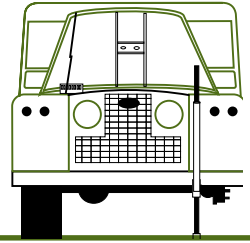


**OTTAWA
VALLEY
LAND
ROVERS**



October 2009

www.ovlr.org

Volume XXVI, Number 10

Here and There



Sedgwick at work

PHOTO BY P. MCGOUGH



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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.

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

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

Please see:

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

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could you help out?

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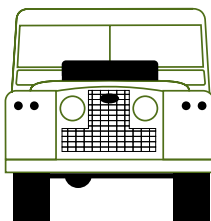
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OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter 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. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

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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Beneath the Bonnet

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Hey man, what’s going on?

OVLР 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 Peter McGough for location. email mcgou@msn.com

Notices:

- Nov. 7 Oiler and Parts Swap at J-L’s
- Dec. 5 Christmas Party at the Masonic Lodge. More information to come.
- Jan. 27 2010 AGM (more info to come)
- Jun. 24-27 2010 OVLР Birthday Party. – mark your calendar for next year!

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVLР!*

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

This missive is a little later than usual as I wanted, with the permission of the Newsletter Editor, to report on the events at the Guy Fawkes, should I say Bon Fire Night Party, at Madoc.

Friday night in the rain saw me patching together an adapter for an ISO European trailer plug to a four pin NA trailer plug. To quote Dave "Holly Sweet J... we have brake lights!" I was surprised too.

The following day started with Dave, Verne and I setting up the Kitchen Trailer behind Land Rover Salvage in Madoc to start the Bon Fire Night event. What followed was a great day of green laning/river crossings, etc. on the Haliburton Heritage Trail to Marmora. Ian Dejordon joined us with his charming daughter Anna and Dom's 30th Anniversary Rangie deigned to tip-toe through the water-holes with effortless aplomb.

The rain stopped mid-morning and after lunch we were ably guided by Terry and Kevin along another part of the Heritage Trust Trail back to Madoc. The organization went flawlessly. Scarlett and Dom (in that order) had done an excellent job and prepared a wonderful repast, ably aided in the cooking of the steaks by Kevin (gut, cauterize, gut) Newell. Jim Crosscombe and his Son Nigel joined us for the evening in their heavily laden Disco and we ate well,



President Peter McGough

had great company, and enjoyed the fire and the fireworks.

I think that all that were there had an excellent time. I'm afraid that I do have to add a bit of a negative note. I was disappointed by the participation rate both from those that didn't register and those that registered and didn't come. This has left the club out of pocket and we will be writing to those who registered and haven't paid to help the club out. Again, the executive and some committed members have set up an event that was requested by the membership, which was not supported. This can only be sustained for so long until those that are volunteering will simply stop. There was however lots of cake!

I would like to reiterate that the Christmas Party will be on December 5th at the Masonic Lodge, as per last year. Again, being a Saturday this will hopefully enable some of our far flung members to attend. There will be cake. The AGM is set for January 27th, 2010.

The Oiler and OVLR sort-out swop meet will be at JL's farm on Saturday November 7th and I hope many can attend.

The Social was well attended and the usual musings were mused. JL pondered about the possibility of using LR hubs for a cloned McGough Trailer and low and behold Franken Trailer was born. I have seen it. It's yellow. Go to the Oiler and see for yourself.

Cheers,

*Peter
mcgou@msn.com*



*The faithful few at Guy Fawkes
— see more photos on page 6.*

Dixon & Deborah sitting in a III

ARTICLE AND PHOTOS BY B. SMITH

Dixon Kenner and Deborah Seigny were married in Ottawa on October 10th at Blessed Sacrament Church in the Glebe with a reception that followed at the National Gallery of Canada. A number of local and American OVL R members attended the happy festivities. Ted and Christine Rose offered the services of their SIII 88" as the getaway vehicle from the church.



Longtime OVL R members will recall that Dixon is very fond of Series I, II and IIA Land Rovers. He frequently disparages the plastic dash Series III. So where was the vaunted BGB for the wedding? Sitting in Dixon's laneway of course. When asked why BGB was not used, an excuse of needing to drop the whole LR into a vat of degreaser for a month for it to be presentable. I guess Series III's have their uses, eh?

