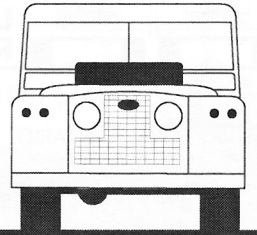


OTTAWA VALLEY LAND ROVERS



JUNE 2003

WWW.OVLR.ORG

VOLUME XX, NUMBER VI



Flying high at the Adventure Team Challenge (Linda Bradley)



**OTTAWA
VALLEY
LAND
ROVERS**

PO Box 36055, 1318 WELLINGTON STREET,
OTTAWA, ONTARIO, CANADA K1Y 4V3

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.

OVLR 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 CD\$35 per year, Americans and others pay US\$30 per year. Membership is valid for one year.

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OVL R NEWSLETTER

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is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. 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 that month's newsletter. All items submitted for publication should be legible and signed. Names maybe 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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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 website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,
must run for minimum of 3 months.

BENEATH THE BONNET



Mmmm. Mud. Must be sugar bush time!

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HEY MAN, WHAT'S GOING ON?

OVLR 2003 CALENDAR OF EVENTS

June 2003

Byward Market Auto Classic, June 1. Ottawa, Ont.
The 20th Birthday Party, June 20-22. Silver Lake, Ont.

July 2003

The Evolution of Wheels, July 6. Sci & Tech Museum, Ottawa, Ont.

August 2003

Paragon Adventure Park, August 28
Perth Fair Truck Show, August 31. Perth, Ont.

September 2003

Frame Oiler, sometime cold. Ottawa, Ont.

December 2003

OVLR Christmas Party.

January 2004

Annual General Meeting. The coldest night of the year, Ottawa.

Note: Socials are held at the Prescott Hotel on Preston St. in Ottawa the third Monday of every month at 7:00 p.m.

TAKIN' CARE OF BUSINESS

STATE OF THE OVAL

by Kevin Willey

Hello everyone and welcome to the 20th year of the Ottawa Valley Land Rover Club. For those of you who missed the Maple Sugar Rally, it's really too bad since it was a great day for everyone. (See Terry King's article in this newsletter.) It was sunny and warm and very well-attended. A fun afternoon of green (mud) laning was had by all. Ted Rose and Kevin Newell decided, once again, to lead the intrepid lot down the slippery slope of doom! This year there were only three hours of winching to get everyone back up. Thanks to everyone who pitched in to cook, clean and lead.

Next on the club agenda will be our biggest event of the year, The 20th Anniversary Birthday Party. Planning is well underway. As in previous years, we hope to provide the same excellent event with fun for the whole family. Most issues have been sorted and we are just waiting for the funding to proceed.

This brings me to the clubs most pressing issue. Due to circumstances beyond the control of last years board of directors, our newsletter was unable to publish for a short time and it was decided to extend club memberships for approximately six additional months. This difficult, but necessary decision resulted in drastically altering the cash flow of our club. Not until early this year did the board of directors fully realize the implications of the decision.

In past years we had a large portion of the membership renew before the birthday party in June, which helped fund the event. Now most members renew at or after the Birthday Party. This change results in the club being in a bit of a cash flow pinch. To make things more interesting, our club insurance has doubled from what it was in past years and it may go up again as much as 50% this year. Our only other major expense is our newsletter. Production and postage costs us approximately \$3.00 per member, per month (now that's a bargain).

One of the solutions we have decided to adopt is to offer the newsletter by e-mail. If you wish, we will e-mail a PDF version to your email address every month. This will save our club the \$3.00 per month, which will be put back into the maintenance and betterment of our events. This option also provides you with the newsletter about a week earlier than by post. I am asking everyone who has a high-speed line to please consider taking this option by e-mailing the newsletter editor and advising her of your intentions.

The last bit of business, for now, is the need for volunteers to take positions on the board. Some of the current group of directors may well desire to be replaced at the end of this season. We have about 80 local members who are eligible to take positions or assist the board. Please seriously consider helping out. The really good news... David Meadows is back as Secretary treasurer, making for a great level of organization.

In closing if you are able to accept a PDF please take this option. If you can offer your services to the club, please step up. This year promises to be a great one for our 20-year-old club. Have a fun and safe off road season.

Respectfully
Kevin Willey
President
OVLRL

A SAD NOTE

from Roy Parsons

It is with sadness that I inform the club of the passing of Elizabeth Huggins, beloved wife of club member Harold Huggins, of White Rock, British Columbia. For the newer members unacquainted with Harold, back in the 1970's when Harold and Elizabeth lived in Ottawa, Harold founded A.L.R.O.C (Association of Land Rover Owners of Canada). Harold singlehandedly produced the club newsletter, "Transfer Box," for many years. Some of the original Ottawa area A.L.R.O.C members subsequently formed the club we have today, Ottawa Valley Land Rovers. On behalf of the club, I offer Harold and his family our deepest sympathy.

