



February 1984

OPERATION FRANK NEWS

NO: 6

It's issue number six at last - the end of a busy year. Lots to tell you, so we'll get right into it.

BURP!

For those poor souls out there who chose to vegetate in front of the TV instead of attending the Christmas party December 6, you missed the cultural and social highlight of the festive season. However, you probably felt better next morning.

Twenty-two faithful L-R lovers braved the worst blizzard of the season to dine on fine pasta, wine and laughter in the private dining room atop the La Tosca restaurant on Preston Street that night. Of course, the venerable Land Rover movie of local glories past was featured - along with selected slides from the year's Operation Frank activities. There were a few embarrassed moments for unsuspecting guests who learned for the first time that no one is safe from the unblinking eye of the camera - especially during those "private" moments in the bush.

ALROC Godfather, Harold Huggins, was presented with a sketch of himself done some years ago by Ottawa artist, Elly Kish. (He hasn't changed a bit.) Door prizes went to John Parsons (again), Stella Wormleighton and John Pritchard. We closed the place - and the hardy among us retired to the home of Mike McDermott for a nightcap or seven. The REALLY hardy were not deterred by the host's decision to go to bed later and finally made their weary way home by the first rays of daybreak.

Twas a good'un.

GOSSIP LOCAL NEWS RUMOURS TATTLE CHATTER SPECULATION

The brothers Dowell, Jerry and Jason, with a little help from their friends, dragged the frozen corpse of their 1955 Series 1-86 out of the snowbanks at the cottage a few weeks ago. They're now working feverishly in a heated garage near Manotick and have the frame repaired and painted, the running gear, new springs and brakes on and the two litre engine just about rebuilt. Jerry still needs Series II steering box. Jason broke the mainshaft in his Series III trans - that's expensive. Meanwhile, the famous other brother act of David and Mike Slithers has just returned from the land of the L-R birth with reams of dealer goodies on new Land Rovers, including the one-ten, and what they could carry and smuggle.

Mike McDermott and Al Pilgrim continue to ignore completion dates as they work to finish McDermott's Series I-86. The rebuild includes a rear mounted gas tank, stainless steel exhaust, dual batteries and flip-up front end. At the same time, Al "It wasn't my fault" Pilgrim is busy repairing McDermott's tools so they can roll his stripped Series I-107 into the shop come spring. To that end, Al purchased a four-ton PTO winch from John Pritchard in anticipation of some heavy-haulin' this summer. Al is still looking for a Series I dash-bulkhead. He says price is no object.

George Hurry spent a day lying in the snow with McDermott and Pilgrim changing a broken spring on the rear of his 109 station wagon.

Calabogie navigator and hairstylist, Ron Tysick, went to the altar - again - on February 11. Do we hear the sound of little navigators in the wind?

Chris Rehban, proud owner of a Series I-109 - a rare bird indeed - found a friend in ALROC. He happened to see a copy of The New Era, the Lanark newspaper, containing the story of last spring's mudder and tracked us down through that hard-hitting TV reporter, Mark "I'm so pretty" Van Dusen. He needed a semi-floating rear axle. Mark Pankhurst answered his cries. (By the way, the famous newspaper article is printed inside for you unfortunates who missed it.)

And this little tale of embarrassment from a tipster who shall remain anonymous (unless our price is met, of course). Seems a certain world class auto mechanic has been doing a hell of a job at a local auto dealer. For his diligence and good work, he recently found himself promoted from working on cars for the commoner, to those for your elite-type person. It was off to Oshawa for him to attend a one-day course on turbo-charging and other things most L-R owners never heard of. As an added perk, his service manager loaned him the use of his Saab. Well, it seems our intrepid mechanic exhausted himself at the training course and, after a short stop at a local barley emporium, struck out for home sweet home late that same night. It was shortly thereafter he instigated a study into the aerodynamics and gyroscopic characteristics of a Saab sliding down 401 on its roof. In fact, the test extended to both sides, front and back - but it did come to rest on its wheels. Our trusty hero, after kicking off what was left of the door and wiping his supper from his lap, looked at the wreckage and thought of his sturdy Land Rover back home. "Cheap Swedish crap," he muttered. We'd give big bucks to hear what his service manager muttered.

IN OTHER NEWS

Mark Pankhurst just received a boatload of bits from England. He's got genuine L-R mufflers, seals, axles, door tops, weatherstripping, bulkhead supports and even a brand new fiberglass one-ten conversion kit to update your old friend. By the way, Mark has for sale his '67-109 station wagon.

Anybody know the whereabouts of Charles Fever's Land Rover? Charles moved recently to Winnipeg but we've lost track of his vehicle.

