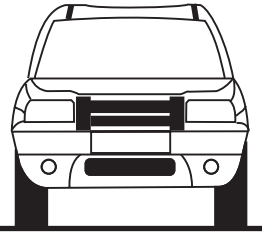


OTTAWA
VALLEY
**LAND
ROVERS**



November 2004

www.ovlr.org

Volume XXI, Number 11

First OVL R Fall Rallye



See pages 4-7 (photo by Terry King)



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.

OVLR 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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Thanks to all our Helpers

Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson, Terry King and all those whose names I just know I'm forgetting.

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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 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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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.fourfold.org/LR_FAQ

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLR/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
New Members Wanted!	3
The First OVL R Fall Rallye <i>by Terry King</i>	4-7
Classifieds	7
Christmas Party Notice	7

Hey man, what's going on?

OVL R 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

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre, 43 Capital Drive, Nepean K2G 0E7

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

See page 2 for
subscription details.

Submissions for the Newsletter

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

- photos are only required in grayscale (black and white)
- 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 the photos. For more newsletter information, see page 2.

The First OVL R Fall Rallye

photos and text by Terry King

On a truly gorgeous morning in late October, the Rallye organizers and their navigators arrived early at the Stittsville Broadway Grill for breakfast and the opportunity to put the final pieces of the Rallye together. As the last minute decisions on the route and the penalties and prizes were decided, the intrepid OVL R participants arrived for breakfast or coffee. This would be the Club's last event before the cold weather set in.

A few months back, new member Brian Scott proposed that we run a geo-cache event late in the year. As several of us had been talking about organizing a rally of some sort for the past two years, we settled on a Tulip Chart format for the Fall Rallye. Teams would navigate a route using "Tulip" charts that indicate which direction to take at every intersection or landmark. The ability to read a compass to earn points at various stops was a must, and having a GPS would save some time, if not some grief, but was not necessary. The ability to count beyond ten WOULD come in handy (... handy ... 10 ... get it? ... sorry ...)

As the start time approached, Kevin Newell and I met outside to go over the logistics. There were nine teams in all, with three of us knowing the route. Kevin and Brian had decided to run the route for fun by following their navigators' instructions to the letter, even if they knew otherwise. Great fun. In typical OVL R fashion, after planning to leave at eight minute intervals, we delivered the driver's instructions, discussed rules of the road, then said "GO !" And off we went. My brother Scott and I left by the wrong exit, on purpose, but nobody followed us. They had all passed the first test. We stuck to the rear to round up stragglers, and to take some photos if we could get in position.

A typical conversation between the navigator and driver might be "Left here ... right?" "Right ... I mean left" ... "Which is it ?" "Go Left NOW!"

After leaving Stittsville we headed north on Carp Road to March Road, went east for a bit,

then North on Marchurst. Not far from there the teams had to stop and count pickets on a fence. I still say they were lucky we didn't ask them to count the elk at the nearby ranch.

Shortly after that they turned onto Murphy Side Road and headed toward the Carp Trail. Just before entering, they were instructed to stop and find and count a stash of bottles near a signpost. This was also a good place to engage diff-lock or four wheel drive, as it turned out.

By the time I got on the trail it was obvious there had already been a lot of traffic, because the mud was a little more churned up and the water was a little deeper than we had planned. For those of you who haven't driven the trail, it is about 3 km, mostly low-lying, but with some flat rock poking through. When I came to the deepest spot, it was a few inches deeper than all of the previous practice runs we had taken this year, and I was a little concerned as we went in. I didn't get a bow wave going because of the approach angle, and almost bailed. I was impressed when I found out later all of the others had gone through without mishap, especially those going on blind faith.

We got out for 10 minutes and took a shot of the water behind us, and waited to be sure that we were indeed last. I didn't want anyone to tackle that completely alone. We got going again and came up on Brian Scott and his navigator Julie who had ventured a little far to the right and



(continued on page 5)

First OVLR Fall Rallye *(continued from page 4)*



had found a deep rut. In short order, Dave Pell and Roy Parsons had pulled them out and we all set off again. I went around Brian while he pulled at some debris and soon came upon Dave and Roy searching for something in the weeds. Funny, I thought, we didn't hide anything there. After a minute they got back in the truck and proceeded to the "real" spot on the map. I can't say why <G>.

In order to get points here, you needed to shoot a compass heading and find a hidden item. It was a Dash Plaque from the past that had been fixed to a tree. Then back in the vehicle to finish this off-road section. Just as the mud turns to gravel, the teams had to identify a relic near the trail. The letters "DODGE" on the grille were a dead giveaway, I'm afraid. Just around the corner they had to stop again and count dishes on the Diefenbunker antennae. Then they scooted through Carp, onto the Old Carp Road and Huntmar to Bradley Side Road. Here they had to stop and count floodlights at the Thunderbird Golf Course ... there were more than thirty for those with keen eyes. Meanwhile, we had tried to jump around this stop and get ahead of some of the teams, but as we were hiding at the Cheshire Cat Pub, we only saw two vehicles, which told us everyone was either really flying, or we had messed up so badly that they were all lost. It turned out they were all ahead of us.