FOR SALE

1963 Series IIA, right hand drive, restoration mostly complete, new engine and other parts. US\$7,000 obo. Will deliver within 100 miles of Richmond, Virginia. Trailer for same US\$1,000.

Roger Atkins
804 366 4901
waters.edge@starband.net.



WANTED, DEAD OR ALIVE

I'm looking for a used Ser IIA Winshield Washer Motor for a 1967 109 Station Wagon. Alternatively, the gears from the inside of such a motor would be welcome as well. The Rover's North Catalog number is RNB580. If anyone has such a beast for sale, please call me at (613) 833-0984.

Thanks in advance.

Arnold Villeneuve in Cumberland, ON
arnold.villeneuve@rogers.com

1984 DEFENDER 90

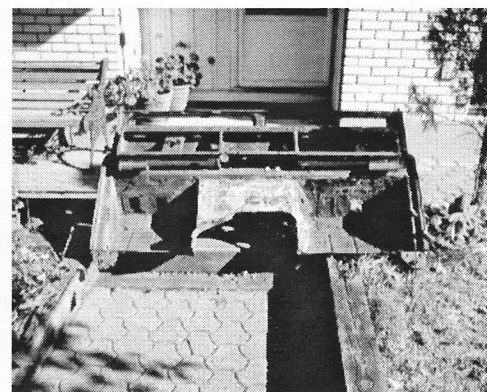
With a 1993 200Tdi retrofit in 1998. County SW. Right hand drive. Sunroof, bullbar, ladder, sidesteps. Imported to Canada in 2000; one winter driven only. 4 new tires. Excellent shape, much loved. Appraised at C\$12,000. Call Wendy at 730 4846 to view.
wgilmour@netcom.ca

SOME ASSEMBLY REQUIRED.

I would like to put this landrover in the news letter for sale area. This is a unfinished project. Just do not have the time, the frame has been gone over, new rear x member and is solid all over, new springs front and back, axles rebuilt new swivels pins brakes etc. Engine and gearbox redone, engine and gearbox in frame, bulkhead redone, new footwells, posts, front breakfast plate like new, rad redone - at this stage it is a rolling chassis. Also all new steering joints. Body is off and stripped down ready for paint. A ton of new parts: new seats; front and recovered middle and rear seats, new door tops and repair kits for all doors, new wire harness, new set of lights and seal for windows window tracks etc. All kinds of new parts screws etc etc also a ton of used parts with it engine 2 gearboxes body parts etc. I have over \$6000 Cdn in it. I am after as close to that as i can get.

Call andrew taylor 450-458-3060 or email at arovrs111@aol.com. I live just out side Montreal about 140 km from Ottawa. Andrew Taylor

SHED WARNING.



Bob Wood says: "The shed is still there but really getting wobbly. C'mon folks, shed's fading fast.

2A firewall or a Series III Military Front End. Choice is yours. fob Garfield \$750 each

225-2100

more classifieds on the next page!

MORE CLASSIFIEDS.

COLLECT THE WHOLE SET!



1966 Series IIA 109

4 dr station wagon, safari roof, free wheeling hubs, power take off with pulley at rear of transfer case, motor stuck, needs frame, \$1000

1967 Series IIA 109

2 dr, new seats, 2 fuel tanks, was on road 2 years ago, needs engine work, frame ok, \$2500

1974 Series III 88

2 dr, frame needs work on rear crossmember, motor needs work, \$1500

Koenig winch

With mounting bracket for Series LR, driven directly from crankshaft pulley. \$1000

Contact Ross Rowat at 613-924-2727 evenings or 613-544-5575 days,
Athens, ON

rowat@renewableenergy.on.ca

1984 SERIES III

Hello, Since my last email I've gotten some response from people interested in buying my Land Rover. Yes, I'm very interested in selling it, though with great reluctance as I enjoy it immensely. It's also one of some very few in Canada. Here are some details...it's a 1984 Series III, 109, 3/4 ton, post-Military vehicle. It comes with all the "jump" seats in the back and a canvas roof (no rips and in good condition). It also comes with a hard-top (covering only the cab). It's from an older Series III but fits nicely. Differences from the civilian version include two gas tanks that are can only be accessed by removing the driver and passenger seats (no smoking!), and a beefed up chassis. It also has some neat electrical switches, like "infra red" and "conv" (for convoy lights). It also has an oil-cooling system for traveling in desert environments. Though I don't know where it did its tour of duty, I did find the pin of a hand-grenade beneath the front windshield when I folded it down for the summer. How cool is that! Price....? I purchased it in the Fall of 2000 from Land Rover Newfoundland for \$10,800 (\$13,246 with applicable taxes and transportation costs to ship it from Newfoundland). I've just recently spent \$2,624.00 on repairs and maintenance which included new brakes and brake lines. It does need some additional work on the clutch which will cost approx. \$1,500.00. Otherwise, it's in good condition. I took a look on the internet and found a few prices (scroll down). I would be happy to settle for nearly 1/2 of what I paid for it (not including maintenance fees)...\$7 000.- . I feel this is a fair price. Please, spread the word.