HAROLD'S HAPPY 70TH

Recently the Rt. Hon. Harold Huggins celebrated his seventh decade with some of the lads who've been around since the lonely days before Harold pulled us together to form ALROC. Armed with a birthday cake and a raging inferno of candles, we set upon his Glebe Avenue home to wish him well. Harold's ever-patient lady, Elizabeth, ignored the galloping galoshes and dished up the cake and a nice cuppa tea. For his part, Harold unleashed a batch of his home-made beer - but we stayed anyway. For lasting so long he received a genuine Land Rover duffle bag and an in-line engine heater for his Land Rover - which is almost as old as he is. Hand in there, Harold.

COMING UP....

Well, it's time to find out who the REAL MEN are in Operation Frank. Now, way back last winter when we began this newsletter foolishness, some darn fool suggested we spend a night under canvas NEXT winter. That seems like a long time ago, but NEXT winter is NOW. Soooooo, we'd better get at it. On Thursday, February 23, we're getting together to talk about a weekend under canvas in the snow. Location isn't settled yet but will probably be in Calabogie or in the Perkins area as L-R friends have property in both.

Before you crumple this up and toss it into the fireplace, let us admit that sleeping in below-freezing weather under a roof so thin that the pounding of snowflakes keeps you awake does seem a little looney. But we have a plan.

We've asked an outdoor survival expert from a local outfitter to come and visit at the Thursday meeting. He'll talk about making leantos and windbreaks, how to dress and be comfortable in the winter bush. He'll also bring examples of good winterwear and equipment to give us some guidance to what's available.

We'll set a date - with a couple of choices - and set a limit on weather conditions. We'll talk about campsites and meals and maybe plan some snowshoeing or cross-country skiing at the campsite. Afterwards we'll retire to a local pub for a few jugs and some pizza. It's a chance to get together and a chance to learn something new.

The get-together will be held in a boardroom at National News Ltd., 2655 Lancaster Road, south of the Ottawa Athletic Club. The meeting will get underway at 7:30 p.m. sharp. A map is on the last page of the newsletter.

GOOD-BYE FRANK

This newsletter marks the demise of Operation Frank.

It was born about this time last year at the ALROC annual meeting as a one-year experiment. Its purpose was to see if a local group of Land Rover lovers could successfully put together a series of organized events and activities that would serve to bring others out of hiding and keep us all involved with the thing we have in common - the Land Rover.

The plan was to hold activities on a regular basis, interspersed with a regular newsletter to keep us informed of what's happened, what's coming up and what's new on the local scene.

During the year, Operation Frank sponsored the first two mechanical tune-up days since ALROC began, organized the May Mud Run to Calabogie designed to introduce L-R novices to the fun and fears of off-roading - it was the largest turnout ever. Operation Frank assisted with the first annual national rally, organizing games and underwriting commemorative T-shirts. We held a social night and a Christmas party and are planning a winter camping trip.

Taken collectively, 122 people paid about \$1,750 and drove 36 Land Rovers through 11 months of Operation Frank activity. That's a busy year. Operation Frank collected no dues and tried to budget a "pay-as-you-go" approach to our expenses. Special thanks goes to people who donated to the coffee can at the tune-ups, to those who filled the box at the parts sale, to those who good-naturedly bought tickets to the myriad of door prizes we peddled to make ends meet. In the end we'll just about break even, although we'll still have a T-shirt or two in the red.

We think there's a real demand for a local organization to keep us informed and busy with things to do around our favorite Land Rovers. To this end, the self-appointed organizers of Operation Frank have submitted a proposal to ALROC setting out a suggested structure for local chapters of the national organization. The whole idea is that, like Operation Frank, groups of L-R owners across Canada could get a little organized and generate a little fun and reason for being together - all under the guidance of ALROC. After all, there's got to be more to a Land Rover club than paying your dues and getting a magazine several times a year.

A full rundown of the chapter proposal is included in the next mailing of Transfer Box. ALROC executive is asking for response to the proposal in time for discussion at the annual meeting.

We think Operation Frank has proven the need for local organizations. After all, the strength of national institutions is based in their grassroots foundations. So please study the proposal when it arrives and bring your thoughts and suggestions to the annual meeting. We need something to take the place of Operation Frank besides, it's such a silly name.

So, guess that about wraps it up. It's been a little work and a lotta fun. Thanks to all for your help, your laughter and your friendship. And let's hear from you it's gonna be a great summer.

