

**OTTAWA  
VALLEY  
LAND  
ROVERS**



May 2006

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

Volume XXIII, Number 5

## **Birthday Party Scouting Trip**



*"Did someone say MOUSE !"*



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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## 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 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.

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## Hey man, what's going on?

### OVLR 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. [morinj@tc.gc.ca](mailto:morinj@tc.gc.ca)

#### Birthday Party 2006

June 23-25, 2006 at Silver Lake — the Deacon's property is once again available for us. If you're staying at the Provincial Park, you should be able to book online on January 23rd.

#### British Car Day

July 16, 2006 – Britannia Park, Ottawa

### OVLR Forums

Please see:

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

# Off-Roading at the Birthday Party

## Ladies and gentlemen! Start your engines (preferably without the crank).

**A**s you all know, the 23rd birthday party is fast approaching. The OVLRL exec team, as well as a few friendly volunteers who have ever-so-gracefully surrendered to the exec's constant badgering, have been busy scouting and surveying the lands for new and interesting off-road experiences around Silver Lake. We've come up with some challenging runs catering to everyone, from those boring Land-Cruiser traitors (the drive-through Tim Hortons in Perth), to an overnight adventure that should satisfy even the most discerning diehard off-roaders.

As many of you are aware, the club has been having to adjust to some land closures in the last few years, and the off-road trails at our disposal were limited. We have since been working with local landowners to secure use agreements, and have tried to promote off-roading as a safe, organized and non-damaging activity. It is my personal opinion that we are making great progress in this respect, and we will be welcome in Silver Lake, and neighbouring communities, for years to come.

But now, on to the off-roading! We've come up with a few choice new trails that I think will be challenging, and we've scouted a few new off-road forays that will be a great challenge for those wishing to go overland, sans trail. Here is a breakdown of what one can expect for the 23rd BP:

### Overnight heavy run:

This is a full-on overnight heavy expedition that Kevin Newell and Terry King have agreed to lead. The exact destination is still undecided, I have heard rumors of a Calabogie area Flower Station run. This is a real-deal OVLRL heavy off-road run, mud terrains, recovery points and vehicle scrutineering will be mandatory.

Body damage is a possibility. The convoy is slated to leave the event grounds at 1 PM on Friday afternoon, returning in time for the catered dinner on Saturday. Those having off-roaded with Kevin and Terry know what these guys have in store. Participation is limited to 8 vehicles, so sign up quick by sending a note to [overland@mightly.co.za](mailto:overland@mightly.co.za).

### Medium day run on Ernie's land:

This will be a medium run, with heavy road building option, for Saturday. Although not quite as extreme as the overnight, we'll be following a newly cleared trail on Ernie's land, and, depending on conditions, may be trying to build a heavy bypass. There is also a yet-uncharted water crossing that might just be dry enough to offer a whole lot of gooey mud.

### Light run on Bolton Creek:

The quintessential green lane, with a gooey mud pit and water crossing thrown in. This is usually open to all Land-Rovers and is a good family run. Damage is unusual on this run (well, for most people anyways ...), however, depending on precipitation, it can get pretty muddy and winching may be necessary.

### RTV:

OVLRL's resident RTV mad scientist, Robin Craig, has been at work coming up with some new choice obstacles for our road taxed Vehicle (RTV) trials. The object is so painfully simple: To drive the course without hitting the canes. A real test of driver abilities - or inability, in my case!

### Powerline:

The classic OVLRL heavy run. Feed your Land-Rover it's staple diet of mud, water, rocks, and winching. Depending on precipitation, this run will range from medium to positively impassable. We'll just have to wait and see!

### Backwoods exploration:

We've yet to run these trails, but Terry has found a few promising faint lines on the topo maps of the area. We'll be investigating in the coming weeks, and will be adding these trails to the roster. By the looks of it, we should be able to nail down a few more trails in time for the birthday party.