Kind regards, Peter Klose

905.261.5955

905.983.1040

Example Prices (in CND\$)

\$6,000; 1982, 109 Series III. Location: Winnipeg

\$9,969.90; (1980-84, 109 Series III. Location: UK

\$22,722.74; 1983, Series III- [109?], with some "expedition" additions. Location: US



WELCOME NEW MEMBERS!

Gilbert Doyle of Jonquiere, Quebec
gilbertdoyle@sympatico.ca

Eric Bouchard of Verdun, Quebec with a 94 D90
eric.bouchard@cirquedusoleil.com

Peter Moloney of Patterson, New York with a SIIA
LWGT
rustie1969@aol.com

Ivor Nightingale-Moore of Philadelphia (no details)

Ray Bolich of Hillsboro, Ohio
quails@dragonbbs.com

Anderas Duess of Hamburg, Germany with a '66
SIIA 88 109 Military

New member Eric Feeley is now the proud owner of
a 1965 88" that is currently travelling across the pond
from Wales...

LRM GOES GLOBAL!

Dixon sends a note from: Steve Hoare lrmsusa@yahoo.com

Good morning,
You may already be aware of Land Rover Monthly (LRM)
as one of the Land Rover magazines published in the
UK. I have some exciting news that maybe of interest to
you and your fellow club members.

LRM will be publishing a North American edition of
the magazine in September!!

The magazine will still have all the main articles,
news, and product reviews etc. but items of no interest
to NA readers (such as UK insurance ads) will be substi-
tuted with specific NA content.

I am also interested in hearing from individuals that
may have an interesting L/R story, (trip or restoration
etc.).

In the meantime, please spread the word to your club
membership, vendors, etc. I am interested in any sug-
gestions and feedback as LRM becomes the ONLY Land
Rover magazine to respond to North American Land
Rover owners and enthusiasts.

Kind regards and Happy Roving
Steve Hoare

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TALL TALES AND QUESTIONABLE ANTICS

THE NON TUNE UP TUNE UP.

By Alastair Sinclair, photos by Shannon Lee Mannion

After arriving at 8:00 a.m, an hour early, and drinking far too much Tim Hortons coffee, it began to rain. As usual, I was wearing my best rain repellent fleece with a T-shirt. I looked at the inside of the dealership but it looked expensive and I was afraid to break anything I couldn't pay for...or maybe I just didn't want to scare off any customers; "Don't do it. You'll become an addict like me."

So I hung out outside, eyeing the collection of exotic cars in the lot. I was kind of afraid that my Range would leak something from somewhere and someone in Italian shoes would step in it, hop in one of the fancy Porsche convertibles and soil the lovely carpets, but just then I was spared when I saw Bruce and then Dave in their 109 pickups coming off the highway exit ramp.

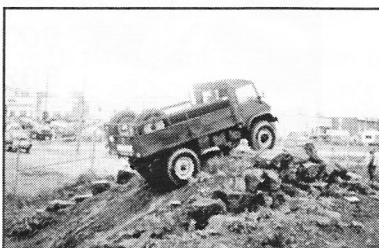
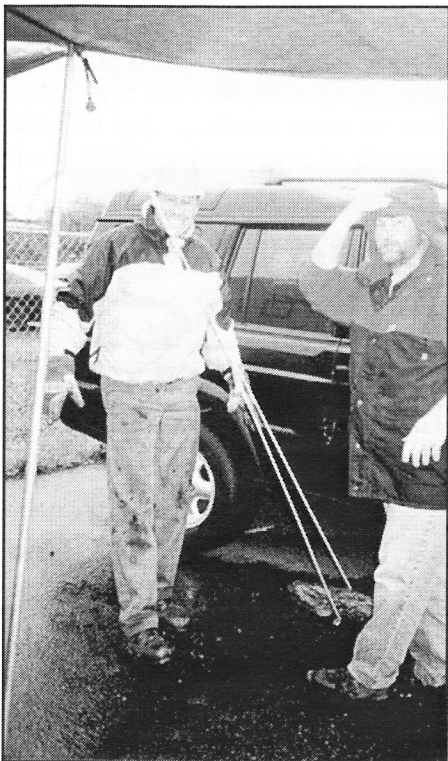
I was comforted by the presence of the Series trucks. I think it makes it easier for people to understand why my Range Rover looks the way it does when it's parked next a Series truck, especially if it's my Series III which will soon be coming back to life. Amid all this reverie I was distracted by a throaty exhaust sound. Any WRC fans will appreciate the joy one experiences at seeing Giant Cibies bolted to the nose of a Quattro. For some time I had seen this car moving through town. Alas, it was not Michele Mouton, but OVLR's very own Andrew Finlayson. Finally, the morning held some promise. Guidance and structure quickly returned and after some more coffee was consumed, the OVLR trailer was pulled out into position.

