



OTTAWA VALLEY LAND ROVERS



May 2017

www.ovlr.ca

Volume XXXIV, Number 5



Getting ready for the 2017 OVLB Birthday Party

**P.O. Box 478
Carp, Ontario, Canada K0A 1L0**

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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.

OVLRL 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 raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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
OVLRL/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>
<https://www.facebook.com/groups/1477333665898918/>
Land Rover FAQ: <http://www.lrfaq.org>

OVLRL Forums

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

Newsletter Archive

<http://www.ovlr.ca/nl/OVLR.nl.freq.html>

OVLRL Executive and General Hangers-On

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OVLRL Newsletter

ISSN 1203-8237

The OVLRL 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 (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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 add space is provided to members.

Deadlines: Submissions to the OVLRL Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of director, members of the OVLRL or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Newsletter Editor:

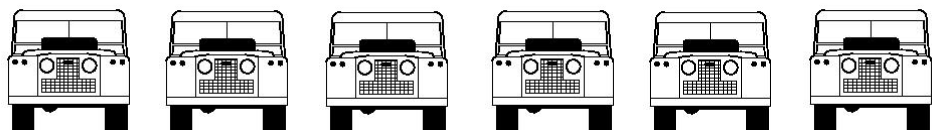
This issue: Dixon Kenner
temporaryeditor.ovlr@gmail.com

Newsletter Production Editor

This issue: Kris Anderson

Production Assistance:

Bruce Ricker



OVL R Annual General Meeting minutes- Feb.20, 2017

Attendees: Paul Davids
Will Ficner
Andrew Finlayson
Terry King
Peter Gaby
Andrew Jones
Mike McDermott
Kevin Newell
Bruce Ricker
Sue Rawson
Jonathon Wheatcroft
Scott King (visitor)

The meeting was opened by Will Ficner and Terry King volunteered to take notes in the absence of the current secretary.

The minutes of the last AGM were not read but a motion was put forward by B.Ricker to accept them as such, seconded by W.Ficner, motion carried.

Kevin Newell read a brief financial statement submitted by Treasurer Dave Pell in absentia. Details below.

A motion to accept the statement was put forward by P.gaby, seconded by K.Newell, motion accepted.

Referring to a motion passed last year, Kevin Newell asked if the club would proceed with the purchase of a defibrillator which would be available at all club events. Discussion covered the cost and several other details and permission was granted unanimously to proceed with the purchase.

Elections and appointments:

- Bruce Ricker moved that the existing executive be acclaimed, was duly seconded and unanimously approved.
- In addition, Andrew Jones proposed to be added as an additional Member at Large which was approved unanimously.
- Andrew Watkins' health is not good and he is therefore expected to take a hiatus.
- Will Ficner will stay on but does have constraints on his time which was duly noted.
- Terry King stepped down as Editor of the newsletter.
- Saif Jafri was acclaimed (in absentia) as Editor. Terry will work with Saif and Lynda for a transition period.
- Alastair Sinclair (in absentia) stepped down from the Secretary position and Terry King put his name in for the position. Acclaimed.
- Dave Pell (in absentia) was acclaimed as Treasurer.
- Gabe Pell (in absentia) was acclaimed as Merchandise coordinator.
- Andrew Finlayson was acclaimed as Equipment Officer.
- Ben Smith (in absentia) was acclaimed as Archivist.
- Dixon Kenner (in absentia) was acclaimed as Returning Officer.
- The positions of OVL R Marshal and Auditor are open at this time.

Upcoming Events:

Maple Syrup Rally

Peter Gaby volunteered to contact Vern Fairhead to determine if and when the MSR will take place.

All indications are that it will take place as Vern had expressed an interest at the last one.

A discussion over a commemorative item (caps/jugs/tshirts) ensued, with Will F. to discuss with Gabe P. once the date is established in order to ensure enough time for production.

Andrew Jones offered to bring the club trailer to the event.

OVL R Birthday Party

The venue for the BP will be the same as last year, Maberly and Silver Lake Provincial Park, June 23-25 with a setup day June 22nd for those who can make it.

Several deficiencies from last year will be addressed in a meeting with the landowner prior to the event. This includes grass cutting and the lateness of the Saturday dinner.

CHC 2017

As per Andrew Jones, there will be a Cedar Hill Classic in October in Pakenham largely due to the enjoyment that we city slickers bring to Andrew's neighbours. AJ stressed that Dave Pell must be in attendance. If you were there last year you know why.