As a wedding present Q, Dave, Ben and Christina hauled away Dixon's 80" project to Ben's barn. Now that Jeff Meyer's WASHME has been completed and released into the wild, there is room for another project. It is unclear if this is better for Dixon (hope the progress will be made) or Deborah (one dead Land Rover out of the yard). At least the customs bought the story of us taking it away as a favor to the bride.



Messing about Pakenham

ARTICLE BY R. PARSONS

Approximately 20 years ago I came across a road that leads up the Pakenham Mountains. As I recall, I only drove, at most, a quarter of the length before realizing it was too rough for the Saab I was driving.

Now was the time to give it another try.

Terry can always be trusted to drop what he should be doing and join in. On this trip he was accompanied by his brother Scott and niece Shannon.

Rendezvous at the historic 5 span stone bridge in Pakenham one recent Saturday morning and we were off.

The access road is a short drive south of Pakenham on Hwy #29. Right on Cedar Hill Road and immediately another right on Concession 9 which is the road that leads up. The road turned out to be a great drive with some nice fall colour still in the trees. The road roughly follows a creek that flows down from the summit. There are some rough spots that require 4WD and ground



Terry's Disco hesitating near the water



The view to the left as well as the right

clearance but is no real challenge. At the top the road meets at the midpoint of a hydro cut that runs right across the centre of the mountains. We turned to the right and followed the hydro cut until we were met by a sign indicating the road was entering private land. We turned around and followed the hydro cut to the left of the access road. We hadn't driven more than a few minutes in this direction before encountering a serious water hole. The hydro cut at this location goes through many acres of marshland and unfortunately the road at this point is quite low.

(continued on page 7)

Messing about Pakenham *(continued from page 6)*

There are a few small spots of high ground that allowed me to walk beside the road for roughly 30 ft. The water was quit clear and appeared to be up to 3 ft. deep and possibly getting deeper. It continued for a few hundred feet and then the ground and road reemerged. Two vehicles unequipped for deep water wading meant this was as far as we were going on this route.

On the road back down we met a couple on an ATV. Turns out they have knowledge of the area and mention both directions of the hydro cut cross private land before leading down off the mountains to the highway. So without permission the only way back is the way we came.



Shannon tries the Wellies.

We returned to Pakenham with the intention of having lunch at a chip truck we'd spotted in town but it was closed — probably for the season. We had all brought smacks along. Terry and crew had munched on theirs during the run and they decided to call it a day and head home.

One route home is through a small town south of Pakenham, called Blakeney, with a picturesque spot on the Mississippi River. I decided to stay awhile

and have my snacks/lunch. Terry and crew took some photos then headed home.

When time permits I prefer to take the road less travelled as opposed to the main highways and on my meandering route home spotted 5 more "Unmaintained Road" and trails to add to my growing list of places to explore.



Guy Fawkes Photos



'Greenlaning' in Osgoode

ARTICLE BY T. KING

Note to myself: when someone asks in future "Do you want to do a greenlane with me Saturday, and we're fine without a winch" ... the answer is, "Yes, but we're not fine without a winch" ...

In any case, when Roy P. asked if I'd like to run a few trails with him recently, I decided to forego a little more work in the garage and said yes. Roy has just recently gotten his 109 (back) on the road and I wanted to enable him in his addiction.

My Disco was/is in need of an oil pressure sensor, the winch is safely hung on the garage wall and it was adorned with balding street tires. I called Kevin N. to see if he would go but he was under the weather. He did however offer me Stan as a loaner and I took him up on it. Stan is fitted with a winch, but it has issues, made worse by hauling me out of a mudhole in June. In any case, I headed out Saturday about 8:00 in order to be at Stagecoach and Mitch Owens at the appointed time.

Roy showed up a little later as the 109 took a few extra minutes to warm up in the cool temperature.



So *THAT'S* where we're headed!

PHOTO BY T. KING

We looked at the maps for a bit, made a tentative route over several trails he had scouted then headed out with Roy in the lead. We planned to do a few greenlanes, stop for lunch at a pizza place he knew and maybe do another trail in the Mountain Wildlife Area on the way back.

Stan and I were getting along fine as I practiced shifting and listening to the sound of the tdi and other drive train components. We soon came to the first trailhead near Snake Island Road and headed

in. It was wet with tall grass but not muddy and had not been driven on in a while. After a few minutes we came to a fork with a sign (see picture 1) and we got out to take a few pictures (picture 2). So far so good.