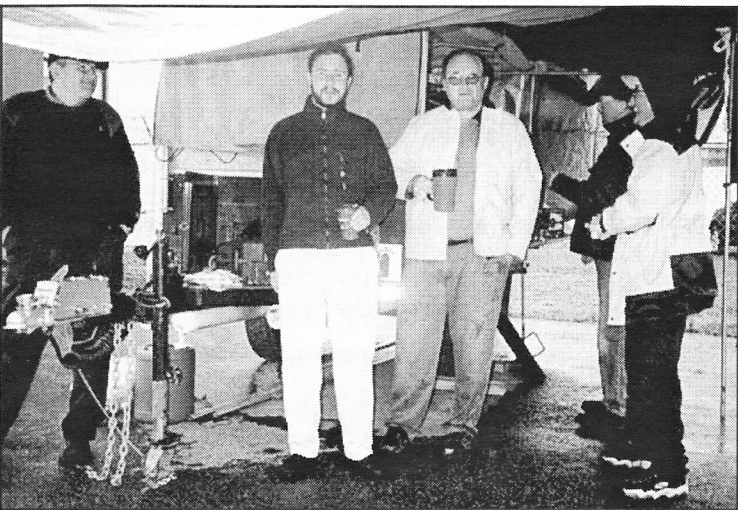
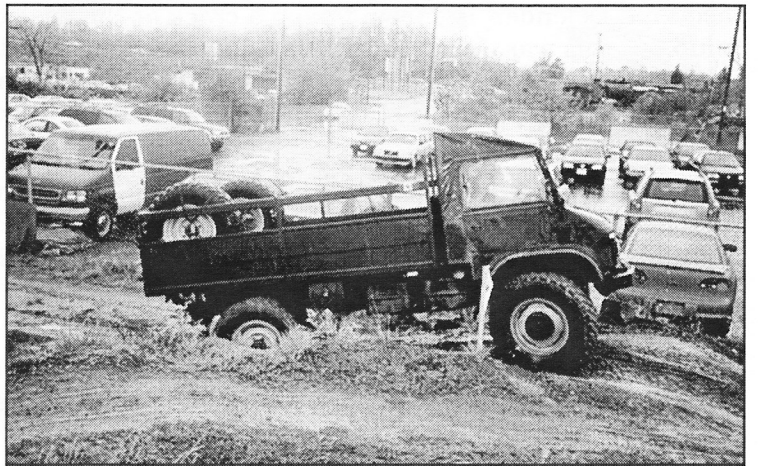
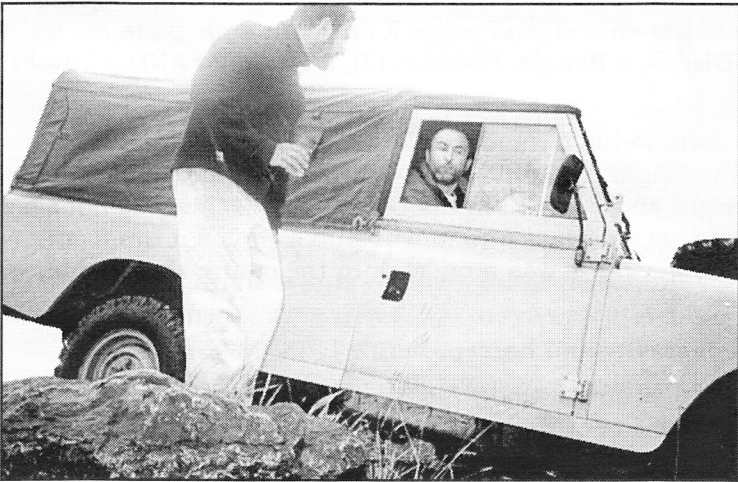
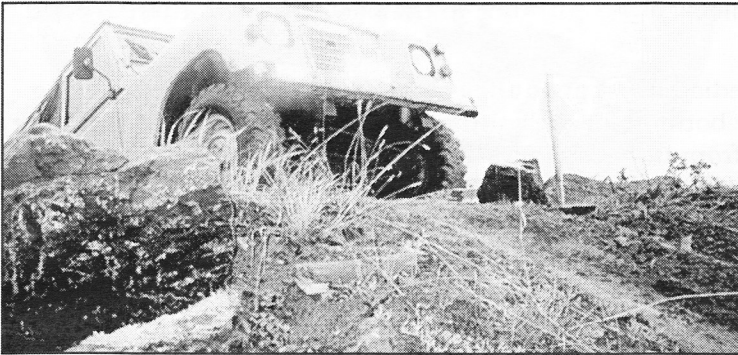
I mentioned already that it was raining but now it was really raining and we had been standing outside for quite some time. Poles were pulled out and set up and the tarp strung up. The burners on the stove were lit and donuts arrived. Think of a continental breakfast outside in the rain and you get the idea. Slowly but surely the clan arrived although for a while there were more green Mercedes (Francois' Unimog and Shannon's '74 230) than green Land Rovers.

