

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

G'Day eh

Oct 8/91

FIRST THE HEADLINES: The new club sweatshirts are in, the X-mas menu is bigger, better and cheaper, we have the Rovers North 91 Rally report, driving tips from "Crash" Barrett and a Range Rover review ---for senior citizens.

Now the details: It's NOMINATION time again, that moment every year when we look around for people to guide the club through the next 12 months. This newsletter contains a nomination form and job descriptions for the executive positions we'll be filling. Please complete the form and return it to the letterhead address by Nov. 15. The elections officer will confirm that those nominated intend to run for office and their names will be published in the December newsletter. Elections will be held at the Annual General Meeting in January.

This month's event is the annual FRAME OILER where members can douse their little darlings with Texaco's Flo Coat to fend off the devil rust. OVLRL supplies the goop, compressor and ramps to get the old dear off the ground. You supply the manpower and clothes you'll probably want to burn afterwards.

Flo Coat is an industrial rustproofing product with self-creeping properties that sticks like baby poop to a blanket. It's great for Land Rover frames...horrible for your hair, so dress accordingly. Cost is \$25 per vehicle, same as last year, and includes a hot lunch (Compared to commercial shops charging \$100 for used motor oil and stale coffee).

If you've just come to watch and enjoy the action, lunch is \$5. Kiddies under 12, half price. Bring your own bowl, mug and eating utensils. Things get underway at 9am on Saturday, Oct. 26. It's first come, first served and we'll wrap it up about 2 pm. See map attached.

Chef Louis, creator of culinary delights in the navy tradition, has announced his menu for the OVLRL CHRISTMAS PARTY. How's this sound: Stuffed roast loin of pork with cherried gravy, roast sirloin au jus or traditional roast turkey. All include oven roast potatoes, honey ginger baby carrots, relish tray, dessert and coffee.

The navy association mess on Victoria Island is a classic old stone building with a huge fireplace, lotsa parking and a large private dining room to house our antics. The exec is putting the final touches on the entertainment and will have a ticket price for next newsletter. One thing for sure: It'll be better and cheaper than last year. For now, reserve Wednesday, Dec. 11.

The MONTHLY MEETING found us with \$560 in the bank, the club trailer licenced and ready for work, two dozen boffo sweatshirts and more ideas for the 1992 cross-Canada tour.

With three months left in the budget year and all major expenses completed, OVL R coffers are in pretty good shape. The first stage of our mobile kitchen trailer project, estimated at \$950, came in a few dollars under budget. The eight-foot, one-ton utility trailer will see its first official duty at the oiler, lugging equipment and lunch. Next year's budget will look at stage two...transforming it into a mobile kitchen.

If you missed catching your nifty OVL R sweatshirt this summer, don't wait too long or you'll be out of luck again. These are high quality, heavy cotton, long sleeve pullovers complete with a front pouch and drawstring hood. In club colors of dark green with a small, gold OVL R crest over the left breast, they're perfect for summer evening campfires, autumn outings and winter "snuggleups". At \$26 each, they're going fast. Call Tom at (613) 256-5585 or Lyne at (613) 284-0228.

VP Yves and Treasurer Tom reported on their research into accommodation for members of the 1992 cross-Canada tour when they pass through Ottawa next summer. Preliminary work is looking at camping facilities for up to 100 people expected to accompany the estimated 50 Land Rovers on the Halifax to Alaska trek. OVL R is also examining what assistance could be provided for tour escorts and communications and maintenance facilities during the two days the group will be in our area.

The Toronto Area Rover club is also getting involved and would provide similar assistance from Picton through its region. The exec is still looking for volunteers for co-ordination and events. If you can help, call Prez Jason: (613) 731-5098. Next meeting, Nov 6.

GOSSIP...FOR SALE...TALL TALES...NEWS...PORK...WANTED...JUNK N' STUFF

*-Fred Barrett continues to mend after his Land Rover rollover several weeks ago. So too does his battered but trusty 88. After banging out some dents, replacing some glass and installing another roof purchased from Prez Jason, the Land Rover is back on the road again. Catch Freddie's "hard Lesson" tips later in the edition.

*-For sale cheap: Custom rear cross member with Reese type hitch, 2-1/4 engine, 88 body parts, rear springs. Mike (613) 224-8300.

*-VP Yves' 88 is pining for engine work after the valve seals went away, turning his neighbourhood atmosphere into something resembling Kuwait.

*-Mike and Pat Dolan and family, hosts of our annual summer anniversary celebration, are living in Saudi Arabia for several years. Was it something we said?

*-Bates is still working to get brakes back on his 107 "Sally" after losing a line on an off-road outing two weeks ago. (Dreamer)

*-Toronto club member Marko Stefanovic is selling his 1960/109-12 seater. He says it's in "excellent condition with over \$2,500 in work done." It's got 52,000 original miles. (416) 825-8662.