### Optional: JL's revenge:

Frankenstein, my much maligned 109, emerges from the lab this summer. If all goes well, it will be alive and kicking in time for the Birthday Party, hence the need for a heavy Saturday run on Ernie's land. Limited number of trucks, damage to be expected and probably a run scouting uncharted

... continued on page 6

# Birthday Party Scouting Trip

May 14th, 2006

by Terry King

photos by Fred Barrett and Terry King

It's 7:30 am on a cloudy Sunday morning as I head out to Kevin Newell's for the rendezvous for a trip to the Silver Lake area. The mission: a scouting trip to Ernie Joyce's property in Maberly for the Birthday Party in 6 weeks time. Last year, the first time that we had seen Ernie's land, left us with too little time to scout and plan and ended up with a dead-end off-road that got into a traffic jam with the RTV. So we set out to see if we could find or make a new trail that didn't double back on itself and that would be a reasonable challenge as a medium off-road. I think it was a success, but the proof will be in the pudding.

With Stan decked out with a new 12,000 lb winch (foreshadowing) and the usual straps and gadgets, plus an axe and a handsaw (more foreshadowing), Kevin and I headed west on Hwy 7 to Maberly, expecting to meet Fred Barrett, Dave Pell and J-L Morin at the crossroad to Westport (Route 43) on 7 around 9:00. It was still cloudy but thankfully not raining as we pulled into the meet point a little off schedule, but only behind Fred who lives 3 minutes away !

Fred told us that J-L couldn't make it due to family commitments (Mother's Day ???), but that Dave would be along shortly, so we buzzed into Silver Lake for supplies (caffeine and chocolate) and a flush toilet, and came back in 10. Dave had arrived in Fergie in the interim and so we headed up to Fagan Lake Road to Ernie's, a 10 minute drive. After Fred went up to say hi to Ernie, he hopped in with Dave to lead us into the woods.

I should mention that Fred DID show us the secret map to Ernie's land, but he kept the decoder ring in his pocket, so it was a mystery as to which direction we were headed, and how far we would travel. Seriously, Fred knows where half of the stars sit in our constellation, it's just that we don't have parsecs on our topo maps. Be that as it may, we drove past the junk pile with the tuba, down past the beaver pond, over the



culvert, and headed for the siding pile near the log heap on the way to the fishing trailer.

As I said, we were hoping to find or make a loop in the trail that would allow us to get in and out without turning around. Fred, Dave and myself all remembered a part of the trail that petered out at a switch back logging trail up a steep hill, over a rocky wooded bit and ending with a 50 foot boggy spot. Naturally, we decided to try it.

We hadn't gone 2 minutes before Kevin charged into the switchback and attempted a sideways approach on the big hill. You can't really make out the angle of the slope in photo 1, but trust me, the uphill wheels were coming off the ground on the bounces and I'm sure the wheel felt a little light. So we stopped and Kevin got out to survey the terrain. This left me in the passenger seat, not really keen to open the door or in fact do anything to shift the weight downhill, like breathing.

Eventually I exhaled and got out and we all assessed the situation. Could not back up, could not turn left (uphill), could not turn right (downhill) ... so we anchored the winch to tree on the uphill side and dragged the front end around (slowly), putting Kevin in a position to back down and take the hill straight on, which he did (see cover photo).

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## Birthday Party Scouting Trip (continued from page 5)



Fergie. She would NOT start again. So with the rain starting, and the black flies coming out, Kevin and Dave cleaned and dried off the battery posts and other connectors and brought her back to life.

We said goodbye to Fred and made the rest of the trip home with no surprises. Bottom line is there is now an improvement to the trails for the Birthday Party.

*See you there.  
Terry King*

The hill proved pretty easy for both trucks, with a bit of chopping and sawing to clear the way. The weather had turned warmer and the bugs were out now, but with a touch of spray and the jackets off, we manoeuvred our way over the top and around the rocks (see photo 2) and tree stumps heading for the muddy spot at the end.

