committee and the Nova Scotia Jeep Club provided some information on John Cranfield's unfortunate accident.

He said that he was pleased to announce a collaborative effort between the Maritime Organization of Rover Enthusiasts and the Nova Scotia Jeep Club (Canada); a CHARITY WEB AUCTION to benefit John Cranfield. He went on to mention that, John was severely injured while off-roading in Maine last year. He is recovering but the accident left his family with significant debts.

Many of us know John (or his name) through the Land Rover or Jeep community, or from related web bulletin boards; he has many friends all over North America. Many of these people donated Rover or Jeep-related items to the Charity Web Auction, in hopes of helping him along.

As we get further into 2002, perhaps OVLR will find a way to help John. Please pass your ideas to any member of the executive.



Eric Riston's Range Rover and Roy Thompkins'... hang on, that's not a Rover! (Keith Tanner)

THE BIRTHDAY PARTY!



(Joe Pertic)



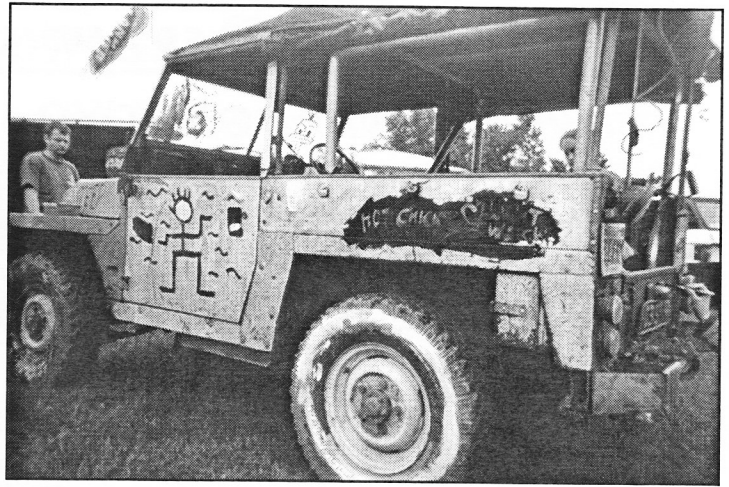
(Joe Pertic)



Andrew Breithaupt works out his 101 - with no children in sight for a change! (Keith Tanner)



Bruce Fowler's 109 gets a new paint job. (Joe Petic)



"Hot chicks love lightweights," it says. (Keith Tanner)



Off into the woods... (Joe Petic)

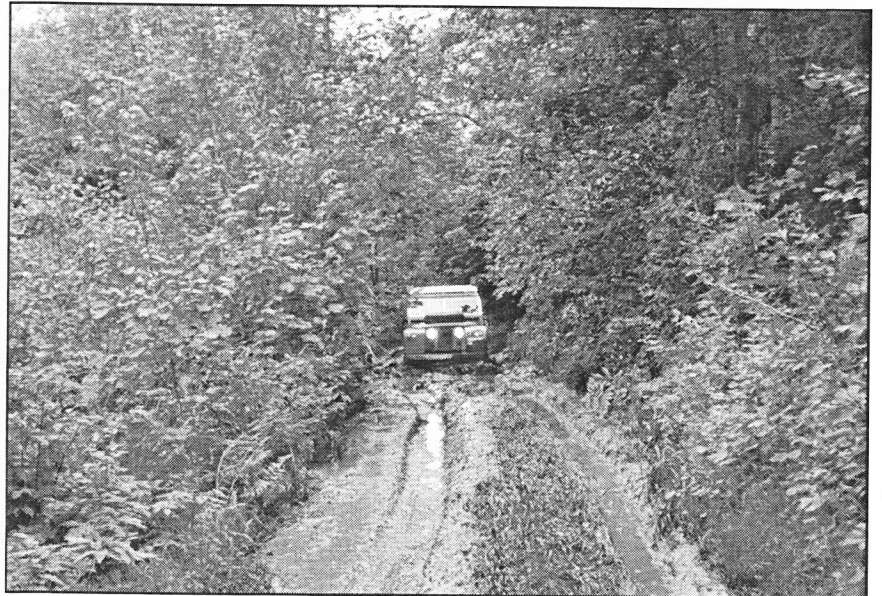


Swimming at the beaver dam. (Joe Petic)