*-Marko also passed on a brochure from a new Land Rover supplier located in Rutland, Vermont. British Rovers Inc. lists Cliff Cochrane of ABP Canada as the Canadian contact. We'll have more later.

That's all folks.
Editor "McD"
(613) 224-8300

The Rovers North Rover Round-up '91

After a three year hiatus Rovers North once again hosted a gathering of Land Rover and Range Rover enthusiasts. Over a hundred Rovers showed up for the Round-up held August 3 & 4 in Westford, Vermont.

This year we concentrated on keeping all the activities as close to Rovers North as possible. There were a variety of Rover challenges on the property, including the beginning of the off road course. The emphasis was to allow people who drove to Vermont from all over the East a chance to enjoy the day without having to travel too much further. And judging from the response we've received the Round-up was very successful.

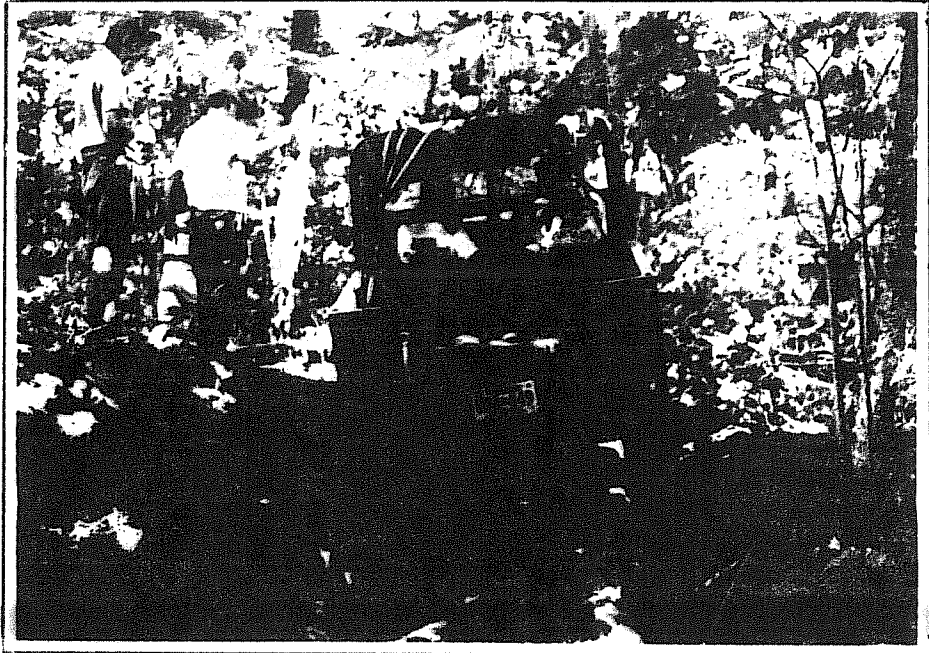
People started arriving on Friday August 2 while things were still getting organized. By Saturday morning when the clouds cleared away everyone was ready for a weekend of fun. There were many things to do and see plus plenty of time to check out the other vehicles and chat with other Rover owners.

Service manager Charlie Haigh gave tech sessions Saturday morning in the shop and could be found the rest of the weekend inside or under various Rovers solving problems and answering questions.

The guys in the parts department were also busy answering questions and then finding just what was needed.

Out in the fields behind Rovers North there were a number of things to do before going off-road. Scattered around the property were four "Feely-Meely" boxes each containing three or four Rover parts. The object with the "Feely-Meely" is to figure out what the parts are when all you can do is stick your hand inside the closed box and feel the parts. Even ace Rover folks were stumped by these.

The Blindfold course offered the challenge of driving your Rover without being able to see where you were going. A trusted friend was supposed to talk you (successfully) through the course. The big challenge, of course, is to



Pete Sorenson of Plymouth, Mass and Peter Vallerand of Greene, Maine, help guide Irving Tillman of Brentwood, Tenn. in his 68 lightweight over the ledge in the Ruff 'n' Tuff course.

Picture by Dermont Harvey

get through the course and still be on speaking terms with the other half of the team.

In the back field was another team sport involving a blindfold; and some rubber inner tubes, a glass of water, some balloons, and a pointy stick. This was a timed obstacle course that required skillful driving, aerobic exercise, and a sense of humor. The Ottawa Valley Land Rover Club came up with this bit of devilry.

The beginning was a short, straight drive - the challenge being to drive the assigned distance without being able to see how far you'd gone. Once that was accomplished the driver relinquished the blindfold and drove up to a large pile of inner tubes. The passenger carefully placed all of the tubes on the bonnet and the team drove merrily down the hill and around the corner to a balloon tied to a stake in the ground. The passenger had to gather up the inner tubes which fell off the Rover when it stopped and then break a balloon using the stick provided (this sounds much easier than it actually turned out to be).

Then the team proceeded up the hill and deposited the inner tubes in the designated spot.

Around another corner where a full glass of water was placed on the wing and then carefully, carefully down the hill to where you can get rid of the cup and race to the end of the course.

