

1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'day eh:

Jan. 8/93

HIGHLIGHTS: Yves Fortin is OVLR president for 1993; Fred Joyce wins lugnut of the year; Dave Meadows takes over the editor's pencil and time is running out for 1993 dues.

Now the details: Former VP Yves Fortin beat out two other candidates in the Jan. 7 election to become OVLR's seventh president, replacing Jason Dowell who declined to seek a third term. New vice president is Harry Bligh, who has been holding down the secretary's job for the past several years. Harry retains his other title as "Chef de Cuisine du club", so members who look forward to his outdoor palate-ticklers can relax, he's still head cook. Tom Mayor remains as treasurer for another year, while Fred Barrett finally got his wish and won an election...as secretary.

Resident loon Dale Desprey and former treasurer extraordinaire Lyne Leduc provided stiff competition and the race changed hands several times during counting. Both Dale and Lyne are experienced members and the new exec will be looking for their help this year. With six candidates contesting the four executive positions, and two of them running for two different positions, it was the busiest election in years. Twenty-three members from an eligibility list of 40 filed ballots. (Only members living within the Ottawa Valley may vote and hold office in OVLR.) The election enthusiasm was a far cry from our situation a few years ago when nobody ran for office and the outgoing president had to appoint an executive under an emergency clause in the constitution.

Seventeen members attended the Annual General Meeting, one of the largest turnouts ever. Outgoing president Jason thanked his executive for its support during his two-year term, offering special thanks to VP Yves for his organizational skills. The VP is responsible for overseeing events and Yves was in with both feet during the T-CAT rally and the club's birthday and Christmas get-togethers. Jason also thanked editor Mike (McD) McDermott for tending the newsletter the past four years and never letting facts get in the way of a good story. All present however conceded that everything ever written about Bates was absolutely true.

Editor McD, in handing over newsletter chores to Dave Meadows, reported the monthly missive totalled 80 pages in 1992 and circulation reached 90 with 18 going to other clubs and suppliers. He said production costs are still under the \$15 per member that determines annual dues but the hike in postage rates and materials could mean a fee increase next year. Dues has remained unchanged for two years.

The exec decided that this newsletter would be the last sent to members who have not paid their dues for 1993. New editor Dave, assisted by Robin Craig, makes his debut with the February newsletter. If you've got something, call him at (613) 599-8746.

Treasurer Tom presented his annual accounts showing a balance of more than \$1,300 in the bank after handling almost \$6,000 for last year's activities. His statement is included in this newsletter. Any member wishing a detailed breakdown may call Tom at (613) 256-5585 to examine the books.

In the bearpit session members got a chance to tell the exec what they liked--and disliked--about things. The Christmas party took a little flack for the quality of food and lack of a "party mood". Suggestions included dance music, better decorations and atmosphere and an earlier date to avoid conflicting with other Christmas parties. (The Navy Mess has already dumped the caterer and promises better grub next Christmas.) Some said the annual frame oiler should be held earlier in the Fall to avoid bad weather. Others wanted more off road trips, technical seminars and better publicity surrounding events to attract other clubs. The exec noted all were good ideas and what was needed were a few volunteers to help set them up. The outgoing exec got full marks for the year and a promise of "pints" later that night.

In the final event of the evening, outgoing prez Jason was presented with the traditional engraved pewter beer mug honoring a term in office that saw OVLR grow to 72 members. Jason steered the club through the busiest period in its nine-year history, overseeing activities that included more events than ever, the construction of a kitchen trailer and the hosting of an international cross-Canada rally.

AMID HOOHAAAAAS, arggghhhs, lotsa guffaws and the occasional smirk, 44 members and friends attending the club Christmas party heaped abuse on Ottawa member Fred Joyce for taking top honors in the annual race for Lugnut of the Year.

Fred, AKA "Fried", was honored with a plaque reading "Rear Rammer" in commemoration of that day several weeks earlier when he became the first member in the club's history involved in a two-car smashup--in the bush. On a "mud safari" with several other LRs in nearby Larose Forest, Fred shifted into carreening gear while rounding a sharp turn between the mighty oak and proud maple tree--and got a real close look at the military bumperettes on Bruce Ricker's 109 pickup. A couple of gibbled fenders, scratched winch housing and a lot of snickers totalled the damage on Fried's 88. The 109 didn't notice but Bruce is holding his neck while he waits for the lawyers to show.