ABCD 2017

The Club agreed to support the ABCD once again, in July at Britannia Park. Traditionally we display our vehicles and cook burgers on the club trailer BBQ. The club will promote this event in the coming months in order to increase our attendance.

A thank you

Andrew Finlayson offered a thank you to the outgoing Newsletter Editor (Terry King) for his work these past 11 years. He/me gratefully accepted the accolades.

K.Newell moved to adjourn, W.Ficner seconded. Meeting adjourned.

Treasurer's Report

First want to say that from a financial perspective 2016 was a successful year. We ran the usual events with the events breaking even. The increased costs did not appear to affect the attendance at any of the major events. The club opened 2016 with 1924.53 \$ in the back account and ended the year with 4071.90 \$ resulting in a net increase of the clubs assets of 2147.37 \$ the majority of the increase can be attributed to the Birthday Party auction.

When I return I will get the books audited. If anybody wants to see a detailed description of all receipts and expenditures please contact me at ovlr.treasurer@yahoo.ca I am happy to review the club finances with any member at any time.

Lastly should I be appointed to serve on the 2017 executive I'd be happy to serve in any capacity. Should anybody be willing to take over the role I'd be happy to support the new executive in any capacity.

David Pell

2017 Maine Winter Romp

By Dave Bobeck

Huge snowfalls blanketed the Northeast US during the weeks leading up to this year's Maine Winter Romp, an event that occurs annually on President's Day weekend in the vicinity of Waterville, Maine.

The preceding weeks' cold temperatures allowed the more challenging obstacles to freeze over, but some of the smaller, moving water challenges stayed wet. On the weekend of the event, temperatures soared, making for an enjoyable time out in the forest.



The changing temperatures also made for very challenging, constantly changing snow conditions. While many came prepared with tire chains, those chains became a hindrance that dug you through the surface of the snow and dropped you down onto your frame, requiring the application of a helping strap or winch. (Note to future attendees, Various suppliers, from Atlantic British in the USA to 3 Brothers Classic Rover in Canada carry full lines of recovery gear and equipment- make sure you're prepared before you head out on the trails!)

The majority of Rompers lodge at the Waterville Grand Hotel, whose 140 rooms were fully booked about a week before the event. The Holiday Inn down the road had even more Rovers; this was the largest Winter Romp to date. It is now one of the largest rallies in North America, despite the fact that it occurs in the middle of February in one of the coldest places in the US. Perhaps its appeal is that it relies on people attending to their own needs, and while indirectly supported by several different regional clubs, represents none of them, but the Land Rover enthusiasts themselves.



The event also brings an influx of cash into the businesses in and around Waterville at a time of year when things are otherwise slow. In fact, the Romp has grown to such an extent that it is beginning to strain the ability of the town to support it. Rompers are encouraged to visit the smaller, independent restaurants and pubs in Waterville, which now strain to handle all the people. Big G's, the traditional pre-off roading breakfast spot, even started to run out of food by Sunday.

Want to see lots of different Rovers? Visit the parking lot of the Waterville Grand Friday or Saturday night, or Big G's on Saturday morning. Just about all Land Rover models were represented this year. From three 80-inch Series I's (All 1951's) to modern Range Rover Sports where there. (Sorry, no Freelanders!). Other Series I's II's, and III's were all in attendance. From short to long wheelbase, Pickups and Station Wagons on the Series side. Defenders, from 90 to 110 to a pair of 130's showed their stuff (though they got stuck on the side of Bruce's driveway- Noted changing snow conditions!) Even a 101 Forward Control made it to the event.

The trails themselves were quite pleasant. The pre-event trail clearing crews from around Maine and New England did another excellent job. It is amazing how the woods can absorb so many vehicles without the massive traffic jams of past years. Due to the enormous snow accumulation, event host and organizer Bruce Fowler even hired a bulldozer to make sure that the ridges left by the plows were cleared away and vehicles could get to the "Power Line" and other popular trails.

Groups of between four and six vehicles were continuously venturing out, running into challenges, hauling themselves out, and having a great time. While some neophytes made it through just fine, some of the more experienced ran into challenges. All a matter of fun and luck. And if luck wasn't on your side, the Mattrack-equipped NAS D90 was there to save the day.

