

Last Look at the Birthday Party



Christine gets her feet wet.



Like bees to honey.

photos by Bill O'Hara



HangDog look at BP's end.



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

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Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson, Terry King and all those whose names I just know I'm forgetting.

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OVLR Newsletter

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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 Street, 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 OVLR 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 OVLR newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLR newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLR, 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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Submissions Deadline

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

Online

<http://www.ovlr.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: http://www.fourfold.org/LR_FAQ

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLR/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Advertising Information

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

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Hey man, what's going on?

OVLRL Calendar of Events

Socials

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

Executive Meeting

Executive meetings are held on the first Monday of the month. Please call Christine Rose for location. (613) 823-3150

Friday, December 3, 2004

Christmas Party will be held on December 3rd at the Hungarian Community Centre, 43 Capital Drive, Nepean K2G 0E7

Statistically Speaking

provided by Bruce Ricker

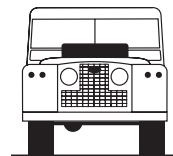
Where we stand:

69 pdf. recipients

36 affiliated members

82 hard copy recipients

187 total membership



Welcome New Members

Rick Sala of Montreal with a 2001 Range Rover

David Westhaver of Val-Des-Monts with a 1971 Series IIA

Stewart Appegath from Cape Breton, N.S. with a 1973 Series III 109

The 2004 Mid-Atlantic Rally

story by Terry King

Photos by Brian Scott, Derek Penny, Terry King and an unknown photographer

A chance for an extended summer is hard to come by at home so four of us packed our camping gear into Kevin Willey's Defender and Kevin Newell's Series, named Stan. As we packed, it occurred to me to say "This ain't no Disco" in comparing KW's Defender to a Discovery. More on that later. At the border, US Customs demonstrated their latest gadget, a full-size x-ray machine that passed over both vehicles. KW. asked for a copy of the shot but he was politely refused. No doubt he wanted to check his welding for defects <G>.

New York State was uneventful, but we couldn't help noticing that Pennsylvania could save a lot of money on signage if they just put up two signs at their borders declaring "Road Construction Starts" and " Road Construction Ends"... instead of the construction signs every 5 miles ...

In any case, as we rolled onto the rally site at noon in Virginia, we found that there was already a roll-over, thanks to Steve Young ... the



Freelander on the left, now back on its feet. The 2004 MAR was underway!

As both Kevins were previously decreed to be "Trail Marshals" they had stickers to that effect affixed to their windows even as we set up our tents in the warm sun.

Picture the OVLRL Birthday Party at Silver Lake, with 70 to 80 vehicles there, now keep adding a vehicle every few minutes for the next 24 hours day. The final count on Sunday was 392 ... purportedly the biggest such gathering in North America ever.

After getting settled in, we went for a trail ride, of course. The trails were very muddy, or gumbo, a combination of mud and clay, and there was lots of water as a result of the hurricanes and rain that preceded us. The access to the neighbouring island was flooded, (12 feet of water ?!) so it was closed to offroading, but not to be denied, we went out and found much mud and water on the River Run.

At the crossing, Kevin Newell got pulled off his line and was soon half submerged in the

(continued on page 5)



Mid-Atlantic Rally (continued from page 4)



James River. After about 15 minutes finishing this crossing, we moved on to the next leg, the Power Line, featuring the “Tank Trap”. This was the site of Steve’s earlier roll in the mud. Despite a valiant charge at the Trap, KN got hung up on his rear suspension, and needed a tug out. KW got through the Trap with a couple of tries. After another hour on the last leg of the journey, which included a steep incline in the muck., we found ourselves back at camp, just in time for dinner, and lights out.

On Saturday we had a chance to wander about the site and see the various vehicles at the rally, while mostly Defenders and Discoverys, there was a good mix of all models. One of my favourites was a Masai Red 110 Series in immaculate condition. If you look closely you can see the mud on its tires, evidence of the grueling conditions <G> .



When not offroading drivers were invited to run RTV trials, teeter-totters, and balancing acts.



The noted off-road expert Bill Burke was on-hand for the weekend to conduct seminars and hands-on sessions on offroading techniques. Bill is seen waving from Canadians Derek and Christine Penny’s Frelander at the start of the Women’s Offroad session. By all accounts it was

(continued on page 6)



Mid-Atlantic Rally *(continued from page 5)*

an informative and fun time.

As well as offroading, Christine and Angela Young provided tons of hot food (and cookies) to their hungry neighbours, and daylong activities for the gathered offspring. Well done, ladies!

I'm not sure if the offroading ever stopped, you could hear groups venturing out from dawn til way past dark onto the nearby trails for slipping and sliding. Mostly slipping.

