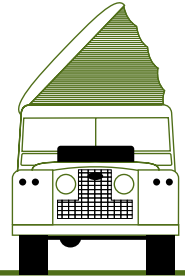


OTTAWA
VALLEY
LAND
ROVERS



May 2010

www.ovlr.org

Volume XXVII, Number 5

Bogged Down



Report from the Field — see article and more photos on pages 7-9



PO Box 478

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.

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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Your Name Here
could you help out?

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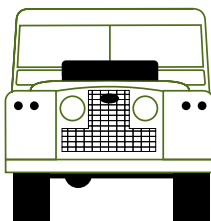
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Dave Pell / JL Morin.



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:

June 6 Byward Market Auto Classic, Ottawa, ON. 10:00 am to 3:00 pm Contact: Jody at 613-562-3325 or events@byward-market.com. Pre-registration required.

June 24-27 OVLР Birthday Party. – more info to come

July 17 All British Car Day (ABCD), Britannia Beach Park – Lakeside Gardens, Ottawa, ON. www.britishcarday.ca or 613-596-5692 or info@britishcarday.ca

Aug. 15 Boots n’ Bonnet British Car Show, Kingston

New Members Wanted!

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

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

May has been a busy month on many fronts, not least on the Forum. One string veered off topic and again raised the issue of the Club boundaries for full members. I'm sure all of you know, but as a quick refresher, the By-laws of the Club state that only members residing within a predetermined boundary (primarily the Ottawa Valley) can hold positions as Directors of the Club and vote for elected officials. Associate members residing outside the boundary cannot hold office as a Director or vote on elections etc. or general or other meetings, i.e. only full members can vote to change the boundaries of the Club.

This issue has been raised several times in the past and on each occasion it has remain essentially as the Club was formed. There have been calls for a special general meeting to be held at the Birthday Party. Personally, I don't support this but that is neither here nor there, as this can only happen if 25% of the full members vote for it and then it cannot be held at the Birthday Party as that is outside of the meeting boundaries (Ottawa Valley) set by the By-laws. I strongly suggest that any member who wants change of any sort, make your point to the membership by contact, socials, polite discussion or articles in the newsletter and then a vote can be tabled at the next AGM. In my discussions with others, I don't believe the members want the Birthday Party politicized and neither do I.

While I'm on a bit of a rant, I want to clarify some issues that arose in the same Forum discussion on the Role of Regional Secretaries. This is a subject that I know as I was instrumental in setting them up as a response to questions from members outside the Ottawa Valley for more involvement. Firstly, these are not Regional Chapters. For anyone wanting a history lesson on the formation of OVLR from the Chapter of another club, I recommend McDermott's excellent Anniversary Scrapbook (some copies still available),



President Peter McGough

we didn't want history to repeat itself. As per my March 2008 message in the Newsletter "The primary purpose of the Regional Secretary is to arrange Social events and gatherings and, with prior sanction of the executive (for insurance reasons), green lane /off-road events." Events not sanctioned are not covered by the Club Insurance.

Talking of uninsured events, Verne and I had a great time on a recent trip organized by Matt MacPherson. The group of about 7 Rovers and another vehicle (sorry Eric) set off from close to Pakenham to spend a day generally following the power line cut towards Arnprior, I think! The trail



was a good mix of heavy green laneing and some challenging obstacles to be attempted if one thought fit. I suspect that others might do some further write-up on this but it is an excellent example of an impromptu event that we are all capable of organizing and participating in. The other vehicle turned out to be very capable, but we're not talking about that. My Range Rover is over 30 years old and can still etc. etc!

Those who are able to attend the socials have heard my crying about the cracked gear casing on my 70's Massey Fergusson Backhoe. I decided this last weekend to get it from its forest winter home and see whether the crack can be fixed. As the drive is

... continued on page 5

President's Message *(continued from page 4)*

not working I decided to push it with the dipper. I'm afraid that it had rested too long in one spot and didn't want to move. As the early Range Rover is rated to tow 13,200 lbs I thought I might try to tow the 11,000 lb backhoe and amazingly in low 1st slowly but surely the hoe moved to its new location, so I could tip it over and see the crack without the indignity of crawling in the mud. The winch and a snatch block accomplished that task and yet again, what would I do without my Rovers.

As this is the last message before the Birthday Party I look forward to meeting you all there.

Tread Lightly,

*Peter
mcgou@msn.com*



Hi all!