The awards committee, searching for an appropriate inscription, originally picked "Bum Basher" but, while fitting, it already belonged to a local TV personality and gerbilmeister. The plaques are mounted on a handsome 88 replica carved in butternut by Vern Fairhead.

This marks the first year the plaques were professionally done. Until now, the winners were scratched on a chunk of scrap aluminum (no, not Bate's truck). The professional touch also allowed us to correct all the misspelled words on the originals. (Another Bates contribution.)

Winner of the Towball Award was Roy Bailie, a new member who has jumped in with both feet, already collecting several LRs in "kit" form. Roy, who hails from Ireland where Land Rovers come with the popular bomb proof and machine gun options, flatbedded his treasurers to his body shop in Kanata.

Partyers got a look at election candidates in a quick slide show and if it prompted anyone to vote for a particular candidate, we can't imagine why. We saw Dale wondering around in the dark, Lynn and Freddie Barrett sleeping (not together), Yves modelling some spiffy ski togs, Tom picking someone's pocket and Harry curled coquettishly on a couch. Definitely not the stuff of leaders.

Just about everyone who attended the party in the Navy Association Mess on Victoria Island was visited by Santa. There were T-shirts, calendars, hats, LR bits, a bottle of wine, books and theatre tickets. Special thanks for their generosity go to corporate donors Rovers North and Atlantic British Parts Canada. OVLR donors included Sean McGuire, Tom Hammond, Dave Meadows and Robin Craig.

United Parcel Service managed to delay the Rovers North package almost two weeks, making it too late for the Christmas party. Not bad for UPS but no match for the two months they took to deliver an axle from RN to McD several years ago. If they keep this up, we're gonna start thinking the Post Office isn't so bad after all---scary thought. No worries though, the huge box of stuff is locked away and will be used for prizes at upcoming events.

One disappointment at this year's Christmas party, was the lack of human representation from Rovers North. In year's past, owner Mark Latorney and chief Mechanic Charlie Haigh and wife Pam have made the trek from Westford, Vermont to share a dram with us. This year, we failed to check with the RN crew when making plans and our party night clashed with RN celebrations. We'll make sure it doesn't happen again.

Jerry Dowell and Yves were the only members to actually bring a Land Rover to the party. They would have received an award for courage until we realized they had no choice. It's the only transportation the poor beggars have.

A special "blush award" went to McD who, upon arriving at the Mess with frosted spectacles, proceeded to press a finger into the south end of Lyne Leduc in a digital comment on her new, form-fitting jeans...only to discover they were filled by a complete stranger. The bottom belonged to a lady friend of Lyne's son Phillip, also known as "The Gentle Giant"---thank goodness. McD now understands the dangers of the Braille system and promises never to do that again.

MOUNTAIN SKIING, "fast wimmin" and cheap beer. Sounds like a weekend heaven for a bunch of "wild and crazy" guys eh?. Well, what if there was no snow, some of the old fogies had gas and they all needed their nappies by 9 pm. OVLRL members Jerry Dowell, Bates, McD and Roy Bailie, accompanied by the lovely but annoying Mark Van Dusen of CBC fame, made a whirlwind tour of Vermont hot spots recently. Billed as a Christmas getaway, the fivesome snuck away from their frozen Land Rovers to tour in comfort, thanks to Roy's eight-seater land yacht repleat with cruise control, stereo and HEAT. A little "pubbing" in Burlington (where Jerry discovered his new, bargain-basement underwear had the fly sewn shut), an old John Wayne movie back at the hotel, and a visit to Rovers North before dropping in to see Pam and Charlie Haigh's new post-and-beam house, rounded out the overnigher. A highlight of the trip was a minor scuffle back at the Canadian border when the boys had to explain to Canada Customs what the phrase "duty free" meant. Chalk one up for the good guys.