After a while, attention turned to Land Rover Ottawa's neat little test track, which, thanks to the rain, was extra slick. The fun carried on as people went up and down the 45-degree rock and clay hill, through the water hole and along the axle articulation test track. The little Freelander was surprisingly impressive, the hill descent in particular. I was also impressed by the Unimog hissing and crawling along. Still, it was the Series trucks that made me smile the most. It's nice to see them out in the spring, although there are always a few around in the winter, and it's good to swap stories about the spring revival, the new sounds and mysteries each old Land Rover has in store.

Eventually, after every angle of approach and departure had been tried, and breakfast had given way to lunch in the form of delicious sausages, the rain began to take its toll. We quickly broke camp and headed home, a little wet, a little cold and better off for having had another chance to spend time with our co-conspirators in the Land Rover world.

A special thanks to Land Rover Ottawa and everyone who volunteered to cook, serve, set up and tear down camp.





THE MAPLE SYRUP RUN - APRIL 2003

by Terry King with photos taken by Scott King

Have you ever wondered what fresh maple syrup tea tastes like? Well, now I know. Vern and Linda Fairhead hosted the 2003 OVLRL Maple Syrup Run (for the nth time) and I had the pleasure of tasting the nectar of the northern gods for the first time during the pre-run visit on a Saturday in April. Note to myself: bring insulin when visiting Vern next year. And maybe a defibrillator. Sweet? Oh yes . . .

On the Sunday, even though Vern's syrup business was at its peak, he found the time to allow 50-60 Land Rover types to invade his land and have a day in the fresh air. After a winter that pretty much sucked the life out of everyone I know, in was a welcome change to head up to rural Shawville and have a day to play in the muck. This is the traditional first run of the year for the club, which happens even before the Spring Tune-up, at the changing of the seasons. I guess it gives people a chance to see what they need to work on at the tune - up (Peter: are you listening?)...Anyway, this year had perfect weather, tons of food, and happy smiling people. (Christine . . . can you smile at Erika even though she is sliding in the mud?...thank you) . . .

The day started with a pleasant drive up the Ontario side, and across a picturesque bridge into La Belle Province. I knew the thaw was underway when I saw that Vern had blocked the entrance to the backyard with three trucks. (In literary terms this is foreshadowing) . . .

We hauled the trailer to its predetermined spot and immediately set about discovering the principles of packing and unpacking . . . everything you want and need is on the bottom . . . everything you don't want or need is on the top and tangled . . . but eventually the coffee urn emerged from the heap, and the propane was hooked up to the burners (thanks Dave M.) . . . and electricity was applied to the urn (thanks Newton and Vern) . . .

Off-roaders are hungry people . . . we proved this by cooking roughly 300 sausages and a zillion "liberty toasts" (formerly French toasts) . . . over the next hour or so . . . there were also fruit and homemade beans (thanks to Christine's Mom). Let me tell you that it was HOT on the other side of the burner . . . but, I paid off the other photographers and all photos of me in an apron have been shredded . . .

To the trail . . . Ted Rose was the lead on the off road for the day (Thanks Ted), and after he figured out a route with Vern that would accommodate the varied group that had assembled (and wrote it down on a pie plate . . . we headed out . . . there were several Series vehicles, multiple Discos, a Rangie, Freebies (2), a Defender AND a Toyota Land Cruiser (very rare in these parts) . . .