I skipped another section, where they had to count tractors in the front yard of a house (there were 18!), and drove straight to the cemetery in Richmond, where they had to locate the tombstone of one William Ralph, but we still didn't see anyone. So we set our sights on the

next off-road section and took off. On the way, the teams had one more stop on a rural stretch where they were instructed to get out, climb on top of their trucks and count silos. Now, we had been running this route every few weeks since July, when the corn was high, and it was warmer, and each time we got a higher number as the corn and the leaves thinned out. The final number was in the twenties, I think, and proved the most fun for Dave, the proud owner of a soft-top 110. I think he stood on the hood! It was also not quite as warm as July, but that's the fun of making the rallye.

At this point, about two hours in, we arrived at one of the southern entrances to Marlborough Forest, off Harnett Road. This was the part of the Rallye that I had worried about most, because there are side trails and turnarounds that look like trails, but as we proceeded we still didn't see anyone where they shouldn't be. As we got near the next stop point we heard voices so parked on the side of the trail and got the camera out. Out came Kevin Willey with Gord Bernius, Kevin Newell and his wife, Linda, followed by Jean-



Francois & Peter Gaby, then Gord Meadus with his father and son in tow, and Dave Lashley & navigator (possibly not in that order).

After that flurry, we walked in to inspect the site. Here the teams had to shoot four compass points or GPS points to find more dash plaques on more trees. In total you had to walk through the woods for about 150 yards. The trail went on but their instructions were to turn round and

(continued on page 6)

First OVLR Fall Rallye (continued from page 5)



make all possible speed within the law to the Barley Mow Pub in Kanata. While Scott and I were checking out one of the plaques, we heard a vehicle approaching so we hid behind trees and doubled-back to my Disco. Sure enough it was Dave and Roy, now searching on foot in search of the final clues. We were able to sneak out and got most of the way out before Francois Juneau and teammate Marie in the Unimog were coming straight at us on the narrow trail. Francois found a nearby siding and let us past with a wave. In the area of foreshadowing ... that was the last anyone saw of them for two hours ...

As we emerged back on the gravel, we took a mental count and knew that we had seen or heard about each team making the final stretch, so we went straight to the Pub. When we got there, there was a crowd of Land Rovers assembled, but no Dave and no Francois yet. Have a look at the high water mark on Kevin Willey's Defender. Oh wait, there's Dave now. So we're only missing one team.



Inside we found the band of merry Rallyers tucking into cold drinks and hot food, as it was four hours since breakfast! There were sixteen conversations going on as Kevin N. collected the score sheets and tallied up the results. I heard: We hit that stretch of water going 20 kmh! It should have been five ... I didn't know it was so deep! Neither did I ... I had a minnow on my hood when we came out! Were we counting the small silos???? A silo is a silo ... There should be a bonus point for recovering another team! Granted ... And where is Francois??? Finally, the answer; just as I poked my head out the door, the Unimog zoomed by the entrance to the mall, and then returned ... only an hour after Dave.

As Kevin took the last team's score sheet, Francois declared that he was never in trouble until the directions said "proceed to the Barley Mow at 700 March Road" at which point he got lost <G>. No, we did not say "in Kanata" ...

After checking a few points of order, and with

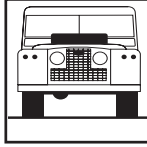
(continued on page 7)



Classifieds

YOUR AD HERE

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



Ottawa Valley Land Rover Christmas Party Friday, December 3rd

Cocktails 6:00 pm
Dinner 6:30 pm

Hungarian Community Centre
43 Capital Drive, Nepean

Please RSVP to Christine Rose
By November 26th

Tcrose@sympatico.ca
or
613-823-3150

First OVLR Fall Rallye *(continued from page 6)*

the sun fading, Kevin read the results. Third place went to Gord Meadus and crew, second to Kevin W. and Gord B., and incredibly, with the eyes of a hawk and the knack for numbers of an accountant or bookie, Francois and Marie had placed first! In the final cruel twist borne in KN's mind, the time and distance traveled had meant nothing, it was all about accuracy in finding the number of hidden items by staying on the route, nothing more.

Comments from participants:

Just a word of thanks to you and the organizing team for a great day out, the only negative thing I can say is that I was disappointed @ the turn out for an event that obviously took a lot of time and effort to stage.

You can count on my support for the next rally.

*With kind regards,
Peter G.*

It was a great Rallye! Thanks to the organizers. You guys did a terrific job.

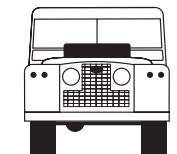
Dave L.

I had fun. I brought my rubber boots and did not get wet feet.

Roy Parsons

Final note:

An interesting observation over the summer and fall as we searched around for a suitable route that minimized pavement ... from one week to the next, new streets with names appeared on this route, requiring fixes to the charts, and gravel turned to pavement, both on Old Carp Road and Malakoff, right next to the Marlborough Forest. It is getting harder to find suitable trails every year.



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First OVLR Fall Rallye



Dave Lashley pulling into the Barley Mow Pub parking lot at the end of the rallye.

**OVLR Christmas Party
Friday December 3rd**

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