Kevin N. went up to the muddy spot and drove through it easily at low speed so we figured it was maybe too easy. But when he turned around to come back through, he got stuck and had to winch off of a tree to pull up next to Dave. When Dave tried to go through he got stuck, Kevin pulled him back out and he tried again. Wait a minute, he was going to try again, but Fergie wouldn't start. After a quick tuneup of the ignition connectors she fired up again. Same result plus maybe 5 feet further in. This time we figured, why pull him out backwards if we're only 20 feet from the end? So we hacked and sawed some more, making a go-ground, and Kevin went around the muck and up to dry ground. We hooked Dave back up to Kevin with a snatch cord, this time going forward (see photo 3), and pulled him through. Done. So in the end it took about 2 hours to get the two trucks through that short haul, but we cleared the trail at the same time.

Having achieved our goal, and with breakfast a distant memory, we decided to take a back road to Lanark for a snack. The only impediment was



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## Off-roading (continued from page 4)

terrain along the river, away from Dixon's incriminating camera. Interested parties should RSVP at [overland@mighty.co.za](mailto:overland@mighty.co.za)

### **Volunteers: We need you!**

As is customary, the exec is looking for volunteers to assist in trail leading, as well as RTV marshalls. If you're interested, please contact the exec or e-mail a note to [overland@mighty.co.za](mailto:overland@mighty.co.za)

We've got an awesome event lined up for this year and I'm really looking forward to it. Bring your wellies, your positive attitude, and your Land-Rover!

*Cheers,*

*JL*

*OVL R president*

# Baie James Expedition 2006: Report (Part 2)

**M**orning and Day Four was again clear blue sky and now extremely cold. The wind blew in off the frozen expanse of ice and snow that marked the edge of Paint Hills Bay, cutting through many of our parkas like a knife. We were now all wearing four or five layers under our parkas and ski pants. Fingers exposed to the air to operate camera controls went numb in a matter of seconds, and the wind chill temp would have certainly been around -40 C. In fact, the weather was the leading edge of what would be a serious storm over the next two days. We took a few pictures out by the frames of some teepees, and then dashed for cover. But our Landies were unperturbed with their light oil and block heaters, and we loaded up and headed back up the road to highway, and our next stop: Radisson.

The landscape had by now changed from denser forests to sparser taiga of bogs, stunted jack pine and black spruce. While the terrain is generally flat, at times the road would crest a low hill and you could see across a vast area of scrub and low trees for hundreds of miles. Even the trees seemed to be having a hard time of it, with bent, sparse branches and odd tufts of needles at their crowns. As we made our way through these bleak but awesome vistas, the sky darkened and snow began to blow down and around us, forming squalls and drifts on the road, and cutting visibility.

Radisson was only a further 220 km from Wemindji, and we arrived in time to go on an official tour of the La Grande Riviere hydro-electric dam complex run by Hydro-Quebec. The entire town of Radisson, in fact, exists for Hydro-Quebec, and it is predominantly white Francophone. It



*The snow drifts near the trail end.*

was striking to learn how over 90% of Quebec's electricity come from hydro, the bulk of it from the James Bay area. The La Grande complex itself is an awesome feat of engineering, with its series of massive dams and underground turbines.

As we ventured up to the dam to look at the massive spillway, a blizzard settled in over the area and shrouded everything in clouds of blowing ice pellets and snow. As night fell the wind increased to 60 kph and the temps dropped to -40 C. And we had to leave the auberge on foot to head to the nearest restaurant for dinner! I actually walked backwards for part of the way to try to keep my back to the wind blasting ice pellets horizontally at us. We had found winter!

The town itself – 1400 km north of Montreal – is a scattering of pre-fab units, like much of the housing would see in the Cree communities. The main Hydro-Quebec housing and office complex dominates the town and houses the friendly auberge where we spent two nights. In Radisson,

*... continued on page 8*

## Baie James Expedition 2006: Report (continued from page 7)

you are actually closer to Iqaluit (the Arctic capital of Nunavut) than you are to Montreal. Unfortunately, there is no road going from here to Iqaluit or indeed any Inuit community to the north. Though I would not be surprised if the Inuit see this as a blessing rather than a disadvantage. There is, though, the Trans-Taiga road that heads due east from Radisson for a further 745 km, along the shores of the huge reservoirs created by the damming of the La Grande river. We speculated about doing a “Labrador Gap” expedition, to cross the tundra from the end of that road to the edge of the nearest road in Labrador. In summer.



