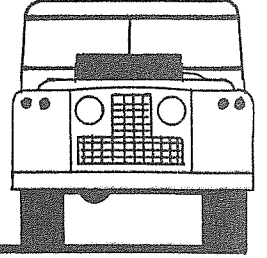


# OTTAWA VALLEY LAND ROVERS



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G'Day eh

May 15, 1985

Well, we've gotten most of the mud out of our Land Rovers, luggage and ears from the May bush trip into the Calabogie hills and, by the time you get this newsletter, we plan to be sitting around the backyard counting all the money we made from the club garage sale. Like bears, OVLR came out of the winter looking a little lean and we hope the garage sale will fatten us up a little.

Next event is OVLR's first anniversary party June 22. It'll be combined with the Harold Huggins rally and take place at a farm just outside of Kemptville. Plans are to get things underway about noon with some LR games, a little horseshoes and badminton maybe, swimming if it's warm enough, a concourse down a local lane and a huge barbeque for supper. You can camp out if you like and sing a few songs around a late night bonfire. Full details next newsletter.

## KILL THE WEATHERMAN, EH

It was the best of times .. it was the worst of times. This year's three-day assault on the Calabogie bush provided some of the best .. and worst .. weather we've seen in eight years of outdoor Land Rover trips. Eleven pain-starved LR lovers charged into the hills May 3 under a blazing sun and a promise that "summer is finally here" from the weatherman. By Saturday night we were besieged by the worst rainstorm on record. The six LR's, which the day before had tripped the light fantastic over sound roadpaths, became deadweight anchors to be coaxed, winched and pulled through bumper-high mud. Ironically, one mudhole encountered under the sunshine which took us six hours to get through, offered only token resistance during the rain. Better organization .. or the realization we might spend the rest of our lives there, got the job done in less than two hours on the return trip.

The plan was to travel cross-country nine miles and meet up with Bruce Ricker, Mark Pankhurst and Rob Johnstone Saturday. The trio couldn't make the Friday departure but wanted to join the trip at the end of the first leg. Alas, two deep, water-logged marshes separated our groups and, as darkness closed in Saturday night, we had to bid farewell over two-way radios. The trio headed for home and we laid plans for another attack later this summer.

We had rented a video camera and, although there were some problems with batteries, producer Andrew Finlayson put together a good half-hour epic. Watch for it at a theatre near you.

There was some criticism the expedition was poorly organized. A valid point .. but the executive was following directions from members who last year complained the trip was over-organized. Sigh. While it's impossible to please everyone all the time, one way to improve things is for participants to take an active role in the planning. Only 5 of 14 people who intended to make this year's trip came to the planning session. The executive is here to serve .. but members have to participate if they want their interests represented. Still, it was a great bush trip with mother nature providing a good dose of challenge to man and machine.

### MAY OVLR MEETING

Treasurer Dave Johnson reported we had \$398 in the bank during mouthfuls of Mexican nachos May 7...The rebuild program was finalized and it works like this: Members who want work done on their LRs contact the executive with their plan. The club has enlisted the help of several seasoned rebuilders who will appraise the work required and report back to the exec. The owner is responsible for supplying all materials and a work location and arranging for volunteer help. The club will supply the expertise, skilled help and specialized equipment. The program is designed to provide help in doing high-quality mechanical, electrical and frame rebuilds. Guidelines have been set for rebuilds and they are available to members on request...A Universal towbar is being designed for club use...OVLR has a stock of LR parts for emergency use including flexible brake and clutch hoses, hub seals, U-joints, distributor caps, rear half-shafts, oil seals, oil filters and brake fluid. They are available to members who need immediate repairs at club discount prices plus shipping from ABP...The workload is getting heavy again so members should expect a phone call asking for volunteer help with projects.

OVLR meets the first Monday of each month for a little laughter, good food and business. For reservations, call prez McD.

### NEWS....VIEWS....GOSSIP....DIRT....TALL TALES....RUMOUR....AND THE LIKE....

- . Peter Parsons is selling a 2½ LR engine he says meets all factory specifications. It's got 25,000 miles on it and never been rebored. It comes with original pistons, new rings, bearings, timing chain, valves and guides and four new conrods. Peter is buying a new diesel engine and is looking for \$2,000. Carb, starter and manifolds included.
- . There's a '63 II-A for sale in Almonte. It's an 88 with a capstan winch, GM alternator, Warn hubs, new springs and Rochester carb. Frame is good but has been skinned a little. All this from owner "Don" at 596-7368.
- . Fred Barrett made use of OVLR emergency parts recently when he broke a half shaft and needed a U-joint.
- . Al Pilgrim hoping for a mechanical fitness certificate to get his 107 on the road after a year's rebuild. It's got a new green coat and looks good.
- . John Pritchard broke the rules and ventured into the bush alone .. and had to walk out after a Winchester area bog seized his 88. At deadline time, a rescue operation was being mounted.
- . McD and Smithers heading for Montreal, Winnipeg and the east coast in June to check out the LR scene.
- . Dave Smithers vacationing in England with plans to smuggle LR bits home.
- . OVLR's membership drive shifts to high range this month with ads on cable TV channels prior to our monthly meetings. There's lotsa LRs out there who desperately need our love and affection.  
That's all for now.

Mike 224-8300

Jerry 731-5098

David 225-6527