The Birthday Party is quickly approaching and we're looking for a great turnout this year. One of the key elements is participation by members and, of course, their generous donations for the auction. Have good quality used parts you no longer need — a new part that doesn't mate as you thought it would — or just need to clean out the garage? Donate and keep the parts in the community.

If you have parts to donate, please contact me at rangie95@gmail.com and let me know what you'd like to donate. Thanks very much for your participation.

FRANK ASHWORTH - EXECUTIVE MEMBER AT LARGE

Offroading Update:

London (Ontario) comes to Ottawa

As many of you know, Frank Ashworth and I have been using the web forum and now the newsletter in an attempt to raise the interest level in offroading events. These events take place on weekends and usually range from light to medium difficulty. Participating in these runs is a great way to get out and meet club members, explore the beautiful less traveled parts of Eastern Ontario and most of all have a whole lot of fun.

With the help of some awesome 'out of town' OVLR members (Al Carthew, Rory McDonnell and Aiden McDonnell (junior member)) we were able to really stir up interest with our Ottawa members and had a great turn out at the last expedition.

The morning of May 15th, as the sun began to rise, our out of town guests and I were up and ready to get organized with plenty of time to rendezvous with the other trucks in Cedar Hill (an hours drive from Manotick). After a full fry-up breakfast we had but a few things to take care of before we set off. One such item was to remove one side step from my beloved 90 as we were bringing it with us and I had already removed one side step and the trailer hitch the day before to gain more clearance under the vehicle. As I began this relatively easy task, the others collected bits and pieces (oil, tea, cookies, tools, etc). Unfortunately for me I came face to face with a rusty, inaccessible and down right nasty bolt that had decided on it's own that it wasn't going to let me remove the side step. It hung in there like a fly on the windscreen that just won't let go. An hour later as I was on the verge of a mental breakdown, Rory crawled under the vehicle to offer assistance. "Ah" I thought. The first act of camaraderie. With the rusty bolt finally defeated we were off ... and only running an hour late. Luckily, Peter Mcgough was running late as well, but only by a half hour, so he kept the troops assembled at the meeting point.

With a total of 7 trucks we had a good spread of Land Rover representation including but not limited to 2 Defenders, 2 ex-mod 109's, a Range Rover 2 door classic, 1 Series and Eric's ex-Canadian military vehicle (can't remember the name of it). (*Ed note "The Unknown Soldier" perhaps?*)

The planned route would have us enter at Cedar Hill Road and Concession 9. This is a really nice little trail that winds up through the hunt camps, through the forest, onto the hydro line. As an added bonus, about 30 minutes into the trail, we stopped by my mate's hunt camp (which has an outhouse). The Tim Horton's coffee is usually working it's magic by this point and the outhouse was a welcome sight to many of us. Following this trail leads to a nice little stretch on the hydro line heading towards Hwy 511. After crossing the highway the trail gets really interesting. This is where the route yields some fantastic height elevations, hillclimbs and amazing scenery.

As the events of the day unfolded it was agreed by all that it was a thoroughly awesome day of offroading. We had a superb number of participants, including: Al Carthew, Rory McDonnell, Aiden McDonnell, Dave Pell, Roy Parsons, Eric Ratcliffe (aka Smooth Eric), Peter Mcgough and Verne, and myself ... and of course my trusty side-kick Bella the doberman. We had no breakdowns and the only one who needed a tow out of some mud and water was yours truly. As an aside, and speaking of mud and water and Bella the doberman, we discovered that she is a really good scout for inspecting unpredictable water obstacles. By throwing a stick, or better yet a piece of salami, into the middle of the obstacle, Bella will charge in to retrieve the object giving a very good visual on the depth and traction conditions of the obstacle. God I just hope my seat covers get here soon as she brings much of the water or mud obstacle back inside the 110.

Notable achievements of the day go to Rory McDonnell (driving Al Carthew's Series 3 88), Smooth Eric in the military machine and Peter Mcgough in the Range Classic for ascending an extremely challenging rock climb to the highest elevation point we encountered. The climb of these brave members also earmarked the pinnacle of our journey as we all got a breath of fresh air whilst surveying the astounding view from atop the mountainous cliff we had all traversed. My camera was dead by this time as I forgot to charge the battery but Dave Pell was quick to assist in