*Recovery of a Disco from the verge.*

The next morning, Day Five, gave us brilliant blue sky, sunshine, and – well – still very damn cold temps, but thankfully with much less wind. We set out for the Cree community of Chisasibi (pop. 4000), and beyond that the proverbial end of the road, where we would see James Bay itself. As we headed down the gravel/ice road into the Chisasibi reserve, we began to drive through snow drifts that had been left by the blizzard. When we reached the last 18 km stretch of road from Chisasibi to the James Bay coast, we were faced

with waist-high snow drifts and – well, we couldn't really see the road any more. Not to be denied, we revved the engines and plowed ahead. We made it about, oh, 4 or 5 km before Jim and Peter up front were axle-deep in heavy snow and well stuck. Steve to the rescue to tug and winch the two out. From up behind comes the grader from Chisasibi though, so we try not to look too crestfallen as it starts to plow the road. Then he gets stuck too.

We get around the grader and try to get further up the road, this time led by Ted in his Disco with a solid ARB bull bar on the front. He blasts through some smaller drifts and then, seeing another 3-

foot high wall of snow head, floors it. From behind we see an explosion of snow, shooting 20 feet up in the air, and the Disco rocking upwards like a dinghy in rough seas. Ted elects to stop quickly when the snow clears and he sees the next drift is even higher. Jim and Mike come hard up behind and, sliding across sheer ice on the road, aim for the side of the road and narrowly miss Ted's Disco. Next up is Steve, who manages to stop his own Disco short of the two trucks now in front. But then – not realizing the icy conditions beyond the blasted snow drift, I too venture through, only to slide in a slow-motion impact into the rear-mounted wheel

on Steve's awesome rig. Ooops.

The Cree guys come up with a front-end loader now to do some serious road-clearing, so we clear our own little scene of carnage up. Peter goes all out, trying to do a U-turn on the road to make way, and sinks up to wheel arch in deep snow on the verge. Steve and his winch to the rescue again! By the time we get all the trucks pointed west again, the road down to the Bay is ready for traffic. We make it to the end without further mishaps

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## Baie James Expedition 2006: Report (continued from page 8)

(or fun) and are treated to the sight of snow and ice stretching away to the horizon, under brilliant afternoon sun that glints off the frozen surfaces all around us. We could not have hoped for a more dramatic view of our expedition's point final. The only signs of human activity were a small shack or two, an upturned sled, and some half-buried canoes. The stillness is amazing.

Day Six saw blustering snowstorms descend on us again, as we turned our trucks south for the long trek back. Blowing snow, low visibility, and snow drifts on the James Bay road made the going slow and hazardous. Perfect Land Rover conditions! We increased our spacing to avoid creating whiteouts for the guy behind us, turned on fog lights, and at the worst of it those of us with rear work lights turned those on as those were the only way we could be seen by the truck behind! In the midst of all this, we passed by a big plow/sanding truck, on its side and half-buried in the ditch. Now this is winter! Cue photo-op of Land Rovers passing by stricken snow plow. We briefly entertain ideas of staging a mock recovery of the plow for Steve's LRM photos, but decide that we should try to be a little honest here and there. 345 km later, at the James Bay road junction with the North Road, we turned east for the 120 km run to the beautiful Cree community of Nemaska (pop. 300). Nemaska was the site of the last HBC fur trading post, which closed in 1970.

Day Seven, and we take advantage of the beautiful scenery around Lac Champion to do some nordic skiing and (for some) snowmobiling with machines hired in Nemaska. We also check out a communal cook-house in town where caribou meat is cooked for village meals. We leave reluctantly and rather too late in the day, with 325 km of North Road ahead of us to Chibougamau. This is a bad road to begin with, with potholes to throw your vehicle sideways and blind corners curving up and down hills. Then throw in the remnants of the blizzard, with poor visibility and fading light, and you have a real recipe for stressful driving. Signs warn drivers to use channel 25 on the CB to warn oncoming traffic on some of the uphill bends where head-on collisions could easily happen.