There was also the teeter-totter - two 20 foot long 4x8s that work just like the see-saws in the playground yard. Only this time it's a Rover trying to balance in the middle. Drive up the down-side and keep going till you are almost past the middle and there you are balanced, no, no you're pointing down. Back up just a little bit and now you are balanced. Nope, you're pointing uphill. Okay pull forward and NOW you are balanced. Oops, you're going downhill again. And there are plenty of people on the side lines telling you all the right ways to do it. Put on the parking brake and inch it forward; use the starter to bump it forward; have a passenger crawl into the back. Some people got it right off and a some never got it at all but everyone who tried it had a lot of fun anyway.

No Rover Round-up would be complete without an off-road course, of course. A great deal of time and effort went into designing a course this year that was challenging AND close by. It started on the back of the Rovers North property and then wandered through the Vermont hills on some cross country ski trails. It's been a dry year in Vermont but there was still enough mud to require a winch to pull some hapless Rovers up one particularly challenging hill. Later on there

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was a fork in the road clearly marked Quick 'n' Easy or Ruff 'n' Tuff. I didn't ride on the Q'n'E one but the R'n'T involved a tricky uphill three point turn between a rock and a tree. The end of the course was only a couple miles from Rovers North so everyone was back in plenty of time for the traditional Bar-B-Que Chicken dinner.

Lunch and dinner were good times for people to sit down and talk about their Rovers. Lunch was catered by the Westford Ladies Auxiliary. They served a delicious lunch and raised money for the local volunteer fire department. Dinner was a full Chicken dinner with all the fixin's plus hot dogs and hamburgers to make sure there was something for everyone. After dinner was a cake artfully decorated with the Land Rover logo, and ice cream, too.

Then it was time for the awards ceremony. There were a lot of prizes this year. In addition to the "Feely-Meely" contest there were the Peoples' Choice awards where everyone at the rally got to vote for the Land Rovers and Range Rovers they thought should win. The Rovers North staff considered a few more categories and Clive McDonald-Smith judged all the Rovers that were entered in the Grand Concours.

The big winner for the day was Bob Parisot and his 88 Series III which was featured in the Fall '90 Newsletter. Bob and his truck won the Peoples' Choice for nicest looking Land Rover, and the Grand Concours. Bob won the "Feely-Meely" on his own, though some credit should go to the Land Rover for supplying the original hands on training required to master the "Feely-Meely".

The other Peoples' Choice awards for Land Rovers were Most Functional which went to Drew Barber, Most Unusual won by Jim Pappas, and the Most Like To Own award which went to New York Land Rover LB5119 (whoever you are please come forward and claim your prizes).

For Range Rovers Guy Amos won the Nicest Looking (Guy's Range Rover is one of the Work-

ing Rovers this issue), Randy Young won Most Functional, and Most Like To Own went to Caitlin Loring who had just dropped her Rover off to be worked on and wasn't actually attending the Rally.

Ted Manning drove all the way from Wisconsin just to win the Farthest Distance Driven award. Some Rovers came from farther away but trucking them in doesn't count for this award.

There were also awards for The Most Unusual Paint Job - an interesting fern patterned 88 owned by Mike Luiodice and the No Paint Job At All award to Ernest Lamos whose truck is stripped down to the bare, bright aluminum. Luann Cunningham won the Most Incredible Off-Road Driver award. The guys in the shop gave the Prince of Darkness award (a warning triangle) to Steve Tipsword's electrical nightmare 109. The very special Rover From Hell award (a very needed new battery and an Auto Trader magazine) went to Mark Rothman.

There were quite a few excellent Land Rovers entered in the Grand Concours and Clive had quite a time deciding between them all. In the end, in addition to Bob Parisot's 109 he chose Murray Jackson's beautifully restored Air Portable.

The "Feely-Meely" contest was correctly answered by Bob, Clive, Rick Moore and Bill Maloney. Honorable Mentions were awarded when our independent judges could not deny Sherry Lowe's accurate, though somewhat creative descriptions for each item - the fuel tank draw tube became a very long metal part, a shock bushing was a miniature rubber donut part.

Russel Sidebottom did not identify every part correctly but his finely detailed illustrations were quite award worthy.