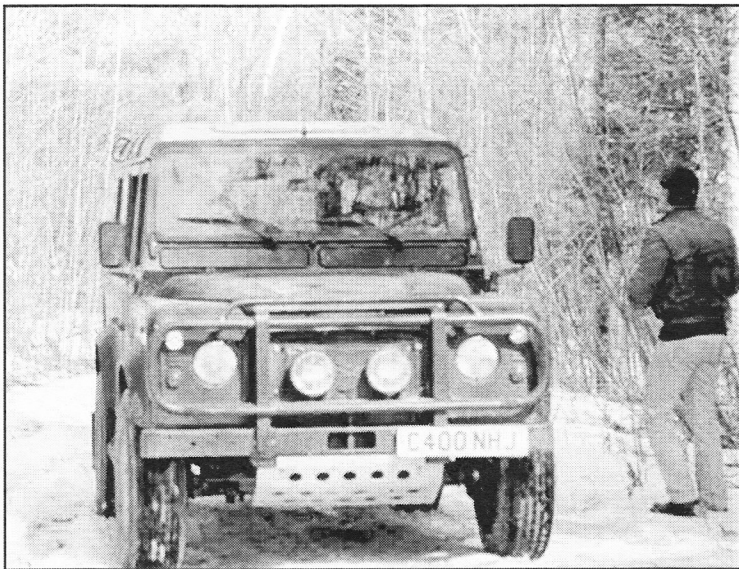
The first part of the run was pretty tame . . . you can see John in his Defender, followed by Kevin W. in his Disco, and the "unknown off-roader" (Ben Corrie) in the topless light weight . . . some snow, a little mud, and some climbing . . . followed by Gord in his Freebie . . . then the light weight and Terry K. in his Disco this was not easy . . . you really needed to watch the line. because it was easy to get sideways and maybe pull a tire off a rim (comments anybody? KN?) ...slow but sure was the way to go today . . . there was a big rock in the centre that you knew would be waiting for the return trip....

Eventually, most of us made it to the bottom with the aid of gravity and horsepower....

While we took a break at the bottom . . . and had our snacks . . . the unknown lightweight climbed a 90-degree hill to give the kids a thrill.... What goes down must come up....one of our new members, John, in his very recently acquired Defender is shown taking a crack at the base of the hill, and at the same time christening his truck in mud . . . this was John's first off-road in the vehicle and let me tell you . . . the bottom part was the worst . . . it took several runs to find the line, followed by a few tugs and pushes to get him and most vehicles up the slope . . . because at this point the afternoon sun had melted the clay and ice and the water was rushing down the track in the ruts. Perfect.

Ted Rose guided and winched several vehicles at the bottom, and Kevin Wiley and Kevin Newell winched or coached several through the top portions...eventually, Peter Gaby headed up. Peter decided to stop here for a few minutes while we gave him a boost (see reference to Spring tune-up above) . . . providing Ted an opportunity to demonstrate both his athletic ability and his capabilities as good-to-have-around-in-a-tough-spot)....

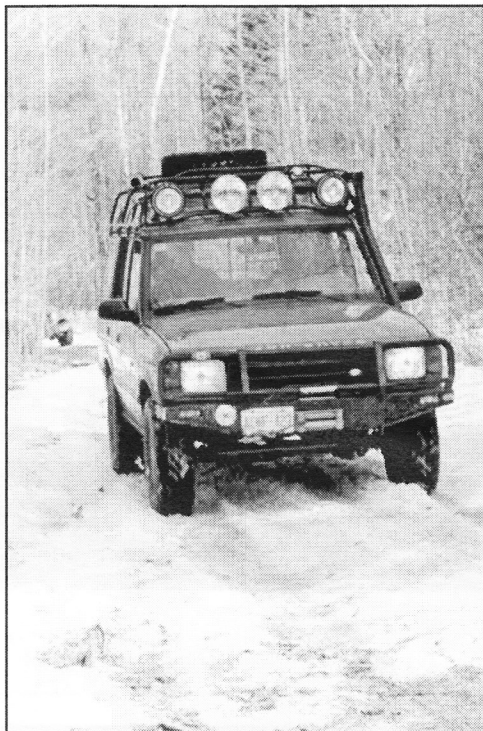
I followed them up the hill, with two joyful kids in the back (sorry Erica) scattering a few plastic bits on the wooden obstacles (saplings), and we all headed for Vern's once again. After packing up the trailer and roughly 12 hours in the fresh air we headed for home . . . and a warm dry bed.



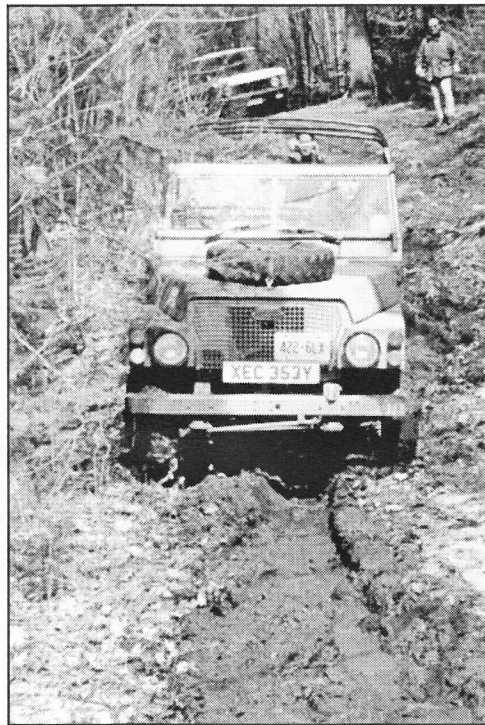
John, in the calm before the storm.