SILVER LAKE, 2001



Peter Thompson takes a swim in his S1. (Joe Petic)



Emerging from the jungle. (Doc Currie)

TALL TALES AND QUESTIONABLE ANTICS

GORD'S TRUCK GETS TANKED AT OXFORD MILLS, SPRING 2001

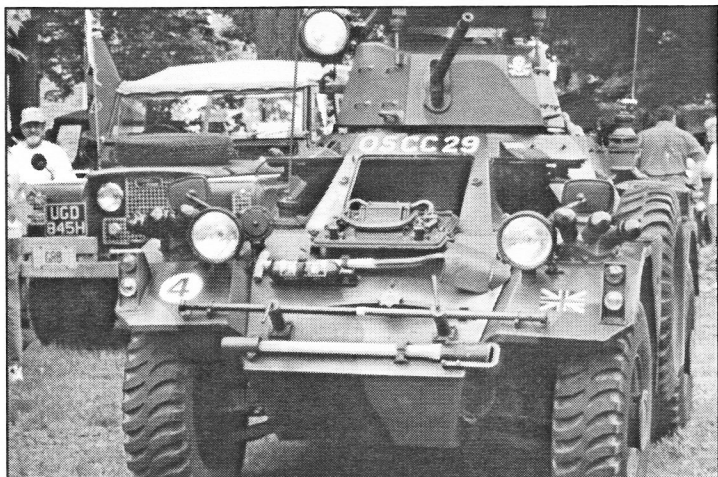
by Shannon Lee Mannion

On everyone's lips, as the armoured vehicle trundled into the park across from the Anglican church in Oxford Mills, "Who're the guys in the tank?" The annual Vintage Motorcycle and Car show, a fund-raiser for the church, will never be the same.

It was easy to tell that the "commando" riding shotgun up top, headset clamped to his ears as he directed the unknown driver, was none other former member of OVLRL, Peter Whitworth. Although he had a kind of helmetty thing on his head, we all knew who he was. But the driver, well that was/is a mystery.



The Ferret. (Shannon Lee Mannion)



The fact that the recce (ok, BSR so it isn't really a tank) drove straight toward the Ottawa Valley Land Rover's display of esteemed vehicles, all two, Gordon Bernius' and Dixon's, was a giveaway that these guys were with us. Still no word on whom that driver was.

The Oxford Mills show, held on the last Sunday of May, is a favourite show of motorcycle and car buffs from Ottawa and the surrounding area. In the nine or ten years it's been going on, it's rained a bit once, but otherwise, it's clear sailing, uh, tanking.

This year, besides the OVLRL showing, it's the motorcycles that stood out. There were two Aerials, a Squarefour and a Huntmaster, a superb 1994 Triumph, several Nortons, a throaty Velocette, a cheeky little 250 BSA and a big British brother, a 750 Rocket Three. The cars that go to these shows are predictable. You get a raft of Beetles and VW Vans, a passel of American metal, a few British sports cars, one or two Porsches and the odd kit-Cobra.

The highlight, by far, was the LR display with the recce. And the recce driver, whom we have yet to identify, took away the coveted Road Warrior award in his hot little hand. War, tank, it fits.



Gordon breathing a sigh of relief that it was only a recce. (Shannon Lee Mannion)

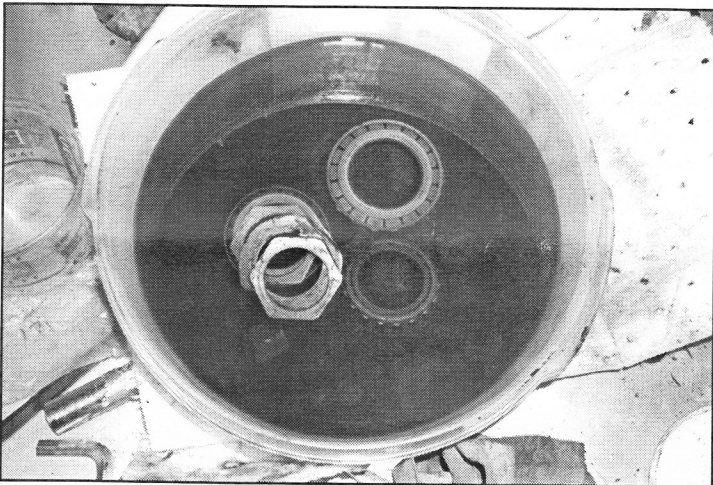
CHRISTMAS PARTY FEELIE-MEELIE STUMPS EXPERTS