Jerry Dowell	731-5098
Mike McDermott	224-8300
Al Pilgrim	731-6616

Dues. So much for the rest of you because; "Chairman", Mike McDermott

Caroline's husband
 Photographers charged Woburn-
 (UPI) - A group of Swiss press
 in eastern Switzerland.
 Photographer Andy Mettler
 said his colleagues were waiting
 in two cars outside the villa when
 Caracchi came out, climbed into
 his Land Rover and tumbled into
 the couple's honeymoon
 some in the Swiss Alps
 The photographers filed claims
 against 23-year-old Stefano Car-

Another item of interest to L-R lovers who appreciate the security of the L-R budget!

Meet the tourists

It wasn't the best weekend for the Ottawa chapter of the Landrovers Owners Association. As Mike McDermott, the chairman, noted, "We started out with ten vehicles, but blackflies and breakdowns have reduced us to five."

On Monday morning the sad looking group, with five Landrovers, stopped at Perry's Restaurant in Lanark, recuperating with a good breakfast, after a nightmare of blackflies and breakdowns had foreshortened their camping weekend.

The Landrover, a sturdily built aluminum bodied four wheel drive, go anywhere, safari-type vehicle attracts devoted owners. McDermott says, "There are 250 members nationally." They have to cooperate with each other; spare parts are not easily available. The Landrover has not been

imported into Canada since 1974.

In the group — on Safari — in Lanark's back country, the vehicles ranged in age from 1953 up to 1970, from the long wheel base vehicle to the short wheel base pickups.

McDermott organizes several camping rallies each year, giving owners the opportunity to test out their vehicles on rough terrain, and also giving each of the owners a weekend away from the rigors of city living. Looking along the group of faces, tired, drawn and swollen with blackfly bites, I had the feeling that some of the group would have preferred to stay in Ottawa.

One among the group was Mark Van Dusen, a reporter from CJOH-TV, so if we don't see him on camera for the next few days, we'll know he hasn't



The survivors, from the original crew of ten vehicles, recuperated with a breakfast at Perry's. Mark Van Dusen, 3rd from right.

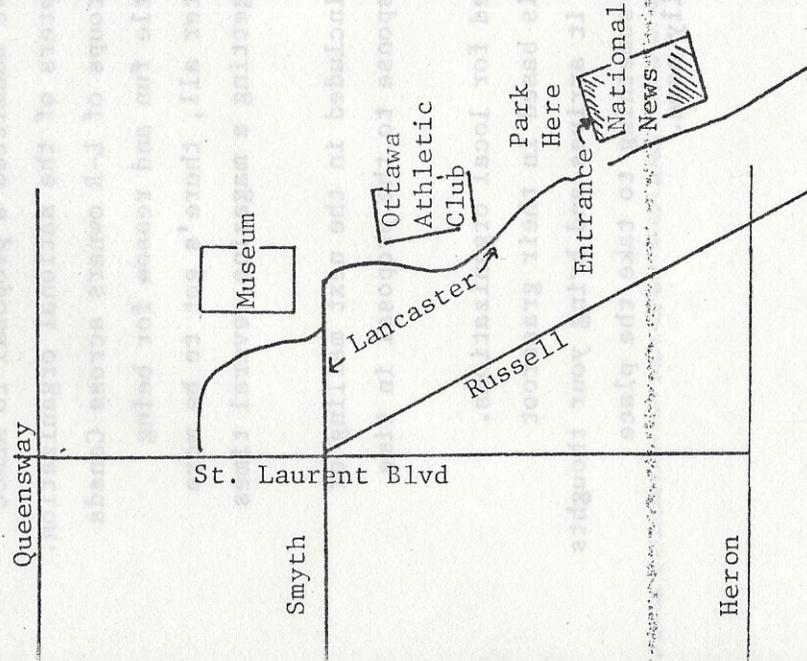
Special notice here to "Chairman" Mike McDermott who "organizes" things and "CJOH-TV reporter" Mark Van Dusen. So much for the rest of you peasants!

recovered from the blackfly swellings he got in the north end of Lanark County this weekend.

A nice friendly set of guys. I hope they come out and visit us again soon!

WINTER CAMPING MEETING

Thursday, February 23
7:30 p.m.
National News Ltd.
2655 Lancaster Road



Caroline's husband ran

CELERINA, Switzerland (UPI) — A group of Swiss press photographers charged Wednesday that Princess Caroline of Monaco's new husband rammed their cars with his Land Rover outside the couple's honeymoon home in the Swiss Alps.

The photographers filed claims against 23-year-old Stefano Casiraghi with local police in Celerrina, a ski resort near St. Moritz in eastern Switzerland. Photographer Andy Mettler said his colleagues were waiting in two cars outside the villa when Casiraghi came out, climbed into his Land Rover and rammed into

The photographers filed claims against 23-year-old Stefano Casiraghi with local police in Celerrina, a ski resort near St. Moritz in eastern Switzerland.

Another item of interest to L-R lovers who appreciate the security of the L-R bumper!