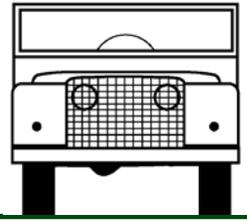


**OTTAWA
VALLEY
LAND
ROVERS**



June 2006

www.ovlr.org

Volume XXIII, Number 6

One More Trail!



*"I wonder
where this
goes?"*



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.

OVL R Executive and General Hangers-On

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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 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

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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. 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

OVL R Forums

Please see:

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

Always Looking for One More Trail

It was a hot Sunday morning and I had already cut the grass, so I took a trip up to Lanark to scout a couple more possible trails for the Birthday Party coming up in a few days. I'll be part of an overnight offroad near Lavant during the BP and I wanted to check out a few more possible runs in the area that seemed interesting.

Armed with a GPS and topo maps of the area I headed from Kanata through Almonte toward Poland and then kept my eyes peeled for a break in the bush that could mean a possible trail.

Because the topo maps are 10 years old it is always possible that either the main road has changed course, or the trail may now be blocked by private land, so it is speculative at best that you'll find something on these runs.

I passed an opening that seemed to be blocked by a new pile of rocks, but it was about the right longitude and latitude so I made a note of it. Continuing on, I looked for another break nearby. About a half a km further on I saw another trail which looked promising, so I did a u-turn and came back to check it out. From this angle it was obvious that there was a gate 50 feet up the trail and that it was a no-go. Note to myself, check to see if it is still crown land and why there is a gate as there is no sign to be seen.



Checking the coordinates confirmed that I had missed the first trail, so I doubled back to the opening I had seen and drove into the incline at the break. The pile of rocks was off to the left and the map showed the trail went to the right so it was promising.

Because I was alone and on unknown ground I got out to walk and climb for a bit. The trail quickly started to ascend and was overgrown with scrub grass and plants, which hid some rocks, but all in all pretty clear. There were recent ATV tracks which is very common everywhere you go these days but it was wide enough and clear enough for a full sized vehicle.



... continued on page 5

One More Trail (continued from page 4)



The hill was fairly steep but the footing wasn't bad so I decided to attempt to drive up the first bit. I started up slowly, which was good, because I could feel the tires sliding around more invisible rocks. The first part was 15-20 degrees of incline then quickly jumped to 30. Because I was taking it easy, I only made it a third of the way up before spinning and slipping to a halt. After one more futile try to go up, I reversed down and could tell that brakes were useless so had to keep a bit of momentum to avoid the trees at the bottom curve.

I now had two options, try it again at full bore or leave it for another day. As I departed I gave some thought to whether or not we would be back there later this week on the overnight run. Most likely I'm thinking now.

I decided to try to find the other end of the trail or possibly another one altogether, so I headed through Lavant and took the south road through the town. It turned to gravel and then dirt shortly after but according to the map did lead to other roads around some nearby lakes, possibly joining up with the trail I had just tried.

After a few minutes I came to a signpost (see photo 2) and a trail (photo 3) on the right, not in the direction I was looking for, but interesting just the same. It turned out to be a snowmobile trail that connects up to another old railway line that runs right down to Sharbot Lake. It would probably offer some challenges and certainly offer some nice scenery, perhaps I'll find out next weekend.

I kept on the same road which eventually split off to the left, and after another km, split off again, in the general direction of the trail head I was looking for. I took a waypoint on the GPS and looked at the map for a minute, then decided to head back the way I came because the heat was building up and the afternoon was waning.

All in all I was glad I went because I spared us a surprise on the Birthday Party run, and have a few trails that we can look at next time.

*Cheers,
Terry King
in Lanark Twp.*



What goes up ...



... must come down!



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.

New Members Wanted!
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See page 2 for
subscription details.

Classifieds

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jean-francois.bonin@justice.gc.ca
(613) 941-4172

WANTED

A decent hood (with spare tire mount) either deluxe or not for a Series 2 or 2A colour not important!
Contact: Andrew Finlayson @ dcaf@magma.ca

FRONT FENDER SIDE MARKER LAMP FOR 1973 SERIES III

I am trying to resurrect a front fender side marker lamp that had an accident with a small maple tree. I would be interested in either the entire side marker lamp assembly or even just the amber lenses. It is the passenger side that I am looking for, but the lenses should work from either side.