...NEWS...VIEWS...FACTS...BOLDFACE LINES...HOT TIPS...FOR SALE...

*-First meeting of the 1993 exec is Tuesday, Feb.2 at 7 pm in the Olive Garden Resturant, Meadowlands at Merivale Road. Join them.

*-Looking for a 1966 Doormobile?. Try Luc Racicot at (514) 466-6633 on the South Shore about 45 miles east of Montreal. It's a tip and we know very little except he's asking \$2,500.

*-Check out the review of the North American 110 in the current edition of Truck and Trail Magazine.

*- OVLRL veteran Sharon Cregier is off to Australia and the Middle East and so is parting with her loyal friend of 18 years, the QE II. The four cylinder, 1974/88 is going for \$7,000 without all her spares...and \$6,500 with them. Yep, you heard that right. Before April, call (902) 566-0621. Good luck Sharon. Drop us a line and pix.

*-Dave Place, of sister club "Prairie Rovers", is looking for a running 2-1/4 engine, fewer miles the better. Also wants a deluxe bonnet (204) 482-7461.

*-Cudos to Yves and Bates for freezing their fingers with Freddie Barrett installing a transmission for the ride home to Montreal for Christmas. He made it. He's looking for a good four-banger too. (613) 731-1294.

*-Toronto Area Rover Club newsletter editor Mark Stefanovic is giving up the pen and heading for university in BC soon. He's looking for someone to share the ride...and the gas. (416) 825-8662.

*-Montreal member Michel Bertrand joined us for the general meeting and borrowed an armload of LROs for his reading pleasure.

*-McD struggling to get Bates' 107 out of his garage so he can get back to work on the kitchen trailer. The long-suffering "Sally" is in for the repair of countless "discipline sessions" (hammer blows) and "routine maintenance" (rebuilding the gas tank, carb, firewall, exhaust, rad, side windows, wheel hubs, winch and sundry other items that have failed under Bate's relentless driving habits over the last six years and 42 miles.) Al, meanwhile, is off to Vegas and Florida to pretend he's somebody else.

*-Rescuers visited Jerry Dowell's Series 111/88 "Edna" recently. Problem: Ignition wires, points and a very cold day. Changing the electrics did the trick. Not so lucky was "Desperate" Dale Desprey. Come January, the Fires of Hell won't warm up a diesel.

*-The Rovers North Fall newsletter has an interesting photo of our own Bates being towed INTO the off-road course. Sigh. Dale and the OVLRL members received honorable mention for their artful sprawl under and around his deisel "Old Smokey" at the British Invasion ceremonies. Dale took top prize for "Most Humorous Tailgate Display".

*-One more reminder to get your dues in, if you haven't already done so. It's \$15 to the letterhead address. (This does not apply to other clubs, suppliers and Life Members John Hart and Harold Huggins who received complimentary newsletter subscriptions.)

*-And did you hear authorities are banning blind folk from bungee jumping? Seems it's too hard on the guide dogs.

That's all folks. I'm taking a little rest but remember, the camera never blinks.

Best Regards;
McD

President Yves: (613) 237-9719

VP Harry: (613) 284-0228

Treas. Tom: (613) 256-5585

Sec. Fred: (613) 731-1294

Ottawa Valley Land Rovers

Statement of Income and Expenses for the year ending December 31, 1992

Income

Bank balance/cash on hand: Jan.01/92	\$1814.39
YE '91 postal advance	95.20
Bank interest	26.51
Membership:	
1992 renewal / init fees	668.00
1993 renewal / init fees	262.50
Events:	
Maple Syrup Rally	266.00
Garage Sale	205.65
TCAT	181.93
Birthday Party	426.00
Oiler	225.00
Christmas Party	793.00
Sale of inventory (Sweatshirts, T-shirts, toques, misc.)	691.17
Miscellaneous:	
Consignment sale	53.00
Other	1.00

	\$5709.18

Expenses

Newsletter	\$ 747.33
Long distance phone charges	14.95
Miscellaneous:	
AGM/Exec mtgs.	45.85
Photos	10.35
Events:	
Maple Syrup Rally	215.36
TCAT	167.00
Birthday Party	352.16
Oiler	83.50
Christmas Party: 1991	44.94
1992	592.50
Purchase of inventory (sweatshirts)	750.38
Purchase of assets:	
Socket & adapter	33.90
Trailer	1305.68
YE '92 postal advance	15.59
Bank balance/cash on hand: Dec.31/91	1329.69

	\$5709.18

Year end treasurer's report produced January 07,1993

Tom Mayor

Tom Mayor
OVLRL Treasurer

Happy New Year folks, here we go for another Land Rover filled year.