by Roy Parsons

For the uninitiated, the Feelie-Meelie and Seelie-Meelie are contests held at the annual Christmas Party. Six Land-Rover-related items are put into as many different boxes with hand-holes cut in the side of each box. One feels the parts in obscurity (no peeking!) and tries to guess what is what. There are four categories, Easy, Medium, Expert and Extreme. The Seelie-Meelie is a variation of this only one sees the object.

Roy Parsons selected the items for this year's contests. Here's what he said about how and what he chose for each category and who won.

"What I did to establish the was I looked at results from last year from the contest that Ted Rose did and I tried to gauge what he considered easy, medium, etc and I put similar things in each box. I wanted there to be a point if they get the right answer, with the potential for an extra point if put more detail



Mmmmm. Land Rover soup!

With the Extreme, I assumed the guys from Rovers North were coming up so I put something from around the Ottawa area that they might not know of. And, of course, I put in stuff that experts would be stumped on. As it was, Andrew Finlayson and Ted Rose were neck-and-neck, with Andrew inching ahead by one good "guess."

Virtually nothing's hidden on a Land-Rover, nothing's covered by trim, but some parts are particular to one Series or the other. With the Seelie-Meelie, parts that have been removed from any context usually keep people guessing. The rearview mirror bracket, for instance. You look at it over and over every time you are driving in your truck, but remove it from position and take away the mirror and it looks like nothing you've seen before. "

Kevin Willey wins Easy Feelie-Meelie

The Easy Feelie-Meelie included a spare tire clamp that fits on the bonnet, a spare tire shoe (clamp) interior, a starter button, a steering wheel centre for a Series III, a door handle and the transfer gear (hi/low) change knob- the red one. (Main gear shift knob is bigger and yellow one is same size but has a different size hole in bottom.)

Jean-Leon Morin wins Medium Feelie-Meelie

With remarkable alacrity, Jean-Leon Morin won the Medium category. This included a transfer gear (hi/low) change pivot bracket, a grille support bracket, a military light lens, a front gearbox output flange, a steering box drop arm and a shock absorber bushing.

Ted Rose wins Expert Category

No problems for Ted Rose to win the Expert category. It wasn't so hard, was it Ted, to identify, in the dark, these tiny items: a leaf spring centre bolt, a front output drive dog, a Series I windscreen tie-down, a hard-top fixing stud, a military trail hitch lock pin and a brake line bracket that goes at the swivel pin housing. Good fine motor control on that Land Rover minutiae, Ted.

Extreme stumps the Expert and the Turbo-Expert

Roy made this category particularly difficult knowing the skill-level of our duelling experts. But Andrew Finlayson was up to the challenge. He correctly identified more of the following than anyone else: bonnet spare tire rubber bumper rectangular early Series I, military & one-ton steering stabilizer/damper bracket, an 80" rear light blank off plate-North America specs, front hub oil catcher late series III/post-1980, a Salisbury access/inspection/rear support plate and a military one-ton, six cylinder gearbox tie rod bracket. Congratulations to all.

Bill Caloccia from Worchester, Maine wins the Seelie-Meelie

Bill Caloccia's lucky shamrock kicked in. Roy says he tried to put in something simple but tricky but there was nothing deceptive enough to catch Bill. He correctly identified the gear selector shaft (3rd/4th gear), the rearview mirror bracket (interior), the rear hatch (hard top) lock pin socket and the steering column support bracket from a Series III.

The Ottawa Valley Land Rover Club would like to thank everyone who helped make the annual Christmas Party so successful, especially Christine Rose for organizing the event and the Hungarian Community Centre for hosting us. We appreciate our sponsors, Land Rover Ottawa, Atlantic British Ltd. (thanks for coming up Bill Caloccia, Jeff Berg and Eric Riston) and PRB Services in Leeds for providing Robin Craig a lovely clock as a prize. Kevin Willey's creativity must be acknowledged for the Golden Ear Plug Award.