After the awards ceremony

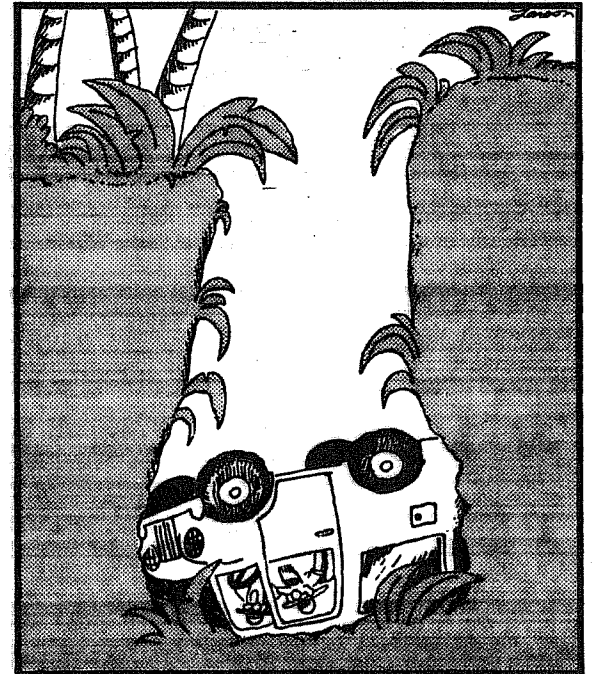
was some more time to chat with friends and enjoy a spectacular bonfire.

Sunday started with coffee and bagels and ended with Rovers North's own Randy auctioning off miscellaneous treasures. Where else but at a Rovers North auction could you get a set of County stripes for only one dollar. (And they looked pretty fine on Peter Vallerand's Moose Proof Rover, too).

All too soon it was time to pack up and head home. The Rover Round-up '91 was over. Everyone at Rovers North had a great time. They want to especially thank The Ottawa Valley Land Rover Club for their help and also Clive MacDonald-Smith for coming all the way from England to be here. We are all looking forward to next year and hope everyone else is too. See you all then.



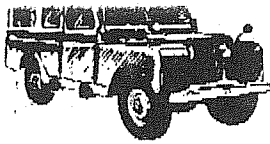
Off-road at the Rover Round. Randy uses a winch to help Dale Desprey (from Ottawa... what's his last name) through a bit of a muddy spot.



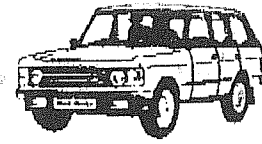
"Of all the luck! ... Are you sure it's in four-wheel drive, Saunders?"

Reprinted from the Autumn, 1991

Rovers North newsletter



BRITISH ROVERS INC.



As mentioned on page one this edition, there's a new supplier of things Land Rover in the market. BRITISH ROVERS INC., located in Rutland, central Vermont, opened for business in July. Mike Wilkes, formerly of Atlantic British Ltd. in Mechanicville, N.Y., is heading the new operation. With him are some familiar faces: Former AB parts man Ed Smith and mechanical wizard Rich Zeigler also made the move.

The new company is also affiliated with the former Atlantic British operation in California and Waterloo, Quebec. The Canadian segment, run by Cliff and Bobby Cochrane, broke away from the AB group some time ago. The Cochrane's were on vacation at press time but we'll hear from them, and the Mechanicville operation, in the November newsletter.

Mike says British Rovers Inc. has the largest stock of Land Rover and Range Rover parts in North America. "We carry original and after market parts for all models." Located on three acres, the 12,000 square foot operation comprises eight bays and 10 staff, including four mechanics.

The new company also means more activities for Land Rover owners. Mike says he's planning a regular schedule of events on a seasonal basis. "We'll be doing a number of rallies and gatherings throughout the year. Right now we're looking at a winter meet here." For a parts brochure write: British Rovers Inc., 290 South Main St., Rutland, VT, 05701. (802) 747-7042. OVLK will have more details on the winter rally, plus other plans and sales information in future newsletters.

Tom Mayor sends this pix of "Smokey" and his lunch pushing a wayward 88 out of the sticky bits on a recent outing.



How to Roll a Land Rover

By "Fast" Freddy Barrett

Ingredients:

- a)-One Land Rover jammed to the roof with camping equipment for a canoe trip.
- b)-Heavy, 16-inch spare tire on the roof.
- c)-One canoe on roof. (I can't walk on water).
- d)-One downhill curve bearing to the left ending in an abrupt intersection.

How to mix:

Ensure that you have a high centre of gravity when going into curve. Catch a tire, preferably a front one, on a shoulder. Then try to jerk the whole mass quickly back on the road. 30kph is adequate. Watch the fun.

Conclusions: (or, How to Avoid this Happening to You)

- a)-Pack heavy objects low in the Land Rover.
- b)-Pay attention to descending curves
- c)-Ensure the rubber seal on your gas cap is in place and in good shape. Same goes for spare gas cans. They both leak quickly when upside down.
- d)-Put a guard just above the front windshield covering the inner roof liner. It eats fingers.
- e)-Tie down all sharp and heavy objects carried inside the vehicle.
- f)-Think ahead. Don't be distracted by conversations or scenery when entering a questionable road situation.
- g)-Carry a first aid kit--and a crowbar within easy reach.
- h)-Hope to hell that as many good people will be around like the ones who rescued Nancy and me from my gas-soaked bomb.

P.S. We couldn't have brought the Land Rover back as quickly from the boonies without the emergency crew and resources of our club. Multi-thanks to Jason, Mike and Al.