Nope, you'll get stuck driving beside the trail as well.



Kevin W. making it look easy.



Ben making it look messy.



Try THIS with your CRV. It'll get stuck too.



Why are the ex-MOD trucks always full of children?



John plays in the mud.

ROY PARSONS MAPLE SYRUP PHOTOS





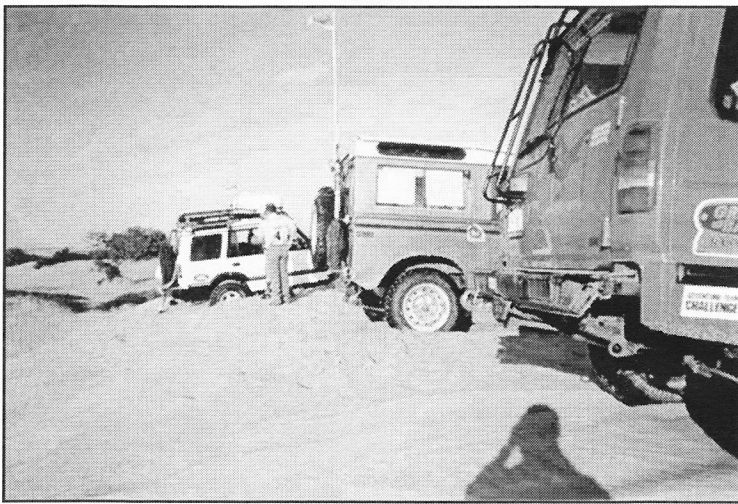
ADVENTURE TEAM CHALLENGE - 2003

by Terry King, photos by Linda Bradley and Terry King

It seemed harmless enough, the question put to me last year by Kevin Willey was: "Do you want to go on next year's Adventure Team Challenge, as my navigator?" Sure, I replied, what is it? Well, it is also known as the North American Land Rover Rally Championship, he went on. It's billed as five days of offroading and orienteering. (And, as I found out, six more long days of onroading combining for eleven days of disorientating in total.)

In any case, on May 23, we set out in his '96 Disco with Kevin Newell and navigator Ardavan Tajbakhsh in KN's '73 Series, Stan, on our adventure. We had spent many hours preparing the vehicles and ourselves for the unknown, which of course is pointless, but that didn't stop us. In truth, both Kevins did an enormous amount of prep work on their trucks in the weeks leading up to the trip, and it was well worth it. You'll have to ask them the details, I am a navigator, not a mechanic (apologies to Bones from StarTrek).

The goal was Medicine Lodge, Kansas, and on Friday morning we set out and drove all day. Saturday it turned wet but we trudged on through several more states including Missouri, where we crossed the Mississippi, shown in photo 1. This turned out to be the pre-rinse cycle of our trip. At the end of day three on the road we see K & A (or Team 4) dried off and clean, receiving a lively welcome from Amer-Australian Norm Hall (of Team 2).



Apparently the Disco won by burying itself further than any other.



A broken transfer case and deep clay. Why yes, it IS a winching exercise.

The evening was typical. We spoke about going out for dinner, but after meeting everyone and setting up our camp, we all kind of petered out and went to bed. Good thing, too, because at 12:30 a.m. the Challenge started...we were roused from our sleep by James Merriam, the event coordinator, and given two GPS coordinates, instructions to find the two points and obtain rubbings from the geodetic markers there. Well it took an hour or so, but we did it, followed by another hour trying to get back to sleep. Ah... sleep...more on that later.

Later that same morning (about 7:00 a.m.) we were roused again for a team building balancing act best suited for eight chimpanzees or ring-tailed lemurs. We had to manoeuvre about on a log without falling off or we had to start over, and we did it before breakfast with a film crew hard at work. It was a good ice breaker.

We later set out on the daily trip to the next campsite, in the form of a competition, by working our way through a dozen GPS way points covering more than a hundred miles and different terrain. You can see in Photo 3 the type of track we were on, much of it very dusty.

Day two's events included a Gymkhana, shown in photo 4, where Stan plays Rat Patrol...as Kevin N. takes it "easy" over the biggest hill. We spent the day here doing three events, the other's being a fun "find and fetch the water in a leaky bucket and drive it back quickly over bumpy ground to fill a bigger bucket" event, and a "winching" exercise that eventually turned into a full-blown recovery operation of vehicles stuck or broken down in very sticky clay. This was reminiscent of last year's road building trip in Stittsville with Rino. We were now covered in dust with a coating of clay underneath.