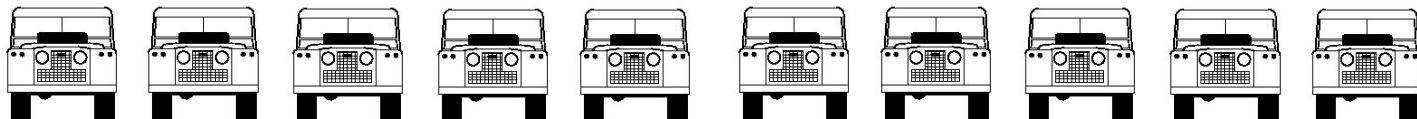
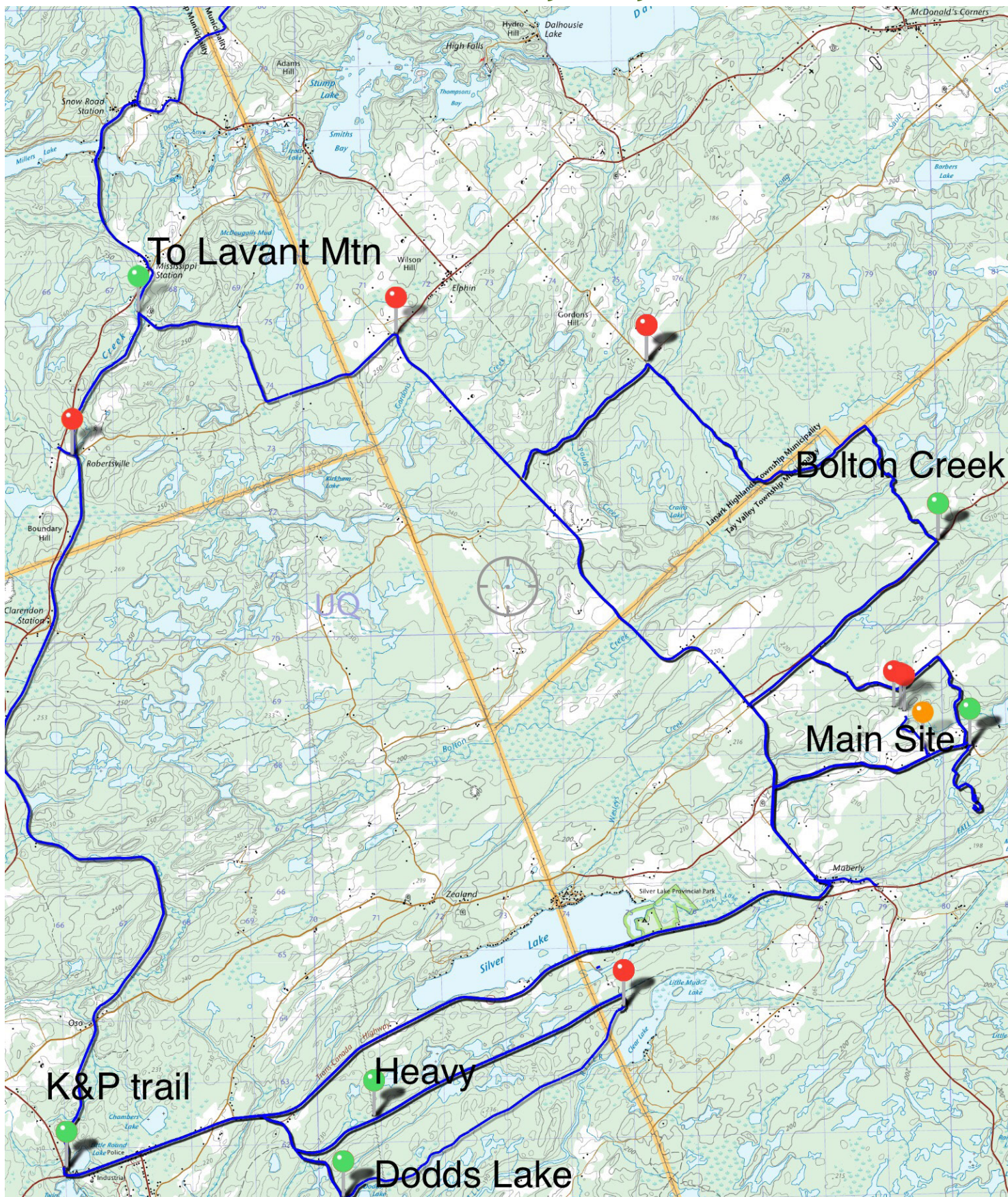
For reference, the WinterRomp has been going since the late 1980's and despite the weather has grown into one of the largest Land Rover events on the east coast, drawing in people from Nova Scotia, New Brunswick, Quebec and Ontario, to all of the states in the American north east with people coming from as far away as Ohio and Virginia.