ROBIN'S RAMBLING ROVER ROUNDUP

Well, issue number 3 of the newsletter "DEMOBBED" arrived a few days ago. This is the official newsletter of the Ex Military Land Rover Association. In this issue were a couple of vehicles for sale and a brief round up of the club events. Andy Wood the man behind it all hope to start his own magazine soon. As yet the aims are unclear but we'll let you know as things progress. Whilst talking to Andy on the phone the other day he told me about the current glut of military Land Rovers on the market at the moment. It seems that the average price at the MOD sales for a 109 12 volt soft top is about 300 pounds, that is for a complete running vehicle, left or right hand drive!

Our intrepid member from Newfoundland Kevin Burton is off to the UK to visit family and a number of Land Rover parts dealers. When I asked Kevin how he was dividing the time between the two he told me that he had a simple way, he would do whatever he wanted from 8am 'till 8pm and his wife Deborah could have from 8pm 'till 8am. We'll see who wins when he returns. Kevin is shopping for a 101 Forward Control to mess about in, seems he doesn't need an engine and a transmission. Hope it is not another one of those 454ci transplants!

Talking of 101's, Paul Socholotiuc has found a buyer for his 101. Sadly it is destined to go south to Florida. Also going should be a couple of Fred Joyce's vehicles from Wainright. On the upside Paul is set to replace his departing 101 with a real "sweatie" from England real soon. Although the PSAC strike hurt the newsletter getting out on time, Paul had a vehicle he had imported rubber stamped through customs during the strike. The officer was all alone and told him to just take his truck and get out as there was nobody to take his money for duties anyway! An easy lesson in how to save \$2000!

During a call to the factory at Lode Lane the other day I found out first hand that the lay off's at Land Rover have hit the company hard. For some reason the management at the top of the Rover Group seem to have targeted the most profitable part as the recipient of the lions share of the job cuts. All I can gain from that is that the other divisions not doing so well must need all the manpower they can get. Strange logic at work there.

Did any of you notice the advert in the newsletter from Rovers north for Expedition vehicles. Did you notice that it was not there normal telephone number? My ever eagle eyed assistant (you know who you are Bob) put a tentative suggestion that this may be in conjunction with Ken and Julie Slavin of Quest in the UK. His reasoning being that Rovers North seem to have a good supply of the volcano kettles. I guess only time will tell.

Anyone interested in buying a genuine British Army trailer in mint condition give me a call. My source in the UK had found them at 250 pounds a piece. Now his price has dropped to 175 pounds a piece. Anyone fancy a 20 ft container load? If so GIVE ME A CALL SOON. 1-613 738 7880

For the minute thats all, I'm outa hereRobin Craig

FLASH: This just in from OVLRL's Mid-East correspondent, Mike Dolan.

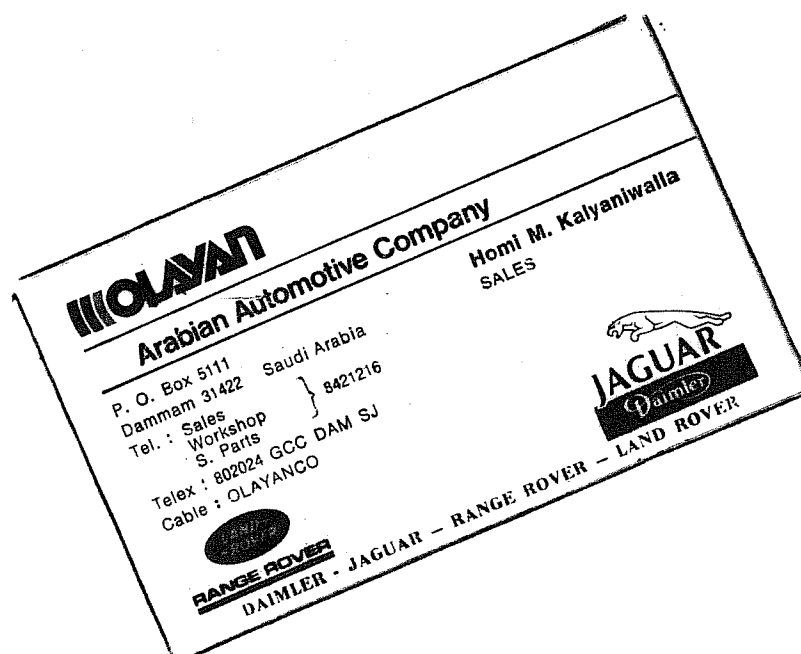
Dhahran, Saudi Arabia, Sept 20, 1991--Greetings from Saudi land. Lots of Brit shit here littering the desert, everything from Series one's to Lightweight military, Range Rovers to Discos. The older stuff is interesting in that the frames are all solid with no rust to speak of. The only reason that people stop driving them is mechanical deterioration or accidents, (of which there are quite a few).