With all the vehicles it did get a little crazy at times, and the Marshals were sometimes called upon to direct traffic. On Saturday I spent a few hours with the Marshals co-ordinating traffic around a dozen Discos that required a lot of winching on the River trail. The Defenders generally were able to get through this stretch but it was a real challenge for vehicles not specially equipped for the mud. Eventually, one

trail was limited to winch-only vehicles. It was on this trip that we decided to walk a trail to see if it was passable. I innocently stepped into one puddle that looked about a foot deep and sunk to my hip. Jay, the Marshal I was with, offered me a ride back to camp in his new Freelander, but I chose to walk and found a clear stream on the way back to get the red mud off.

There was a great catered dinner and auction on Saturday night, followed by gatherings of late-night snackers and story-tellers, and more offroads for some, and eventually a little sleep.

On Sunday, everyone packed up their gear, said their goodbyes, and reluctantly got on the road for home.

Thanks ROAV for a great weekend ! We'll see you next time at the MAR.

Ottawa Valley Land Rover Christmas Party Friday December 3rd

Cocktails 6:00 pm
Dinner 6:30 pm

Hungarian Community Centre
43 Capital Drive, Nepean

Please RSVP to Christine Rose
By November 26th

Tcrose@sympatico.ca
or
613-823-3150

Mid-Atlantic Rally

by Ron Ward

My brother Rick Ward and I arrived at the MAR rally site in Buckingham County, VA on Thursday, September 30 around 1130 a.m. I was in my 1997 D90 and Rick in his 1968 Ila 88. We'd left Georgia, US the day before and stopped overnight in Danville, VA just inside the border. We stopped at the registration tent and were pleased to be given registration stickers 18 and 20 (someone snuck in line while I was recording my tag number...) which meant we were in the very first early group to arrive. We'd be joined by the rest of our Southern Land Rover Society (SOLAROS) convoy later that same day, so a nice wide camping spot was on the list of things to do right away.

We took the trail around the pond and up to the first upper field from the farm house. There we located a fine spot in the back of the second clearing, right on the treeline. We roped off a spot large enough to accommodate the other trucks coming that day, and set up our individual tents. Our group joined us later that day and included four Range Rover Classics of early vintage, and a 2000 Discovery. Drivers were Mark Lewis, Ross Davidson, Chris Legault (in a newly rebuilt Camel Trophy spec Rangie), Steve Herrod, and Jack Walter. Navigators and Radio Operators (passengers) were Mike Pado and Scott Bowden. Chris and Renee Schramm, also from Georgia, and their 3 boys would be joining the group Friday morning.

Thursday afternoon and evening was spent shuffling back and forth between the campsite and rally control and a couple of turns on the power line trail, and down to the river to check out the water level. This was my fourth MAR in as many years and I was anxious to see how the trails had held up following the hurricanes of the previous weeks. I was not disappointed.

Friday we spent wheeling the lake loop trail and enjoyed Ross' famous tacos by the campsite. Friday evening we visited with

friends and enjoyed a couple of recoveries from failed attempts at the hill climb down by the river causeway. Seems a couple of Range Rover Classics from NC had gotten stuck. Someone said it took a diesel Toyota FJ to pull the red Rangie out, but they must be telling a damn lie.

Saturday was even more fun with the rally control area in full swing with the RTI ramp, vendors and food. The weather turned sunny and warm and soon afternoon showers damped the already muddy tracks. The river trail, straight past the still blocked causeway was our destination for the afternoon. Apparently we were six of 28 trucks that had the same destination in mind. The first mud hole claimed a Series truck and brought the group to a halt. Over an hour later, with the rain coming down, we orchestrated an about face and headed back to camp. Nearly two hours after leaving camp, we'd managed to move 100 yards down the trail.

Saturday evening's events were much fun. The food was great and the entertainment value of the Robert Davis auction was worth the price of admission (!!). As is the usual, the fun and camaraderie around the Schramm's fire ring back at camp was the highlight of the weekend for this tight group of friends. And it is always a treat to meet old friends at MAR that you only hear from on the Internet.

The event, as always, was excellently managed by the ROAV staff and volunteers. Many thanks to the Adamson's for use of their property and Joe and Mary Sanders, Stuart Moore and Robert Davis for their hard work to make the event so much fun. I look forward to it every year and hope to see my friends there again in 2005.

P.S: Weekend casualties included a failed alternator on Chris Legault's RRC, and a broken CV joint cage on Jack Walter's RRC. 1,268 trouble-free miles round trip for me. Can't wait until next year. See y'all at SAE in November!!!