There is an interesting write up of the WinterRomp in the Rovers North magazine, June 2016 issue (electronic version found at <http://www.roversmagazine.com/2016/06/>)



2017 OVL R Birthday Party Trails



2017 OVL R Birthday Party - June 23rd to 25th

Background

For more than 65 years, since the Amsterdam Motor Show in 1948, Land-Rover's products have served the world and are still hailed as masters of rough terrain travel. OVL R celebrates its Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World and Land Rover Owner magazines.

The Event

The Birthday party is being organized and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVL R regional members as well as having some diverse terrain upon which to host the event, (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7. People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products - Land Rover, Range Rovers and Discoveries. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVL R to drive on the off-road.

For information on past Birthday Party's go to the OVL R - Past Events page where write-ups on the 12th, 13th, and 14th Birthday Party's are covered by various OVL R members. The 16th Birthday Party was attended by approximately 75 Land Rovers and more than 160 people, while the 17th topped 90 vehicles and 180 people. Lots of photos and articles (and even a Quicktime movie) of the 18th Birthday Party can be found at The 2001 OVL R Birthday Party page.

When

The Birthday Party is traditionally held on the fourth weekend of June (around the Summer Solstice). This year it will be held from Thursday, June 23rd through to Sunday, June 25th, 2017.

Where

Traditionally held near Silver Lake, Perth Ontario. Established in 1984, this year marks the 34thnd OVL R Birthday Party !

Accommodation

There are a variety of accommodation options available. Silver Lake Provincial Park has a number of campsites available. OVL R has traditionally stayed in the western portion of the park for people attending the Birthday Party. If you wish to stay in this portion of the park (sites 1 through 42), you will need to make your reservation with Ontario Parks.

See links to the various accomodations on the BP site page: <http://www.ovlr.org/OVL R.bp.info.html>

Registration

BIRTHDAY PARTY FEES: Included: Dinner on Saturday

Bacon Buddy Breakfast on both Saturday & Sunday

OVL R Members:

Entitles OVL R members to enter their vehicle in all of the activities such as the off-road events, vehicle display and certain other activities. For more information on the Event read the infomation on the Arrival and Activities page.

The Event Registration fee is (tentative): Adults (13 and up) Pre-registration \$70 - After June 7th \$85

 Children (6-12) Pre-registration \$12 - After June 7th \$15

 Children under 6 - Free !

Non-OVL R members:

For non-OVL R members, the fees are the same, though membership in the club is required. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road courses must be members. Our insurance requires this.

Payment

Payment must be received by the seventh of June in order to guarantee admission to the Birthday Party as well as take advantage of the cheaper registration fee. Payment received after June 8th, or payment made on-site* at the event.

Note: * The Executive reserves the right to limit on-site registration, or to deny on-site registrants food due to the nature of the catered dinner.