I found three Land Rovers and one Range Rover in junk yards today, none of which had any significant corrosion. Unfortunately, there is no way of re-registering junk vehicles, and, without registration, the complete vehicle can't leave the country. Unregistered vehicles can, (and are) bought and stripped for parts. There is really an appreciation among the locals for older vehicles but they really do like new stuff. This leads to interesting used vehicle prices. I managed to pick up an '89 Range Rover Vogue SE with 36,000 km for \$21,000 Cdn. still under warranty and really just broken in. The owner traded it in on a new Jag. I guess there's more room in the back of a Jag for two or three wives.

I just put in a request for leave for next summer and will have either July or August off. I should know by the end of November. If we're home by July I'd be quite happy to have the Land Rover rally stop at our farm for a few days. As I say, I should know in a few months.

The pamphlets are for club use--do whatever you want with them, maybe auction them off at Christmas. Or maybe I could trade them in on an OVLRL sticker for my vehicle? It would be kind of nice to have some form of club insignia for it. I'll take a picture of it beside some camels and send you a copy. I'll write again when I've got some idea of vacation time.

Mike Dolan.



The 'Rolls Royce' of four-wheel drive trucks

The royally rich Range Rover

By JIM ROBINSON
Special to Today's Seniors
GOLDEN, B.C.

Standing at the 7,000 ft. plus altitude mark on Mount Seven, the question was asked, how many people would ever need the climbing and rough road abilities of the \$67,000 Range Rover.

The answer was less than three per cent.

So why would anyone want to pay that kind of money for a 21-year-old, four-wheel drive truck with only seven dealers across the country?

The sport utility truck market in North America

mushroomed by 400 per cent from 1982 to '86 alone and continues to grow. Although the Range Rover has been available in most of the world since its introduction in 1970, it was the success of the Jeep Cherokee that resulted in the overthrow of North America's

passion for the station wagon.

When this segment began to show itself, it was not lost on Range Rover, a division of British Aerospace. It moved into the U.S. market three years ago, and into Canada last June when it opened its offices in Mississauga.

If, the Ford Explorer is the Lincoln of "Sport Utes" then the Range Rover must surely be the Rolls Royce.

To quote Bill Baker, Range Rover's North American vice-president of

communications, the Range Rover is "number one in price, performance and prestige."

Which is the reason why I am doing this report from the top of a mountain in British Columbia, not the wilds of Hwy. 401.

Range Rover flew a group of auto writers out to the Rockies to see why Range Rover is unequalled. This is an all-aluminum (very British body on a 14-gauge box steel chassis with wal-

See Pg. 50



The Range Rover

Range Rover is more than just a capable sports ute

From Pg. 49

nut veneer interior (very, very British) and all set amidst aniline-dyed leather (nothing could be more British) seating which swaths passengers and baggage alike from fascia to tailgate.

As for climbing up and down steep grades, imagine

driving down a slope the same angle as your basement steps for about a mile and add in ruts and wet, slippery snow. Next, put Vivaldi on the six C.D. auto changer, adjust the climate control to a roasty 70 degrees Fahrenheit, and you have part of the reason why people ante up the price of a condominium for this.

More than just a very capable sport ute, the Range Rover is presented as a way of life, and a sense of being to all those who admire things English. Range Rover Canada is loath to say how many of these trucks they hope to sell in Canada, but it certainly represents niche marketing in its most rarified form. Debuted more than two decades ago, the Range Rover has been constantly refined over the years. But it still is of a dated exterior design, although slavishly copied by Mitsubishi and Isuzu for their sport utes. The interior shows the Range Rover's age and clockwork heritage. The heating/ventilation system is a hodgepodge of unfamiliar pictographs and dials. For instance, we are used to a pictograph of an arrow flowing downwards or the word "floor" to mean heat

directed to the floor. The Range Rover has a drawing of one foot. The horn is a button on the end of a control stalk (again very British), and I guess I'd expect a tilt and adjust wheel at \$67,000.

But man does that 3.9 litre V8 propel you and about two tons of truck and cargo down the mountain roads or up elk tracks. The seating position is way up high in 18-wheeler altitudes and the view through all axes is remarkable.

Tires are special Michelin high-speed tires that have been adapted for Range Rover. You just can't believe those same tires, good for 100 kmh and above cruising, can also take you up snow-covered paths, but they did. There was this one "rut" about the length of our Range Rover and about six feet deep. Our truck went

down and up effortlessly and I could not believe it. Here is suspension travel that must be experienced. A Montreal colleague with vastly more experience with cars than I will ever have pronounced it "unbelievable, unbelievable."

As mentioned above, only three per cent of Range Rover buyers will ever use the abilities it has, but they gladly pay the price so that others will know they have it.

Yes, this is a creature of Glen Abbey, Deerhurst and valet parking. This is the vehicle supplied to the Queen, the Queen Mother and Prince Charles. In fact, all Range Rover's advertising leaves you in no doubt that it's the Royals and royally rich who buy Range Rovers.

This is not, then, a vehicle for the conspicuously rich; this is the sport ute of the conspicuously hip.