Day Eight in Chibougamau was a real highlight for us all, as we decamped from our grim hotel and headed off for a morning of dog-sledding. A 34 km track through dense forests, and heavy, deep snow was a fantastic experience. The Alaskan dogs were energetic and pulled our sleds with amazing speed. But it is hard work too – just keeping the sleds going on uphill stretches and wrestling them around turns and out of deep snow was enough to leave all of us with aching muscles by the end. But it was an exhilarating end to a remarkable trip, and marked our return to the Francophone towns of southern Quebec. That night we drove 341 km to Senneterre, and shared a last meal together of truly bizarre pizza. The next morning we split off into two groups and then all headed for our various points further south.

The 2006 James Bay expedition was a great success, and all the Land Rovers performed flawlessly. All credit goes to Ted and Mary at LRAA for their hard work in pulling the trip together. Special thanks to sponsors Pennzoil, Atlantic British, and Trek Outfitters, and to Steve Hoare at LRM (watch for his trip report in the May issue). And a special thanks to Kevin Newell for doing a lot of work on my 110 in advance of the trip, installing the coolant heater/pump, raised air intake, and other stuff!

### **UK: Land Rover upgrades Defender for 2007**

15 May 2006

Submitted by Murray Jackson

Source: *just-auto.com* editorial team

Land Rover is to upgrade its iconic Defender model for 2007. The upgrade of the evergreen and utilitarian workhorse is necessary to meet new legislation and Land Rover says it will help ensure that the Defender remains in production until at least 2010.

# Land Rover Could Rebrand Freelander as LR2

Date posted: 05-03-2005

Source: *edmunds.com*

Submitted by *Murray Jackson*

## BIRMINGHAM, England

Land Rover could drop the Freelander name from its compact SUV in America when the next-generation car goes on sale in later 2006 or early 2007. There's no problem with the Freelander name, but it looks likely the SUV will be called LR2 to bring it into line with the recently launched LR3. This is called Discovery in Europe, but was renamed for the U.S. in a bid to distance it from the old Discovery, which had a poor reliability record Stateside. The Freelander

name is likely to remain in Europe and other markets. The LR2, disguised versions of which have been spied on test recently, will be bigger than the current Freelander, with a wider track and longer wheelbase. It is also rumored the LR2 will be available with a hybrid powertrain. The SUV is said to be behind schedule as engineers try to adapt the platform to form the basis of Jaguar's planned "crossover" SUV-wagon. Both vehicles will be built at Halewood Jaguar's plant near Liverpool. What this means to you: This is a crucial model for Land Rover; it'll be up against the BMW X3, as well as planned rivals from Audi and Mercedes. Parent company Ford can't afford a repeat of the Discovery problems.

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## Range Rover Gets Upgrades for '07

Submitted by *Murray Jackson*

From: *The CarConnection.com's Daily Edition - 26 May 2006*

Land Rover's Range Rover model gets a series of improvements for the 2007 model year, including upgrades to its interior and its off-road technology. Inside, the RR's cabin is fitted with more wood trim on the door panels, revised storage space and repositioned gearshift and parking-brake controls. New front seats offer optional cool-air circulation along with their standard heating elements. Side airbags have been moved to the seats as well. Land Rover's Terrain Response system appears on the Range Rover for 2007 as well, while an electronic rear differential is now available or standard on supercharged versions.



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Reply to Jerry Dowell (613) 267 4536 Perth, Ontario  
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party site)

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I will be at the picnic if anyone wants any of these  
items, or they can be picked up in Toronto  
Matthewsted@aol.com