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Report from the Field

Scouting Run — Soldiers Line Bog

MAY 1ST 2010

Whilst on a light scouting run looking for the Marlborough Forest and the wondrous trails within, Officers Ashworth and Macpherson of the OVLR squadron spotted a nice little green lane public non-maintained road access to the above mentioned location. Upon deciding to navigate the mysterious trail these two brave soldiers (in the name of all that is Land Rover) persisted through two medium mud obstacles only to find the Moby Dick of all 'glory runs'. A beautiful trail leading directly to the Marlborough forest lay in front of them. The only thing between their current position and the entrance to the forest ... a 750 yard trail, 4 feet wide and extremely water-logged. A single dodgy ribbon of trail dotting in and out of full marshland with no turn around points. Upon deciding they would 'take a crack at it' both the rugged vibration of the 200 TDI Defender and the splendid roar of the Range Rovers' 3.8 power plant rumbled to life. The plan was straight forward enough; the Defender (being first in line) would build up speed in 3rd gear low range and head for home base. First mud hole "BANG" "BOUNCE" and still moving. "OK" thought Macpherson, being a



young enlisted man in the ranks of such an illustrious club, "got to stay on the gas" as the turbo kicked in the defender nailed the second big hole, kicked up the front and nose-dived (at a dead stop) straight into what was later learned to be a bog. Not a swamp, not a river or a creek ... a bog. The two young soldiers were only later to learn the definition of a bog and the inherent hazards that make such a wonder of nature so difficult to navigate.

Regarding bogs — "One such hazard is the perceived bottomless nature of bogs. Layers of live sphagnum moss grow on top of dead but not yet decomposed layers, which can be of great depth, with a bottom that is difficult to see. Up to 80 percent of sphagnum is water, yet it is strong enough to walk on, albeit with a sense of "springiness". Bogs are not literally bottomless, but they do present hazards to travelers. In the pool-and-hummock type of bog, tussocks are separated by standing water. Because the water is often murky, the bottom is not visible. Walking from tussock to tussock is best done in daylight—and even then with great care. The hands of a dead man recovered from Velne bog in Germany held tufts of heather, which he probably had grabbed in a vain attempt to pull himself



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Report from the Field *(continued from page 7)*

out of the bog (Coles and Coles 1989). Other bodies have been found clutching sticks. Even after centuries, bodies recovered from such bogs remain well preserved, due to the acidic and anaerobic conditions in bogs. Roundstone Bog in Ireland has a series of lakes in it that are linked by narrow but deep streams which are “often impossible to jump unless you know the right spot to aim for” (Robinson 1997, 16).

Sinking and unsure whether to abandon ship the young cadet Macpherson distinctly heard a roar in the distance behind him. Indeed it was the inspiring growl of Lieutenant Ashworth’s Range Rover Classic racing to assist. Speeding towards the first mud hole the Rangie thrashed through it with the ferocity of a giant awakened from a deep sleep. In moments, Ashworth had fastened a tow strap to the trusty Defender 90 and with ease, dragged your humble narrator out of the insatiable water hole.

Now, with both vehicles stranded but safe on a narrow patch of island in an ever sinking bog, the soldiers were forced to assess their exit strategy. Knowing there was no way forward, difficult decisions would have to be made. As the lofty berth of the Range Rover would not possibly allow it to be turned around on the skinny trail which seemed to become smaller as the minutes passed it was decided Ashcroft would have to traverse the (the now almost non-existent) trail through the first bottomless mud hole in reverse. Adding to the complexity of this operation was the presence of a culvert in the middle of the hole which somehow remained solid while offering no footing on either side of it. With a deep inhale-exhale, garbed in his land rover cap, Ashcroft engaged the air bags to their highest setting. In a flash the Rangie sped off at maximum reverse speed and entered the abyss. The rear wheels dropping into the black hole at maximum velocity; spun relentlessly, and assisted by the sheer momentum of the approach shot the rear axle of the massive Range Rover over the stubborn culvert only to drop the entire weight of the incredulous vehicle’s frame directly onto the immovable object at a complete dead stop. Even the extended reach of the emergency extra ride height could not find a single touch point within the murky and unforgiving depths of “the bog”.

Although the vehicle was not sinking the determined two friends knew that an engineering plan was warranted. As could reasonably be expected the

initial plan was to yank the Rangie out of the bottomless depths using the guile of the 90’s diff lock systems. A tow rope was quickly attached and drivers were in position. With a mutual ‘thumbs up’ the defender sped off, eating up the slack of the tow strap as if in a James Bond movie. WHACK!!! Was the sound echoing though the wilds of the bog as the defender was thrashed to a dead stop. Being hung up on the culvert presented a unique situation. The entire 5.000 pounds of Range Rover glory was hung by its frame on the somehow stable culvert. Much as the 90 might try, it could not budge the enormous valor of the jammed Range Rover.

