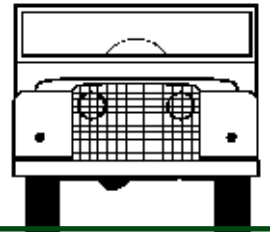


OTTAWA VALLEY LAND ROVERS



September 2007

www.ovlr.org

Volume XXIV, Number 9

The Twain Shall Meet



A green lane off Fernbank Rd; Dwyer Hill trailhead (inset) Article and more photos on pages 5 & 7 (by T. King)



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Carp, Ontario Canada K0A 1L0

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.

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.

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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. morinjl@sympatico.ca

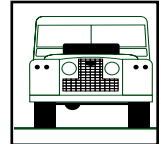
Notices

October 4-7	ROAV Mid Atlantic Rally – Pearl's Pond, VA
November 3-4	Northern Guy Fawkes Bonfire & Offroad Weekend – Madoc, ON

Classifieds

YOUR AD HERE

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



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:

- 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.

MOAB or Bust Photos



Ted Matthews took these photos on his trip to Moab that he wrote about last month.



OVL R Forum

As many of our members know, Ottawa Valley Land Rovers has an online forum. It has been active since June of 2005 and was set up by members of your club and is maintained by members of your club for the use of the club.

The address for the forum is <http://www.ovlr.ca/phpBB2/index.php>. If you have not already signed up, we encourage you to do so and start using the forum for your convenience of sharing information, getting help with any truck problems that you might be encountering, helping others who are encountering truck problems, or just for general banter and getting to know some of the members that you may not know so well.

It is an area where you can meet and chat with other members of your club, be it members in Ottawa, or the many members that are not in Ottawa. If you encounter any problems while trying to sign up, you can always email me at pickuprover@rogers.com and I will be more than happy to help you sort out any issues.

I hope that when you sign up, that you will at least include your location or perhaps your vehicle in the signature section to make sorting out legitimate accounts from the many computer generated ones a little easier on the forum staff. Once on the forum, if you are encountering any issues, I am only as far away as a Private Message, or an email. If you have signed up previously, but have forgotten your sign in information, I can reset that for you as well. Remember, this is your forum, so why not take advantage of it.

Cheers,

Andrew Barr aka "pickuprover".

OVL R Forums

Please see:

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

The Twain Shall Meet

Story and Photos by T.King

September 2007

On occasion lately, either when out for a drive, or reading an article, I have been noticing the encroachment of 'progress' on the nearby backroads and trails. It's been over a year since I first heard about the closure to vehicles in Larose forest in Prescott-Russell, and watching the earth-movers and rock crushers at work in the west end, I had been wondering if the nearby trails are still open, or if perhaps they too had fallen victim to urban sprawl or legislation.

A few years back when the club ran its Fall Rallye, those of us setting up the route couldn't believe the changes going on every day around us. Near Carp Ridge, for example, new roads appeared from one week to the next, so that we had to alter the Tulip Chart every time we drove it. On the way to Marlborough Forest, we had to battle with paving machines on previously unimproved gravel roads south of Richmond. I know through postings on the web that the southern exit from the Carp Ridge trail (near Huntmar) is no longer open.



So one day last week I took a drive to investigate a few of the nearby backroads. As I headed west on Old Almonte Road from David Manchester, it wasn't long before I spotted a weathered sign next to a dirt road heading south from Old Almonte. I didn't drive it, but it looked inviting. A few miles further on, I came to a vandalized sign, next to a trail heading through

continued on page 7



My Winch

Article and photos by Len Cater

As the owner of an ex-mod SIII, I wanted to get a winch that would have fit with the period. After months of scouring the web, I came across an advert on ebay for a Bamford PTO winch.

The Bamford's were built in Australia for the military for use on Series IIa/III vehicle, and when the military de-mob'd the Series, an excess of winches were sold off in lots. The Bamford is well regarded by the Aussies for it's reliability and strength, and at a 6000 lb rating, perfect for my needs. I placed my order and waited for its arrival.

I was pretty excited the day I went to pick it up, even though the dispatcher at Greyhound complained about the weight of the box. Why it is that those in the freight business who charge based on distance and weight always seem to complain about the weight? Buggers. I loaded the box into my daily vehicle - Holy Crap that was heavy.