Don't forget you must complete your OVL R B-Day Registration



Ottawa Valley Land Rovers 34th Annual Birthday Party 2017



TIME	Thursday June 23 th 2017 Activities	Location
14:00	OVLR Expedition Trailer set up and site is prepared	OVLR Headquarters Site (Main BP HQ site)
15:00:00	Early registration (You cannot off road unless you are registered)	OVLR Expedition Trailer
All day	Trail grooming of various off road sites	Meet at Event HQ Site (Off Road Site) Local area Take your pick!
19:00-00:00	Gathering of the faithful, social time	Campsite at Silver Lake Park & Main HQ Site
FRIDAY June 24 st 2017 Activities		Location
09:00	REGISTRATION (You cannot off road unless you are registered)	OVLR Expedition Trailer
10:00	Tail runs begins (led by experienced members)	Local area Take your pick!
12:00	More trail driving and off road fun (led by experienced members)	Local area Take your pick!
13:00	Lunch You're on your own (if it is hot drink lots of water)	OVLR Main HQ site (or where ever you are)
14:00	More trail driving and off road fun (led by experienced members)	Local area Take your pick!
16:00	Off Road recovery and winching demonstration. How to safely use your Land Rover for recovery and fun!	OVLR Main HQ Site near the Expedition Trailer
17:00-18:30	Tailgate Social hosted by the OVLR President and club executive members. A gathering to get to know other Land Rover enthusiasts	OVLR Expedition Trailer
18:30	Dinner (You are on your own)	Gathering at OVLR Expedition Trailer
21:00 (or so)	OVLR MOVIE NIGHT under the big top! <i>"It's like a drive in but without the cars" says Chairman Ficner</i>	OVLR big top (at the expedition trailer)
SATURDAY June 24 st 2017 Activities		Location
09:00	REGISTRATION (You cannot off road unless you are registered)	OVLR Expedition Trailer
09:00	Bacon Buddy Breakfast provided	OVLR Expedition Trailer
10:00	Tail runs begins (led by experienced members)	Local area Take your pick!
12:00	More trail driving and off road fun (led by experienced members)	Local area Take your pick!
13:00	Lunch You're on your own (if it is hot drink lots of water)	OVLR HQ site (or where ever you are)
14:00	RTV (Road Taxed Vehicle) trials	OVLR Main HQ site
16:00	Off Road recovery and winching demonstration. How to safely use your Land Rover for recovery and fun!	OVLR Main HQ Site near the Expedition Trailer
17:00-18:30	Tailgate Social hosted by the OVLR President and club executive members. A gathering to get to know other Land Rover enthusiasts	OVLR Expedition Trailer
18:30	Catered dinner provided	OVLR Expedition Trailer at the big tent!
21:00-22:00	For the hearty ones... Light to medium Night Off road	OVLR Off Road Site & Local area
21:00 (or so)	OVLR MOVIE NIGHT under the big top! <i>"It's like a drive in but without the cars" says President Jones!</i>	OVLR big top (at the expedition trailer)
SUNDAY June 24 rd 2017 Activities		Location
09:00	Breakfast provided (Sponsored by Tim Horton's with Coffee	OVLR Expedition Trailer (Main HQ Site)
11:00	OVLR Swap Meet and Auction	OVLR Expedition Trailer (Main HQ Site)
13:00	Clean-up begins, trailer stowed and site begins shut down	Everywhere
14:00	Time to say Good bye	Safe travels, we'll see you next year.

Important points to remember:

1. Due to insurance issues, if you wish to be at this OVLR event you MUST be a member and must have your membership paid in full NO EXCEPTIONS.
2. Your Land Rover must be street legal, licensed, insured and in sound mechanical condition. It must not have loose steering, bald tires or faulty brakes. (*Scrutineering may apply to vehicles and you may be excluded from off road driving in your vehicle if it is deemed unfit*).
3. Your Land Rover should also have a first aid kit, a fire extinguisher and tires with reasonable tread depth. (If you are uncertain if you should go off roading ask a veteran or an OVLR executive member, they are usually around the trailer). Children should wear a helmet.
4. If you get stuck and can't get out or have an emergency and you have a CB radio use channel 11 to call for assistance. If you are using a FRS radio also use channel 11.

Medical Emergencies:

1. The expedition trailer has a first aid kit, defibrillator and a fire extinguisher. If there is a medical emergency call on channel 11 for HELP.
2. The closest local hospital is in Perth (Great War Memorial Hospital) follow the blue "H" signs leading into town.
3. 911 works from your cell phone (when you have service). **The OVLR HEADQUARTERS SITE municipal address is near 325 Fagan Lake Rd, Maberly, ON K0H 2B0.**

2017 OVLR Birthday Party - June 23rd to 25th



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MORE Rovers & Parts for Sale

FOR SALE:

For Sale - 1959 Land Rover Series 2. All original parts and original frame that is in very good condition. Diesel 2.25 engine. This is a good restoration project. Frame and bulkhead are in very good condition. This is a restoration project. Many extra parts available.

Please call 289-213-8385



Rovers & Parts for Sale

FREE ad space to members
Send information and/or photo to the editors
Ads run for one month--please notify the editors each month to extend

FOR SALE:

Three complete Land Rover projects for sale. Near Meaford, Ontario by Georgian Bay.

#1) Early series 2. 88". In the first production. Factory fitted with a series 1 2L engine. Numbers matching.

#2) Early series 2. 5 door 109"

#3) Mid 2A 5-door 109"

Engines all turn freely. Tires hold air. Easily loaded onto a trailer.