Now it was down to mental determination and persistence. As if derived from ‘the old man and the sea’ or ‘the ancient mariner’ the two soldiers, stranded in uncertain circumstances, exchanged a glance without any words being said. They both knew in their hearts what had to be done. They were after all members of an organization that doesn’t flinch in the face of danger, but instead persists.

11 hours later, the two weary cadets had hauled every log, stick, rock and piece of grass from the marshy landscape surrounding them to build a bridge underneath the Range Rover. The theory being that if the bog holes were filled, the Rangie could get some footing and crawl itself out. With the assistance of two support vehicles that could only reach the main road leading to the trail where the two OVL R members had entered, bug spray and a high-lift jack were air-lifted in to the hot-zone.

Undergoing multiple attempts, and with the assistance of the high lift jack which itself was almost consumed by the incredulous bog, the two weary operatives attempted to assist the Range Rovers suspension to touch it’s toes on something tangible but it was soon realized that the bog was seemingly bottomless. No matter what object (including a 120 pound stone) was added to the hole beneath the Range Rover the bog consumed each and every object thrown at it. In desperation, the soldiers sent out an SOS on a secure channel to OVL R HQ. No response. Did the message get out they thought? Or has it been intercepted and diverted by the JEEP club? Pure speculation was the lonely reality of the situation. The two stranded officers discussed their options at length. As nightfall beset itself upon the

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Report from the Field *(continued from page 8)*

dire situation, a democratic vote was made to abandon the vehicles for the evening and reassess options for the following day. Our coordinates were transmitted to an assistance vehicle and the two weary soldiers were extracted from the battlefield.

Once home, the whirring of ideas and the clicking of computer keyboards echoed into the night as Frank Ashworth and your tired yet humble narrator devised a plan to recover the stranded vehicles. It was learned (much too late) that the hi-lift jack is a device of many uses. In fact there are some individuals on the world wide web that believe there is no task that the high-lift jack cannot be adapted to accommodate. What this platoon needed was a winch, and alas, the hi-lift indeed can be used as a come-along winch.

As most of the seasoned members of the OVL R already know, one may attach the top of the hi-lift jack to one tow strap and fasten that tow strap to a solid anchor (i.e. a tree) in order to produce a horizontal pulling system. In this particular instance the nearest tree was conveniently located 120 feet from where the rear of the Range Rover, anchored on the culvert like a sea-saw was continually sinking into the murky depths of the unforgiving bog. A second tow strap is then attached to the jacking point on the hi-lift. The recovery plan was hatched.

Sunday morning ... the automatic doors of Princess Auto slide open at 9:00 am like clockwork. A rift of dust swirls as the staff rub their eyes and gaze in wonder at the tall dark silhouette before them. Without a word Frank Ashcroft proceeds into the empty store with a swagger similar to John Wayne walking into the local bar looking for whiskey. "I need 120 feet of tow strap", the tall figure mutters". Meanwhile, your humble narrator was writhing in discomfort, still asleep in bed. Black flies were all over him!, biting!, sucking blood!, they were relentless!, "GASP", as he woke up, "WHEW" only a dream. "Frank should be here any minute".

Without a word as Frank arrives to collect your now rested narrator, the two exchange a glance as if to say "If we don't get out of here alive, it was nice knowing you.". As the two soldiers nervously approached the point of entry, Ashworth's communication device chimes to life with contact from OVL R HQ. Help



is on the way. As if stranded in the jungle in the Vietnam war, awaiting support, the two soldiers don't say a word but mutually understand that their chances of survival have just multiplied. Not only is the OVL R sending in reinforcements, the Commander and Chief himself (Peter McGough) is committed to rescuing these two dedicated and valued members of the organization. Peter couldn't have said it better himself in the May newsletter – and your thankful narrator will now quote from our president "the key to this club is camaraderie." Well said and well demonstrated Peter. After navigating some extremely tricky mud obstacles, the 2 door Range Classic was on top form. With winch ready for recovery operations, Peter employed his winch experience and capably pulled a (now with mud and suction combined) 10,000 pound Range Rover (fully loaded with all creature comforts I might add) from the greedy jaws of Soldiers Lane Bog. With the mighty Range Rover now freed from the grasp of the obstacle we were in good form. Another tug from the 6000 eased the 90 over the trap and we were free.