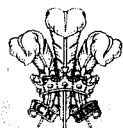
BY APPOINTMENT
TO HM THE QUEEN
MANUFACTURERS OF ROVER CARS
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD COVENTRY



BY APPOINTMENT
TO HRH THE DUKE OF EDINBURGH
MANUFACTURERS OF
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD COVENTRY



BY APPOINTMENT
TO HM QUEEN ELIZABETH THE QUEEN MOTHER
MANUFACTURERS OF LAND ROVERS
ROVER GROUP LTD COVENTRY



BY APPOINTMENT
TO HRH THE PRINCE OF WALES
MANUFACTURERS OF
LAND ROVERS AND RANGE ROVERS
ROVER GROUP LTD COVENTRY



LAND ROVER CANADA

News/Nouvelles

LAND ROVER CANADA INC. 2425 Skymark Avenue, Mississauga, Ontario L4W 4Y6 Facsimile: 416-238-5278 Telephone: 416-238-0602

FOR IMMEDIATE RELEASE

CONTACT: Alan A. Manessy

**ROGER BALL NAMED VP, OPERATIONS FOR
RANGE ROVER OF NORTH AMERICA**

Mississauga, Ontario -- Roger J. Ball has been named vice president, Operations, for Range Rover of North America, Inc., importer of the British-built luxury four-wheel drive vehicle.

Ball reports to Charles R. Hughes, president, and succeeds Joel E. Greer who will now undertake a research project into future market opportunities.

The Operations function at Range Rover encompasses all field support including sales, service, distribution and dealer relations for the 86 Range Rover dealers in the U.S. and Canada.

Ball joined Land Rover in England in 1970 and became worldwide marketing manager for both Land Rover and Range Rover in 1979. He spent two years studying the U.S. market before the highly successful launch of the Range Rover there in 1987 when he was marketing director for the U.S. company.

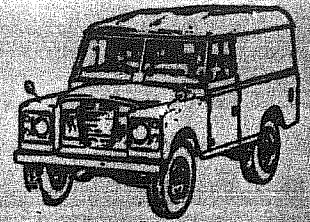
A graduate of Birmingham University and a member of Britain's most prestigious Institute of Marketing, Ball most recently launched Land Rover Canada Inc. based in Mississauga, Ontario in June of 1990 and served as General Manager until now. He will continue to have responsibility for that company as part of his new duties.

Ball and his wife Sue will relocate to the Washington area.

Land Rover Canada Inc. is a wholly owned subsidiary of Range Rover of North America, Inc. who is a member of England's Rover Group.