\$3000 each. Take all 3 for \$7,500

Phone is preferred method of communication.

519-379-0637. Serious buyers only



FOR SALE:

1983 Series 3 pick-up. 15,600 km.

Very good running condition.

Please call for more information.

289-213-8385



FOR SALE:

Three 88" Series IIA Land-Rovers. Not running.

One with complete drive train. It's going to be awhile before I get to these projects so just seeing if anyone is interested I believe that are 1963.

Located in Sherwood Park, AB T8A3W7.

Email via: <http://tinyurl.com/lqjk98o>



Well by now you've likely seen all the photos from last month's Maple Syrup Rally but I thought I would write down a few notes before I forget it all.

Eastern Ontario and Quebec just suffered through a ton of snow this past winter (but not as much as the Atlantic Provinces), then slid into a late spring with cool weather and then rain. This was not the best scenario for an early syrup season and then combining a latish Easter with that, Vern Fairhead decided to hold the Rally on April 23rd this year which is the latest date I can remember for this event in my 15 years of attendance. Speaking of years, this year was heralded as the 30th anniversary of the event which Vern attests is proven by a plaque in the sugar shack nailed up there in 1987. While being the latest, it was also the hottest that I can remember. There was barely any snow in the woods and only the north-west edges of a few hills.

People

Of course Vern and Linda Fairhead were front and centre at the event, greeting everyone, showing them around and vending their maple syrup. Also a neighbour John, in his Series 3 88 who offered to lead the charge on the afternoon's off road.

People found their way up to Shawville in several groups or on their own from at least 3 or 4 starting points. I think there were 3 vehicles from the Greater Toronto Area, including Kurt Schmidt in his D130 who camped overnight. There was also James Jung and his wife in a Disco, and Steve and Dave Webster in a white 110.

From the far east of Ottawa there was Francois Juneau and Annie Gagnon in the Unimog which Kevin and I met up with in Kanata at 9:30... meaning they got underway around 8:00 to travel the 60km at the Mog's top speed of about 75kph. We took the scenic longer route up to Arnprior where we met up with Andreas Niedermeyer and girlfriend and the Webster boys. Andreas was sporting a new 4Runner as his Defenders await immigration in Germany. We proceeded up the river and across the bridge at Chenaux Rd into Portage Du Fort. The river was raging there through the dam. More on that later.

Will Ficner in his 110 and Alastair Sinclair met in Westboro and proceeded to the Quyon Ferry through rural Kanata and along the Ottawa River. Alastair and his kids and buddy had the foresight to tow his Series 3 88 behind a big Tundra as he had just got it back on the road.

Eric Ratcliffe was with his boys Kenny and William in the 109. Michel Gagne had to leave his Discos at home for whatever reason. Roy Parsons showed up in his 109 military pick-up, but hopped in with me for the day because of a hesitation in his engine I believe.

Jet lagged Andrew Jones (past president) pulling the Albatross (club trailer), Andrew Finlayson (past president) and Peter Gaby and Donna were there when we showed up very late for breakfast, and presumably had gotten up with the chickens to transport food, set up the cooker and prepare breakfast. Peter was driving his award winning Jag just to show it off before the ABCD in July.

From the far west in BC, in some form of vehicle, amazingly, Peter McGough, past president, was there.

There were some newer members there as well, Michael Beach and his wife Marie-Laure were at their first event, albeit not in a Land Rover (yet) but full of interest and looking for a running Series to rebuild or refurbish. They caught a ride for the day with Jonathan Wheatcroft in his Rover. Michael spent some of the morning chatting with Andreas, who has already facilitated at least one cross Atlantic purchase of Kevin's 110 and gave him some advice on the subject. Andreas has moved back to Canada and settled in the Brockville area (or was it Belleville?) and will be attending the events this year as life permits. Side note, he has signed up for the Roaming Rally in May in the Merrickville area, along with Kurt, Kevin and myself and there are probably others I am missing.

Dave Pell came for the morning to administer paperwork and extract money and signatures. Dave, we all salute you for your tireless work, especially at this time as we know Gabe is dealing with a major health issue. All the best to Gabe !

Dixon K. and Deborah were in attendance in an Audi and Dixon rode along in the afternoon taking the photos published last month.



As I am writing from memory three weeks later, please forgive me if I have left your name out, spelled it wrong or identified your Rover incorrectly.