The box was a simple pine box (perhaps similar to my cremation request), clearly aged and as it turns out the original shipping crate the winches were packaged in. So original, that I am the first user of this 1967 made winch to actually take it out of the box. Yes, here is something that was made almost 40 years ago, and NEVER BEEN USED! A 40 year old virgin you could say.

The winch it turned out was not that heavy, it was the 150' of 3/8" cable that was the cause



of the weight. And it came rigged with a very nice piece of kit on it. The mystery of why this winch never got used came to light when I found that a few of the pieces were missing, apparently my find had become a spares box. The 2 u-joints and pillow block that I needed to source were easily found at a local bearing shop in town. By the end of the fall 2006, I had my winch installed and ready to go but there was still a question to answer: should I use the cable or synthetic?

I pondered that over the winter, along with diesel vs gas, is there a god, and what will Dave do with his ambulance?

With the OVLR Bday fast approaching, I waited patiently for my "great deal" on 100' of 13,000 lb blue steel synthetic rope to arrive in time. Alas, it did not and my truck/winch combo had it's first outing sans rope, just another rover 'close' to being finished. A few weeks after OVLR my rope arrived and I had it installed and ready for use.

Shortly after this photo (see photo 2) was taken I got to use it and inadvertently left it engaged when heading down the trail. So, the PTO kept spinning the winch transfer case, which in turn kept spinning the 3 u-joints, which in turn kept spinning the drum. Remember the winch is rated at 6000 lbs and the line at 13,000 lbs. It was to be a fight akin to Superman vs Lex Luther, the war of the roses,

continued on page 7

The Twain Shall Meet *(continued from page 5)*

the bullrushes north toward Corkery, also still open. Looking at the map now, I see I was right near Howie Rd. where earlier in the year, going south toward Dwyer Hill trail, I was stopped by the sight of No Trespassing signs. I'm still not sure if they were for the trail, or for the neighbouring land, so I'll have to go back and check that one another time.

In any case, I continued west to Dwyer Hill Rd, then headed south for a few miles to McArton Rd, which meets up with a trailhead for the Dwyer Hill trail (photo on cover), and converges with an OFSC snowmobile trail E103. This trail offers open country, standing water up to 2 feet deep, hill climbing and a lot of mud under the hydro lines at certain times of the year. (Recently, while driving past the south exit to this trail at Highway 7, I saw a sign saying that entrance was closed due to the 4-lane expansion.) So while the area is still open, some of the runs are not.



Staying on Dwyer Hill I continued south across the highway to Fernbank, where looking west you can see a trail disappearing into the trees. If you look closely at the sign (photo on cover) you can see that it is a snowmobile trail (E104/E103) and there is a gas station in 10km, my guess is in the town of Prospect. Some of these trails are big enough for full sized vehicles and open in summer and some of them are not. I have never taken this one, so I don't know. I'll just have to go back with a scouting party and find out.

I drove on for 10 minutes into Marlborough Forest where you see a lot of trails heading off from the paved road. In a few minutes I headed east on Roger Stevens Drive into the heart of the forest, passing more trails, some of which were closed for the summer due to the fire danger, but most of which were open.

From there I headed home on Roger Stevens to Maitland and north, passing more trail prospects, but I was out of time and so they must wait for another day. In those two hours I bought myself some peace of mind, for now. So while the gap between pavement and dirt remains, we can't count on it forever.

TK

Ottawa, ON

My Winch *(continued from page 6)*

all the Rocky movies; almost a fight of biblical proportions. Initially, the winch was winning as it spooled the line tighter on the drum, but then the shackle and winchsaver on the end of the rope started to fight back.

The shackle got partially pulled inside the winchsaver (basically 4" of solid poly-something) and it very well could have ended there. But the winch was not about to give up. So it tried to pull the winchsaver through the hawse fairlead (probably like a man trying to give birth) which caused the brackets holding that to collapse. Just when it was about to be called a draw, the Goliath Blue Steel 13,000 lb rope gave way to David the 6000 lb winch, and the rope snapped causing the winchsaver and shackle to be hurled 50 yards into the woods. Fortunately no one was in the line of fire from my stupidity, but it did give off a nice gun shot sound in the cab.

Even as we age, the learning process continues. From this 'mishap', I have learned to always, always, always disengage the winch when no longer required, and they sure don't build them like they used to!

Thanks and keep safe.






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