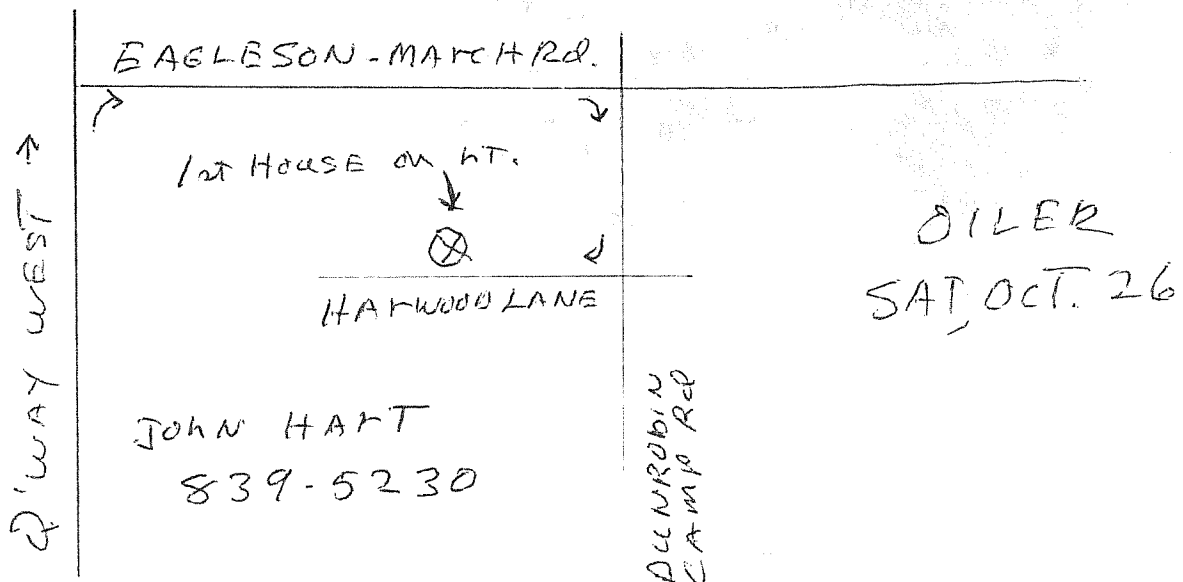
ROVERS NORTH

LAND ROVER SPECIALIST



- 1972, SER III, 88".....\$5,250.00
Blue w/ white hard top. 43,000 original miles. Two (2) owners since new. New clutch, brakes, weather seals, window tracks, etc. Runs good. Call John Swap @ (804) 481-7488.
- 1965, SER IIA, 88".....\$4,500.00 FIRM
4 cyl petrol, overdrive. Brakes & electrical system rebuilt. AM/FM scanner. Blue light, carpeting, bucket seats & center console, wooden dash, headlined & insides. Many extras. Moving & must sell. Call John McMaster @ (215) 825-6745 evenings
- 1971, SER IIA, 88".....\$4,500.00
Original paint, engine (66,000 miles), frame. New complete exhaust system & brake system, new clutch, carb, tie rod ends & lots, lots more. Original interior w/ black seats, bug screens, etc. Certified leaving country. Call Ric Clarke @ (613) 476-8253 series only collect.
- 1971, SER III, 88".....\$12,000.00/OBO
Truly great Rover! Frame completely rust proofed (had original paint). Engine totally rebuilt, converted for unleaded. New clutch, Lumination ignition, overdrive, swivel balls, springs, heavy duty shocks, brakes, exhaust w/ stainless muffler, Alaskan mining truck heater & much more. 16" wheels, safari top, Koenig winch Call Dan Cullaty @ (617) 894-8654 eves or (617) 570-6690 days.
- 1972, SER III, 88".....\$6000.00
Blue w/ white hard top. Looks good inside & out. 2 owners since new. Thorough service by Rovers North. Call mark @ (802) 879-0032.

Space doesn't permit RN's complete list of used and rebuilt LR's. To get yours, write them at: Route 128, Westford, VT., 05494.





"Remember last year it was Captain Mark Phillips jumping horses over Land Rovers?"

Sunday Express, September 23rd, 1984

ELECTION NOTICE

Winter is approaching and that means it's getting to be election time again. OVLK has four elected officers, chosen annually to handle a growing budget and guide our operations and activities on behalf of the membership. In seven years we have seen membership climb from an original 21 to 70. Our budget that first year was about \$200. This year it's several thousand. Our assets include off-road gear, camping equipment, specialized tools, shop manuals, and this summer, a one-ton trailer.

It's a big responsibility. It's also a lot of fun. Doing things together, seeing your ideas and plans turn into reality for the benefit of all, is a nice feeling. Sitting on the periphery of any group, especially an active organization like ours, is missing a lot. Why not consider a more active role. It's your money, your activities, your club. Why not get more involved.

To help members understand what executive officers do, their responsibilities and powers, what follows are excerpts from the club's constitution regarding elections and the executive positions. . . Copies of the complete document are available at the Annual General Meeting or by mail upon request.

OFFICERS:

President: Overall responsibility for the club, its activities, finances, administration and image.

Vice President: a)-Acts for the president in his absence.
b)-Responsible for club committees
c)-Other duties as designated by the president

Treasurer: Responsible for: a)-Maintaining an up-to-date, accurate set of books concerning all club income, expenses and assets. Such books will be maintained in a clear and concise manner in accordance with standard accounting practices.

b)-Maintaining an up-to-date, accurate bank account under the club name and signing authority of at least two of the four executive.

c)-Collection and payment of club accounts promptly and by acceptable accounting practices.

d)-The Treasurer shall produce accounts in an up-to-date, accurate manner at each regular club meeting or to any club member on demand.

Secretary: Responsible for: a)-Administrative and bureaucratic duties as determined by the executive.

b)-Keeping up-to-date, accurate records (other than financial) relating to item "a".

c)-Keeping up-to-date, accurate membership rolls.

NOMINATION FORM ON REVERSE

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TEAR OFF + MAIL

Membership in OVL R consists of two categories, Full and Associate members, as determined by OVL R's definition of the Ottawa Valley. Bylaw "A" of the constitution defines that area as bounded by: The Ontario-Quebec border between Point Fortune and the St Lawrence River, along the St Lawrence to Brockville, from Brockville in a straight line to Barry's Bay, from Barry's Bay in a straight line to Deep River, then in a straight line back to Point Fortune. Members within those boundries are Full Members and may nominate, vote and hold office. Members outside those boundries are Associate Members and cannot nominate, vote or hold office.

Below is this year's nomination form. Please print the name (one per position) of your nomination choice. Send this sheet to the club address. The Elections Officer will confirm the nominee's intention to run for office and the name will be published in the November newsletter. The names of those who are nominated but refuse to accept nomination will remain confidential

ELECTION OF OFFICERS 1991

PRESIDENT:

VICE PRESIDENT

TREASURER

SECRETARY

Please print.

I, _____, being a member in good standing and living within the boundries of the Ottawa Valley as determined by the constitution, hereby submit my nominations as listed above.

Send nominations to : OVL R, 1016 Normandy Cres., Ottawa, Ont., K2C 0L4
Nominations must be received by midnight, Nov. 15, 1991.