Thanks to all of you who tried your hand at the Rover Recognition at the Christmas party. An excellent job by Peter Whitworth in getting ten out of ten, also credit to Dave Meadows, Michel Gagnon and Fred Barrett for their efforts. I will not divulge their scores as some might get embarrassed if I mention they only got one and a half! As for the rest of you stumps, well you ask for new games and then you do not participate, figure that.

This year sees "General Service" heading south at the request of the Land Rover Owners Association of North America. Their journal the ALUMINUM WORKHORSE (A.W) is going through a bit of an overhaul. You will note that the group name has changed to include us North of the Border. Sadly we must understand that Canada alone will not support a magazine like Oileak Illustrated. So Brad Blevins the editor of A.W is looking to widen his audience to include the likes of you. The magazine will continue to offer round ups from all Land Rover groups across North America. Aswell there will be a summary of world Land Rover news and technical articles covering the topics that you want to see.

Currently the cost for a year is USD \$20 I understand, the LRONA can be reached at PO BOX 6836, OAKLAND CA 94603 USA. Editor Brad Blevins can be reached directly at 2998 Atlantic St, Concord, CA 94518 USA and if you get the urge to call or fax him, you can on 1 510 687 1188.

From Bob Morrison in the UK comes the news that the British Army's truck replacement program is rolling along with Land Rover being contracted to provide a total of thirteen vehicles for the trials phase of the program. These vehicles cover the light and medium range capacity of the program. Land Rover are the only one in these two categories being asked to tender vehicles for the trials stage. From this one can be certain that they are the winner of these two classes. In the heavy duty class where many had expected to see the 130 or 6 x 6 to dominate, Steyr Daimler Puch have also been asked to provide a trials vehicle. It seems that the SDP 4 X 4 vehicle may be the favourite at this stage for this job.

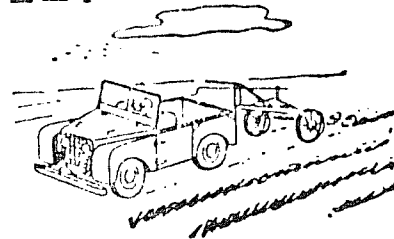
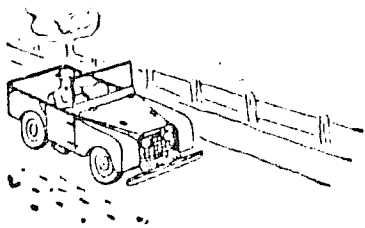
Despite all the gloom and doom about the recession it seems to have escaped Land Rover. To keep up with world wide demand for their three products the factory is now producing more vehicles every week. Current Discovery numbers are up 10% to 550 units per week, Range Rover up from 350 to 370 and Defender constant at 320 a week.

Land Rover are capitalising on the success of their "Tdi" (turbo charged direct injection) diesel engine by offering a retrofit package that allows owners of pre 1983 90 and 110's to buy this engine and drop it in to give their vehicle a new lease on life. The Tdi engine has been widely acclaimed since its inception and is now the standard fit for British military Land Rovers. The Tdi gives 107 bhp and returns an incredible 32 miles per gallon. Imagine if a retrofit package was available for Series 2's and 3's?

Finally I would like all the faithful snitches out there to call in with who is taking the longest to rebuild their Land Rover. Also any good quotes of those pathetic excuses would be useful for adding insult! I think the current leader is Bob Wood. By the way he has a 109 frame for sale, for details call 225 2100.

Until next month..... Robin 613 738 7880

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December, 1950