Breakfast/Brunch

Harkening back a few years, someone, I believe it was Andrew F., provided homemade beans to go along with the French toast, sausages, back bacon, fruit, orange juice, coffee and FRESH MAPLE SYRUP for the traditional pre-off road meal. By the time we stuffed ourselves and started packing up it was a bit later than usual, but all very civilized and done in warm spring sunshine. This short bit does not do justice to the amount of work that our hosts the Fairheads, Peter G and the other volunteers did prior to and on the morning of this great event.

Off Road

This year brought a twist to the tale as Vern and neighbour John devised a new route for the trail run. It started the same as usual, heading up Concession 8 towards the 148, but diverged to the L'Île-du-Grand-Calumet situated between Bryson and Fort Coulonge where the Ottawa and Outaouais rivers split as they descend some rocky terrain.

This is the home of some of the best white water rafting and kayaking in North America and is pretty rugged.

The off road started innocently enough on gravel and pavement and then onto a trail that quickly turned into a cottage road and narrowed to a rutted track worthy of 4 wheelers. Most of the time we were in wooded areas without too much muck or water, but as we descended toward the river it became increasingly wet with more water crossings, some of which were hood high. I was second in line after John in his Series, and my Defender has a tdi and snorkel so I wasn't particularly worried at any point but I was duly impressed that the vehicles without snorkels traversed some of them. Also I had never been here before and often lost track of John the leader as we twisted and turned through the woods, so I made my own line through the crossings, took it slow and kept my eyes open for rocks. With Roy riding as shotgun we pattered along just fine.

We drove the trails for several hours, stopping for photo opps and bio-breaks before eventually came to the river at a picnic/lunch break site on the Outaouais. We took a half hour break to watch several intrepid kayakers challenge the freezing temperature of the raging river. There was a shelter and toilets that presumably house day trippers later in the year when the weather is warmer, but nobody was bbq'ing there that day.

After hours of splashing through pig puddles an ass we climbed back in our trucks to do the reverse route back to Vern's, not one, not two, but three of the trucks did not start. In my mind, as it was now 4:30 in the afternoon, I figured we might have to start dragging dead vehicles at 5kph until it was dark...BUT, John's started on the third try...Alastair's Series came to life as well, and Francois tapped with a hammer or wrench in the right spot and the Mog also revved up again.

So we chugged back more or less on the same trails until the southern part of the island, then split up into groups heading east, west or south as we got to 148 again. Will stopped to make a repair, then Alastair stalled again and Kurt had taken a false road and had to double back to the convoy. Some of us needed to return to Vern's to pick up vehicles or spouses so we splintered off but eventually everyone got back to where they needed to be. Kevin towed Alastair back to Vern's where his pickup awaited, I dropped Roy back at his 109, Dixon picked up Deborah and their car, Vern got home for dinner and most of us headed toward the Quyon ferry in groups. Side note, Kevin managed to snag a hamburger just north of the ferry landing in Quyon and claimed it to be awesome. We caught up with Roy at the ferry and trundled home about 7:30 in Kanata, Roy was likely home about 8:30

About 50 people attended the event and from what I could tell it was a resounding success. Old and new members, older and newer vehicles, old and new menu...old and new trails.

Until next time.

TK





Land-Rover Station Wagons

Land-Rover 4-wheel drive, 7-seat, 10-seat and 12-seat Station Wagons are a familiar sight all over the world. They are performing with distinction on major construction sites, on expeditions and safaris, at airports, in national and international organisations—anywhere, in fact, where unrestricted transport of personnel and equipment is needed all the year round, in all climates, under all conditions. Their greatest advantage over other forms of transport is their ability to overcome adverse terrain and reach normally inaccessible places. Long Station Wagons have a higher road performance by the provision of a 2.6-litre six-cylinder petrol engine as an optional alternative to the long-established

four-cylinder petrol and diesel power units. The 7-seat Regular Station Wagon is based on the 88 in. wheelbase Land-Rover and possesses all the ruggedness and mobility of that all-purpose vehicle. Both 10-seat and 12-seat Long Station Wagons employ the equally tough and mobile 109 in. wheelbase chassis and have servo-assisted brakes for added safety. Ventilation of the interior is supplied by sliding glasses in all side windows and by ventilators in the roof. Improved door sealing prevents the entry of draughts and dust. Five doors on Long models and three on the Regular make for extreme ease of entry and exit.