Then, after no-dinner again, (do you see the pattern?)...we headed out on our late night drive to the next campsite in Oklahoma, about a hundred miles away, arriving about midnight (or sometime)...

Later that same morning (again) we woke up at the edge of the Little Sahara Desert, an offroading mecca for dune buggies, ATVs, dirt bikes, and for the first time ever: Land Rovers...we did orienteering, extraction from sand (imagine that), raft building.....yes, raft building and racing in a pond. But the toughest challenge in the desert was the winching competition up the dune, in a hundred-degree weather, with no trees in site, and no vehicles to attach to. Can you guess how it's done? Simple. Dig a hole, attach your spare tire to the winch, bury the tire....winch away. It actually works, if you pay attention to physics and geometry. We finished the day with a spontaneous dune climbing run and video shoot. I got to drive the middle vehicle in a three-vehicle downhill recovery when the farthest Disco in photo 5 became buried to the axles. James in his Rangee was behind me, popped me a foot in the air with a snatch, then our combined momentum pulled the Disco out of its hole. Great fun.

We may have (or not) traveled again that night to another site with a name that I don't recall, in a state that I'm unsure of, and did more stuff for another day, and drove more, then camped again, and did more challenges, etc. and GPS'd all night until 6:00 a.m, but we ate pizza first, if I recall. If that sounds like gibberish, welcome to my world, and think about this.....I was navigating.

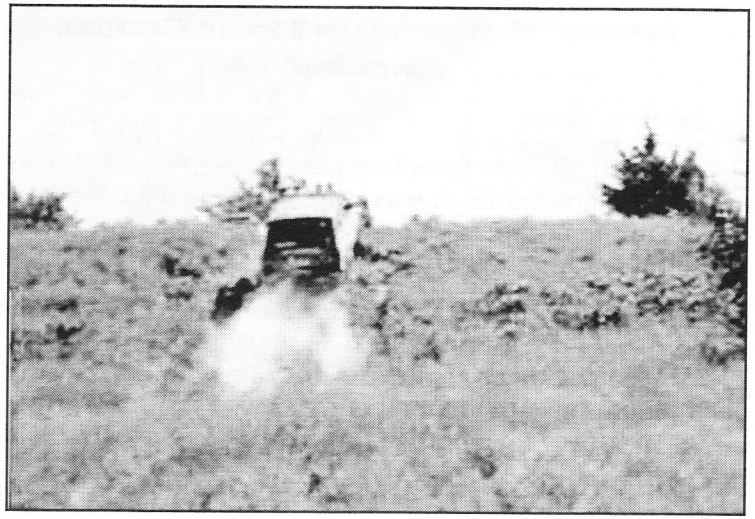
Day five found us still at Disney, Oklahoma, on the Grand River, home of a terrific rock crawling and hilly forest off-road site. We spent the first part of the day catching up on our sleep, then did something called a V-Wire challenge, which involved getting your partner and yourself over about twenty feet of two strands of winch cable wrapped around trees suspended two and a half feet from the ground using a stick, each other, and without touching the ground. Very challenging, exhausting, and we all did it, each in our own way.

The final day and the whole event was topped off with a timed run through the forest in a dry gulch, collecting rubbings at various compass points while negotiating loose rock in extreme heat.

We finished off with a rinse in the stream (see photo 6) on the trip back to camp. The challenge was over! We had survived. Ardavan (with KN at his side) ended up in the hospital for some repairs, so Kevin and I carried the Canadian side through the evening's awards and celebrations. Officially, the Minnesota team finished first, the Coloradons second, K & A third, and Kevin & I fourth but we all came away with more than a score. We learned about ourselves, our vehicles, each other, team work, and techniques that will be useful anywhere. It really was a season of offroading in a week. Hats off to the organizer and the crew.

Oh, photo 7 shows Ardavan and Stan beating the pants off a Shelby Mustang on Route 66....<G>

Terry King
Photo -Journalist & Navigator 



Light the afterburners!



Unfortunately, there were no cars to crush.



While the Series may be ahead of the Mustang, the tanker is leading the race.

**APPENDIX: NOTE FROM TEAM 2 TO THE CANADIAN
CONTINGENT**

Kevin & Kevin,

Just a quick note from Larry and myself to thank you guys for a great time. It was good to have all four Canadians in the group as you added the sense of humour and interest that kept us all sane. We hope that this is not the last time we all meet up and that you can come down for the Rally in September.

Please pass these comments onto Terry and Ardavan as I do not have their email addresses.

Regards,
Norman Hall
Castle Rock, Colorado



It's not often you see a flying Series.



Kevin W. and Terry are late finding a parking spot.



No information was provided, but I think Kevin N is taking a shortcut across the river.



The bridge looked easier.