Please contact Richard Wegner at (819) 647-3467 or rwegner@synapse.net

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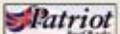
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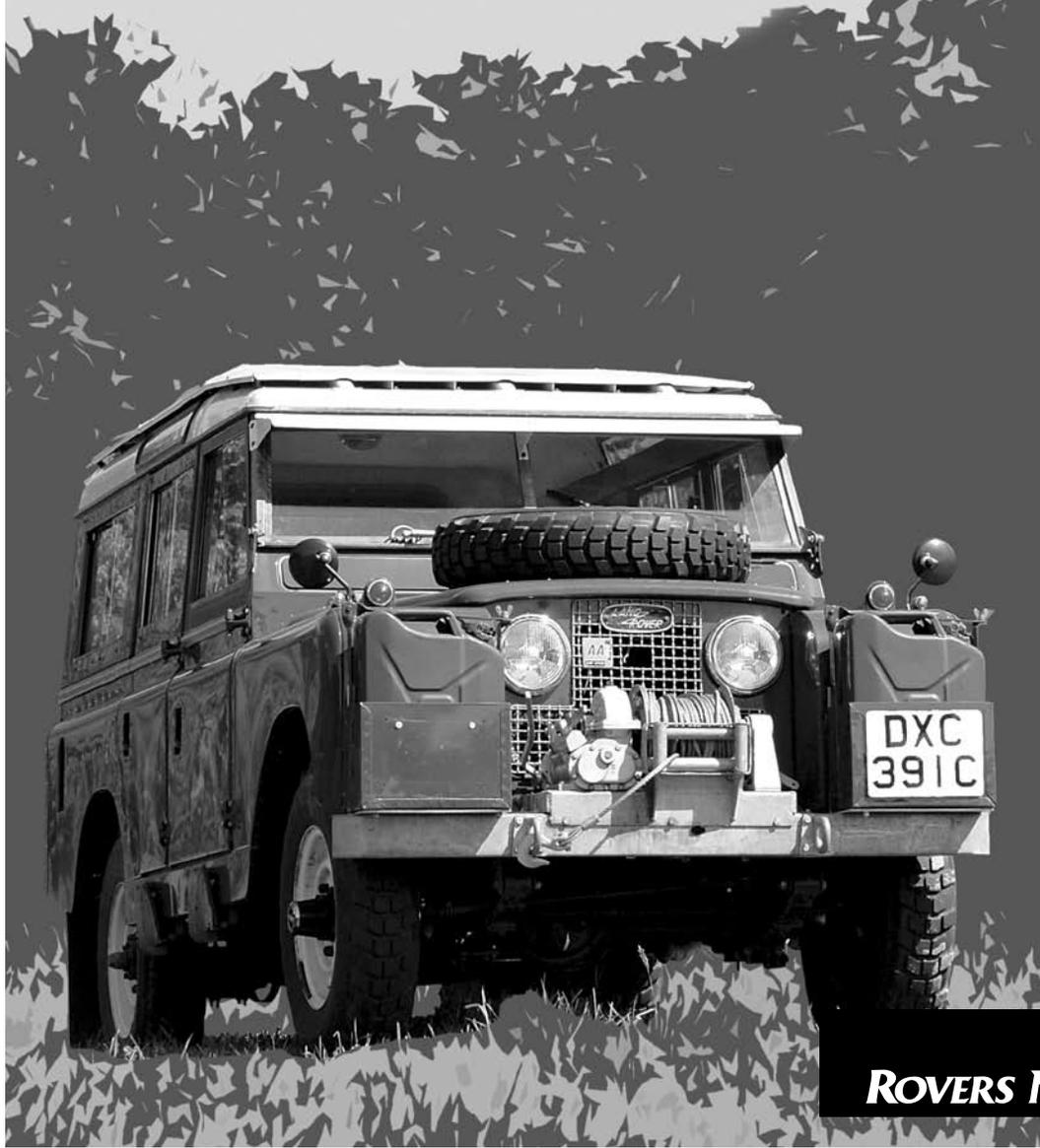


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