FREELANDER

SANDS OF ADVENTURE

DRIVE REPORT

by *Louis-Philippe Gelin*

November 2001, Nevada desert. I find myself one of the luckiest Land Rover dealership employees, guest of Land Rover North America at the beautiful Hyatt Regency Oasis, 35 minutes from Las Vegas, for the Freelander Sands of Adventure new vehicle introduction. Every aspect was taken care of with a royal welcome, official clothes, passport ID, team assignments, and to-the-minute schedules.

The breathtaking first night brought everybody's blood pressure up, with the arrival of the Freelander by air! Then followed by an exotic outdoor banquet with all three Freelander models on display for us to familiarize ourselves with. The next morning, after the early team breakfast, we started with some technical training, all technical training was given by distinct modules, three per morning.

-The KV6 engine, a revised V6 design of 2.5 litres, 24 valves, with 177hp, and the same torque at lower RPM. A multi-point engine management with variable air intake makes sure the power is always present.

-The Command shift 5-speed automatic transmission, with separate transfer box, ensures that all of the Land Rover characteristics are retained, even the hill descent control! The viscous central coupling assures the constant all-wheel drive.

-The monocoque chassis, is constructed to Land Rover off-road standards, the cabin space is great—all components have easy access.

-The new generation of electronics are used for all components, making diagnostics very simple with the Land Rover special computer Testbook T-4.

-The readily available Land Rover kits offer different accessories to personalize your Freelander.

At noon, like clockwork, under the Nevada sun, the technical teams gathered at the Hotel's main front entrance. Thirty Freelanders in a variety of models and colors were waiting for us. A driver's meeting followed to review the importance of the proper way to convoy and tread lightly off road. Off we went!

Everybody teamed up and chose a Freelander, three per vehicle. My eyes were on a black HSE near the end of the line-up and my luck was good. I team up with two Land Rover North America regional managers and so I get to drive! There was lots of room, no problem adjusting the manual seat and the ride height is just perfect. Electric mirrors, the big grip steering wheel tilts, the seat belt adjust perfectly, the climate control is easy to operate, my passengers are also easily installed, the rear section has plenty of space for the US fellows!

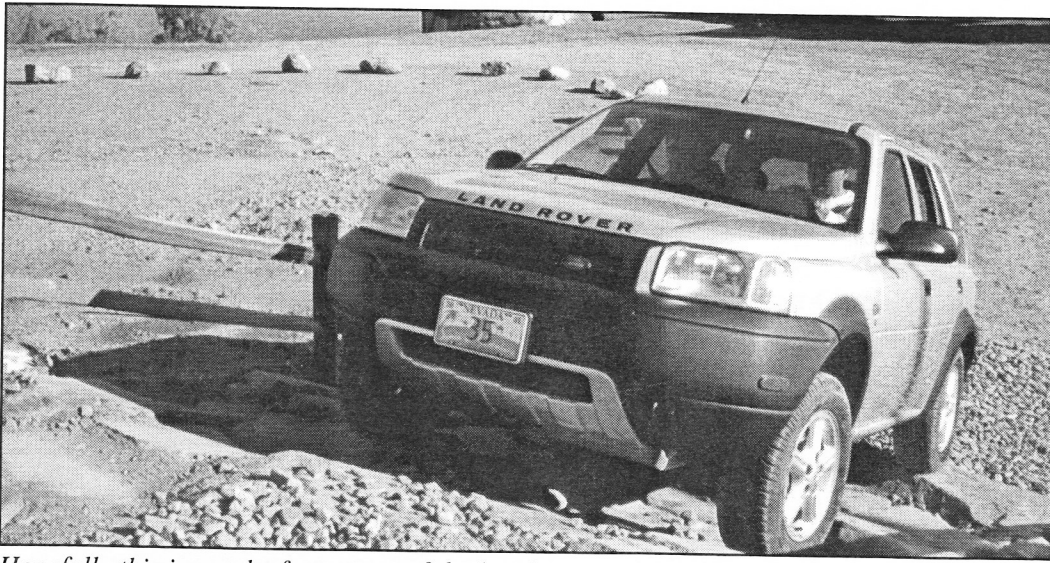
Shift in gear, we drive out! The steering feels great, the acceleration is nice and smooth, the engine sounds like a Land Rover. We are heading to a reserve on Lake

Mead for lunch, the nice serpentine roads in the desert shows how great the independent suspension feels. I am feeling very comfortable; my vision is great and the vehicle handles great. The brakes are just right, not too hard, not too spongy.