## FOR SALE

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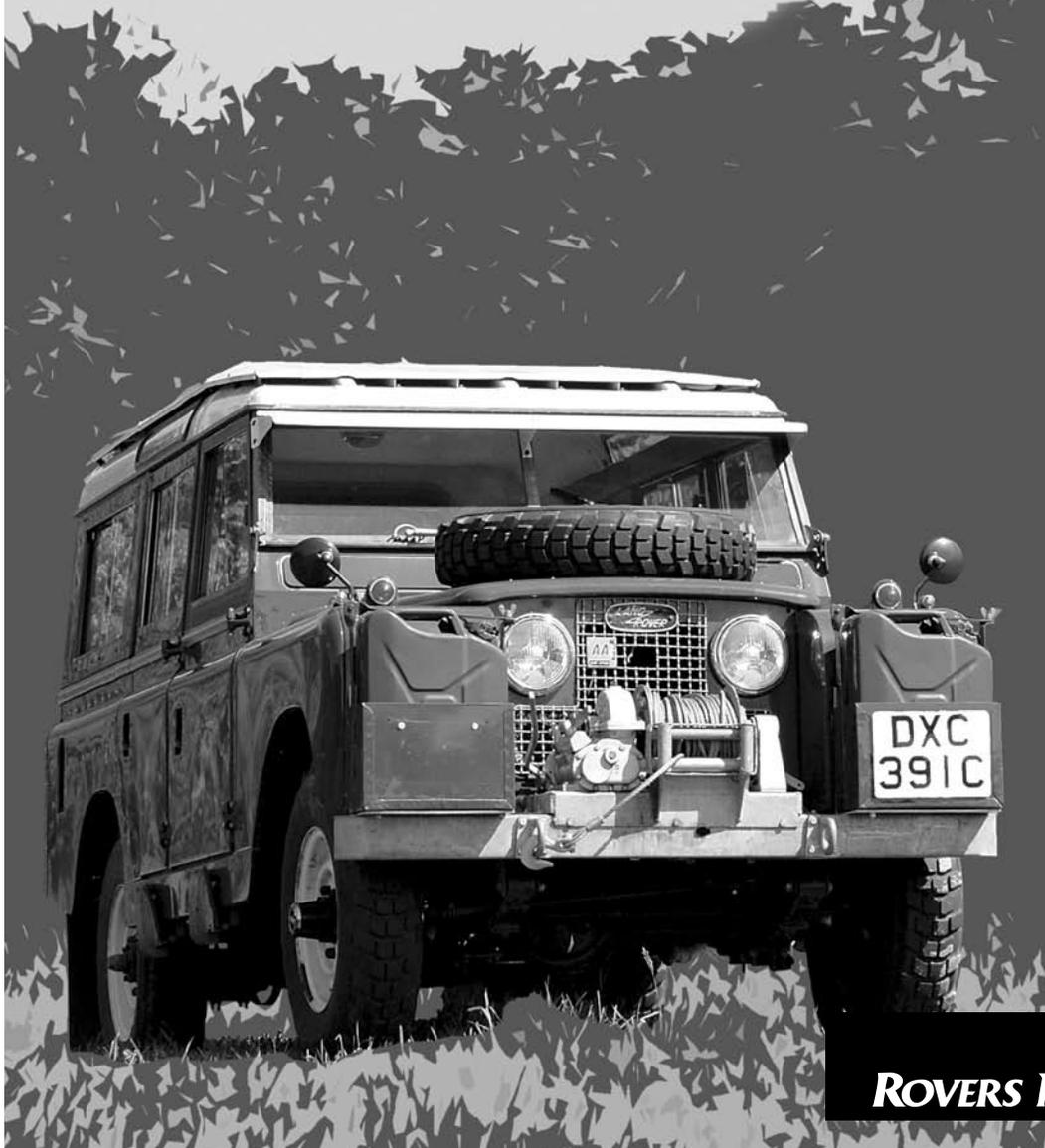
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BILSTEIN  
DELPHI  
EXMOOR  
GEARUP  
HELLA  
HI-LIFT  
IPF LIGHTS  
JACK ALL  
JETBOIL  
K&N  
LAND ROVER CAFE  
LR CLASSIC PARTS  
LR GENUINE PARTS  
LUCAS GIRLING  
MANTEC  
NRP PERFORMANCE  
OLD MAN EMU  
PEWAG  
PIAA  
PRO COMP  
PROLINE  
SAFARI GARD  
SAFARI SNORKLE  
SLICKROCK  
SOUTHDOWN  
SUPERWINCH  
WARN  
WAXOYL  
ZBAR



**ROVERS NORTH**