We had chosen this direction because when the trail gets back to pavement we felt it was smarter to ascend to the known than descend to the unknown, especially as we had a wonky winch. We took turns watching for traffic as each other made the short climb to the shoulder, then headed for the second trail off Dalmeny.



Roy scouting the trail.

PHOTO BY T. KING

(continued on page 10)

'Greenlaning' in Osgoode *(continued from page 9)*



Terry puts Stan through his paces ... just before blowing the water pump!

PHOTO BY R. PARSONS

Roy had thought that it was probably the easier of the two based on his map reading, but I found out two weeks later that he thought the sign for marsh meant meadow, (refer to article on Pakenham) but I'll let that slide.

This time I took the lead and selected low range for a change of pace. The entry was level but it wasn't long before we came to a small downhill and mudhole.

Roy went ahead to snap a picture as I came through, then came back to encourage (push) me. I pulled up ahead and went back to watch Roy come through. As he approached he poked his head out the window and asked, "Is that smoke or steam, and what's that noise?" pointing at Stan. I ran back and shut off the engine and lifted the hood. It didn't take long to see that the serp belt was shredded on one edge which we traced to the water pump. It was bent down and rubbing on metal. Not good.

A quick assessment was that Stan was going nowhere under his own steam, that I was in the lead, it was a much shorter trip to go back than forward, it would

be very difficult to turn around with no power, that Roy would have to tow me, and the mudhole and incline were between us, and that the winch would work for about 10 seconds with no power.

At this point we decided to drive back in the 109 to pavement and approach from the other end of the trail to see what it was like. At first it wasn't bad, a little water, but soon there was a lot of water, and with only one working vehicle and no winch we headed back to the scene.

Roy turned around and managed to get the 109 close enough to Stan to tie on, and we attempted to pull Stan in reverse. The combination of slick mud, the weight of Stan and the incline made it impossible. We tried one thing and another but had to admit defeat and go for backup. The plan was to get my Disco, pick up Kevin and go from there. But a few minutes later Kevin called back with a new plan, he had enlisted Brian with his

(continued on page 11)

Classifieds

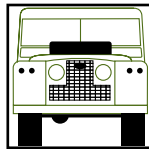
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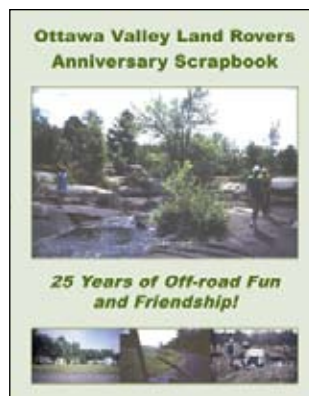
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'Greenlaning' in Osgoode

(continued from page 10)

Disco, complete with winch and good tires, so Roy and I turned back around. At that point we spied a Defender in a nearby driveway and learned it was Matt McPherson's house. While he offered to help if we 'really' needed it he was up to his armpits in something so we headed back to wait for rescue.

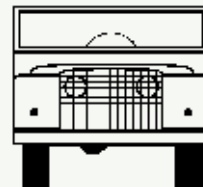
Once the others arrived we drove back to the mudhole and after a short recon, Kevin ran the tdi for 2 minutes to turn Stan around to get past the mudhole. After that, Brian made short work of towing Stan back to the pavement without incident. During that trip we had called CAA to rendezvous with us once we got back to dry land. Which the tow truck did. It was now 4:00 by the way. No pizza, no third trail, no getting home early.

To finish the day off nicely, after we had driven 15 minutes, the tow truck pulled over. We stopped too. The driver said his transmission was acting up so he headed back to the garage to switch trucks, with Stan still aboard. But eventually the truck got to Kevin's, Stan was unloaded, and this day was done.

Calling All OVL R Awards

Yes, the time has come for all of the OVL R awards to be sent home for updating, refurbishing and general maintenance. Please if you have or know the whereabouts of any of the following awards please let me know and we can arrange to have it be returned so that the proper updating and refitting can take place in this the 25th year of OVL R. The awards are: The Lugnut Award, The Towball Award, Gasket Under Glass, The Silver Swivel Ball and The Golden Wench Award (any others that I have forgotten?) please let me know.

Contact: Andrew Finlayson andrewf@xplornet.com



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The Guy Fawkes Bonfire