I shift into sport mode by simply pulling the lever towards me! The engine now revs higher before the transmission shifts up; the feeling is still smooth. My US passengers are starting to see my Canadian heritage, my pleasure is growing, and I downshift by simply pulling down on the command shift! The revs are high, the road is nice and swirls left to right up



The Land Rover Ottawa group on the job. (Louis-Philippe Gelin)



Hopefully this is not the front steps of the hotel. (Louis-Philippe Gelinas)

and down...up-shift down-shift, I am having a ball! I apply some left foot braking on deceleration. By this time, my two Land Rover passengers are holding on! On the tarmac the Freelander feels like a sports car, with the visibility of an SUV!

A remote lunch area was set up in the middle of nowhere, facing Lake Mead. Everything we needed was there and the view was incredible. After a short lunch, everybody saddles up. We are going off-road!

I am still in command of my HSE Freelander. Spare bottles of water fit great in the doors and I am ready. We enter a gravel service road basically in the middle of nowhere, I still can't believe these Land Rover guys, how can they find spots like this! Downshift in 3rd gear, no more road, it is a trail: rocks, sand and more rocks. Up, down, steep, narrow, everything is present—test-it but tread lightly! Big hill climb ahead. No problem, the Freelander climbs it easily! The 7.5" ground clearance, the incredible approach and departure angles, are more than enough. On the other side we have to go down, hill descent button pushed in, 1st gear, I bring the nose just over, and then let go of the brakes! The hill descent system is marvelous! Slows you down almost to a stop, always making sure no wheels are locked! The traction control is perfect, and in deep loose sand, which feels like snow to me, no hesitation.

Finally I lose the controls and hop in the back. Driver rotation! Wow, leg-room, armrest, stadium seating, plenty of space, and I am not bouncing all over!

For four hours we drive, taking turns, testing the Freelander in the Nevada desert. A perfect day ends back at the Hotel where after a short clean-up time, there is a group dinner and all the guests gather in a large

conference hall. There is a word from Randy Jennings of Land Rover University, followed by a Land Rover home movie, just to keep us pumped!

Final day, same early routine, followed by the technical course driving, all three Land Rover Models, Freelander, Discovery and Range Rover. Amazing the articulation, the hill climb, the descent and the 45-degree angle. The Camel Trophy instructors really know their Land Rovers, demonstrating the traction control, the hill

descent and the amazing suspension! All of us took turns testing these superb vehicles. I learned some new techniques so that I could demonstrate the capabilities of Land Rovers to our Ottawa customers on our test track.

After making sure we controlled the left foot braking properly, we jumped on the bus to a TREK-type trials course! Teamed up in pairs; lowest time around the track wins! Incredible. Rough terrain, 30-degree hill climbs, 40-degree descents, 45-degree angles, humps, bumps, tight turns and all these between two gates, one inch wider than the outside mirrors! Touch one you get time-penalized! What an event! The Freelander did it exactly like his big brothers, the Land Rover way!

Thank you again Land Rover!

Louis-Philippe Gelinas, Parts & Service Director
Land Rover Ottawa



Ladies and Gentlemen, presenting the newest member of the family! (Louis-Philippe Gelinas)

KEVIN'S APHORISM

Time is the coin of your life. It is the only coin you have, and only you can determine how it will be spent. Be careful lest you let other people spend it for you.

-Carl Sandburg, poet (1878-1967)

OIL'S WELL THAT ENDS WELL

by Shannon Lee Mannion

Arrrrr, me hearties. My frame won't rust out from under me, and neither will those of the several intrepid souls who braved frost on the pumpkin to get to the annual Frame Oiler at Roy and Gerry's on Hazeldean Road in late October. (What say we do this in to late August next year! The oil would be less goopy.)

How many came? I dunno. Maybe 15 trucks and a few winter beaters and one father's quite fine Saab, now without it's fog lights, but that's another story. And I have to say that my beater has its horn dragging on the ground now (double-damned ramp) but nothing that a coat hanger didn't sort of fix. People point and stare now when I go by. Lady, lady, your car's falling apart. Ya, ya, I casually wave them away like so many gnats.