So, a good ending indeed. Not only did Ashworth and Macpherson gain a new respect for each other following the motto – no person, dog or vehicle gets left behind, but we were both truly inspired by the camaraderie of our outstanding club. Leadership comes in many forms and our president has certainly earned our respect with his act of rescue when two fellow members were in trouble. After the operations were complete, we all had a cold beer and talked shop. My kind of club. Cheers



**OTTAWA
VALLEY
LAND
ROVERS**

REGISTRATION FORM

OVL R 27th BIRTHDAY PARTY

Thursday June 24 - Sunday June 27, 2010

EARLY REGISTRATION DEADLINE - Must be received by June 14th

Please complete and send both pages of this form and a cheque to:
OVL R, PO Box 478, Carp, Ontario K0A 1L0 or contact OVL R.Treasurer@yahoo.ca to pay by PayPal

Name _____

Address _____ City _____

Province _____ Country _____ Postal Code _____

Phone _____ Email _____

Name(s) of guest(s) (and age of children) _____

BIRTHDAY PARTY FEES: Included: Saturday Dinner & Sunday Continental Breakfast

	Received by June 14th	After June 14th or at event
Family (2 adults + _____ kids)	\$110.00 x _____ = \$ _____	NA
Adult (13 & up)	\$45.00 x _____ = \$ _____	\$60.00
Child (6 - 12) ('child friendly meal')	\$12.00 ** x _____ = \$ _____	\$15.00
Infants (0 - 5)	Free	

** Reduced fee reflects 'child friendly' meal of hot dogs / hamburgers plus all side dishes and dessert

Birthday Party Fees Total \$ _____

PLEASE NOTE THE FOLLOWING

- Off-roading will be scheduled for Friday, Saturday and Sunday <-- ... 3 days of off-roading
- Payment of registration fee is required regardless of your participation in the meals.
- Club Insurance requirement: All drivers must be members. If you have a guest wishing to drive your vehicle, affiliate memberships are a bargain at \$5.00. Renew your membership or purchase an affiliate by filling out the appropriate section on page one and the above information on this page for each membership, or will be available at the birthday party.
- All vehicles must be plated and carry personal liability insurance.
- ALL participants (drivers and passengers) must sign an insurance waiver. Bracelets will be used to track completion.
- Drinking and driving, whether on or off-road, is a criminal offense and will not be tolerated.**
- Members wishing to participate in off-roading activities must be prepared to submit their vehicles for a mechanical safety check and must have suitable recovery points.
- The executive reserves the right to deny access to off-road trails at their discretion.
- Accommodations are the participants' responsibility. Camping at the main site is available free of charge. Port-a-Potties will be available. No showers.
- Fires are NOT permitted at the main site.
- Drinking water will be provided in 5 gallon bottles with pumps. You will have to bring your own drinking containers, or stainless steel water bottles with OVL R logos will be available for purchase at a cost of \$10 ea.

Signature _____ Date _____

Classifieds

FOR SALE

1989 hard top; checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains. This is a solid Land Rover.

\$18,500

call Matt:

613-222-5121



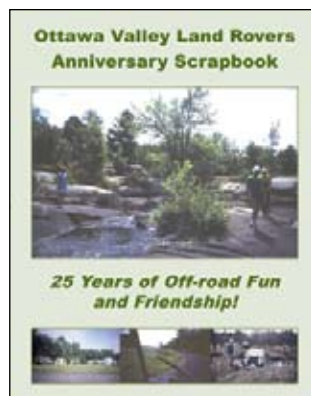
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FOR SALE

1989 defender 110 county; turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps

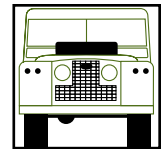
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$18,900

Contact: British Matt - englishman99@hotmail.com
613-222-5121



YOUR AD HERE

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



Offroading Update *(continued from page 6)*

documenting our journey and got some really great pictures which we have posted on the forum (thanks Dave). Besides the driving we had a great group of people including but not limited to new members like myself, executive members and out of town members — great company.

As a final aside I am extremely pleased to report that my beloved 90 has secured a deserving new keeper (who is also an esteemed member of the OVL.R) to enjoy this amazing truck through its next chapter in Land Rover history.

Thanks to all who made it and we'll see everyone next time.

And I would ask everyone else to come out and try a run with us if you can. You won't regret it!

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Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers — so you can trailer to & fro!

Visit our online store at

www.landroversalvage.ca

or call us

613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic

(We own our own premises, so are here for the long term!)

We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

OVLR 27th Birthday Party

Thursday, June 24 — Sunday, June 27, 2010

Join in on the fun!