And who was the guy who did, I dunno, three, four vehicles? He kept leaving and coming back. He had help. He knew when he was on to something good. Did an Iltis, too, trying to sneak it in as a LR. Way to go. Fooled moi.

As per usual, the company was convivial, doughnuts fresh and so was the cream. And Chef Dave's chili was to die for, no surprise there. Nice fresh bread and real butter too, none of this Memories stuff.

And the big helpers in this event, in no particular order: Chef Dave and his chili, Bruce and Fred for supplies, Roy and Gerry for location, location, location, and Our Miz Brooks who prevailed upon people endlessly via email and even with a couple phone calls.

One disappointment, avid followers of the Bob Woods Sighting Society, a subset of OVLRL open to all members in good or bad standing, were crushed that there wasn't one silver hair on the great Bob's head to be seen anywhere within 20 miles. C'est fromage. Maybe next year, me hearties!



Hey, wait. This isn't a Land Rover! The Iltis gets oiled. (Shannon Lee Mannion)

THE WORLD'S MOST VERSATILE VEHICLE

by Paul Donohue, Denver, Colorado

A recent experience pull starting a vehicle with a dead battery reminded me of a story about a time this was necessary.

Several years ago I went with a friend on a winter trip into the Canyonlands of Utah in our two Land Rover Dormobiles. Bill wanted to look at some cliff dwellings and take a few photographs for a book he was writing about the Anasazi. We were accompanied by a group of friends who had little back-country experience.

One evening we camped at a place selected for its spectacular view; on the edge of a cliff overlooking miles of canyons. Our campsite was located at the bottom of a long, steep and very bad road. It might not even have been a road at all, just a dry creek bed. It was a beautiful place, but very remote. One of those places where the hand of man has never set foot.



Land Rovers at Behind The Rocks in Moab, near Canyonlands. (Keith Tanner)

We awoke the next morning to discover that the batteries in both Land Rovers were completely dead. Neither Rover would start. Lights and stereos were suspected as the likely culprits.

Although it was a beautiful place, none of us wanted to take up residence. There was not enough food or water and most of us had jobs or a real life to which we wanted to return. We had seen no other people during the week we had been in the Canyonlands. It was about three or four days walk to the nearest paved road. Without a phone or radio we couldn't call AAA for a jump start. There was no space to push start the Rovers since we were at the bottom of a steep hill with no room to move. Ahead of us was a sheer drop-off. Some of the people with us were worried. Of course, they did not know much about Land Rovers, the world's most versatile vehicle.

Much to the amazement of our friends, my Land Rover was easily started with its hand crank. Most of our passengers only knew about starting cars with a hand crank from history books. Our other Land Rover, however, lacked the starter dog on the front of the crankshaft. Due to the tight space at our scenic campground, it was not possible to get close enough to use jumper cables. We needed to pull start our second Land Rover, in reverse, while backing up a steep hill.

With Bill's Land Rover in high range overdrive reverse and with chains from its tow hook to the front of my Rover, I backed up the steep trail pulling it very slowly. When we reached a somewhat straight stretch of the steep trail, Bill let out his clutch and after a few yards his engine came to life. We then loaded our astounded passengers and continued our expedition.

This kind of recovery is no big thing for the experienced back country driver. For our passengers, however, this was nothing short of miraculous.

It was a good thing that day that my Land Rover had a hand crank. Another thoughtful feature brought to us by the folks at Solihull. This little adventure illustrates just one of the many reasons our old Series Land Rovers are so well suited to serious back country travel.

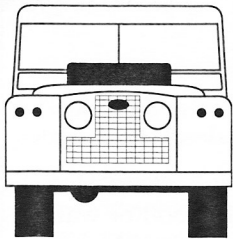


Back into the woods until next month... (Joe Pertic)

COMING NEXT ISSUE

We take a trip to Moab, Utah
Kevin and Kevin's Most Excellent Adventure begins
The Lucas Box revealed!
A glimpse into the rosy future of motoring

The debut of a Series of Articles by Robin Craig
The 2002 Executive
Sugar Bush information!



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