Oiler than Thou

photos by Shannon Lee Mannion



Roy Bailie, owner of Kanata Collision, and estimable host of the club's annual Oiler, says he brought his truck in for an oil change at that Kanata Collision and look what they did to it! He says he's never, ever going to take his truck there again.



OK, start the movie and we'll sit down!



Sean McGuire discusses with Dave Pell and Roy Parsons how best to relieve Yves Fortin of the tool box from the back of his LR.



Employee of the Month! Way to go, Terry!



Brian Scott gives his 1995 Disco a once-over. He looked like he'd taken a bath in the oil when he got through with the job.



Larry looks on while those cheeky Dowell brothers, thinking alike as only brothers can, flick their tongues at the camera.



Can this man see what he's doing? Any oil on the ceiling? Any on the truck???

Ah ha. Fred Barrett reads the instructions while Yves Fortin counts the parabolics and gives the thumbs up. This is before missing parts were discovered and wailing and gnashing of teeth ensued.



Looks like Victoria's Secret garments hanging from the back door.



Alastair Sinclair says, "Let me just slip into something more comfortable and I'll be right with you, Darling."



Kevin Newell does the diesel! ("Is this the up end?" he asks coyly.)



John Cockell touches up what the commercial guys missed on his 1998 110 TDi painted a cunning mini-metal-flake BRG.

John C, a happy camper now that he's oiled everything in sight.



Oiler than Thou (continued from page 9)



The old and the new, the borrowed and the blue. Wait a minute, this isn't a wedding! (But they would have cute pups.)



Alastair S. gets those niggling hood spots on his 1995 Disco.



Does that sign say, "Just Married". Hey, who got married in the club and didn't send wedding photos for the newsletter?



The Dowell twins ignore Roy Bailie as he admonishes them about any number of things.



Some convert to a different religion but Kevin N, he converts to diesel ... and is justifiably proud.°



In this photo, a light-fingered colleague (who nameless shall be) tries to steal the glow plugs and break Stan's chugging little diesel heart.

The transplant is a great success!

by Kevin Newell

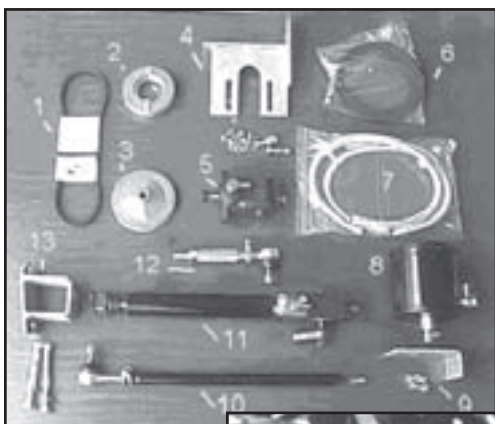
This is the last in a multi part series of articles by Kevin Newell on the adventures of an oil burner.

To the voices of Ren and Stimpy ... "Happy ! Happy! Joy! Joy!"

Stan's transplant is great success... Land Rover should have been putting these engines in their products here in North America years ago...

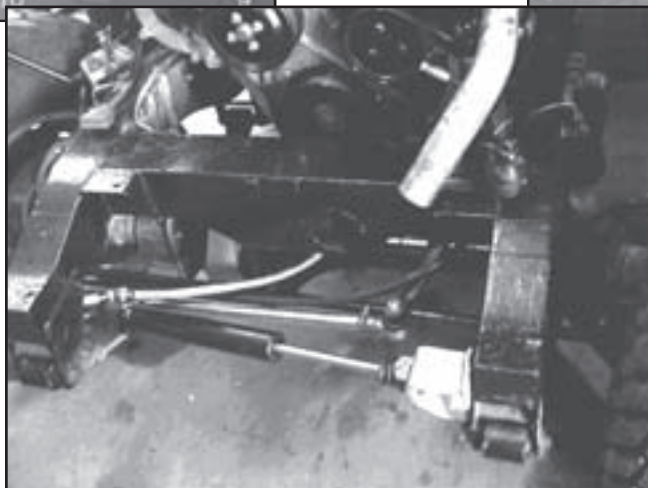
When I last left you, (before the birthday party) I was just about ready for final re-assembly and had taken pressure off myself by deciding to not go to the Adventure Team Challenge 2004 in Kansas. *Secret ... Shhhhhh! If you went to the 21st OVL R Birthday Party or the Mid Atlantic Rally you know that Stan's transplant worked out for the best!*

Power steering... I had purchased a T I Console power steering ram from Bill at GBR almost two years ago and had not yet installed it.



This is what you get in TIC power steering conversion kit for a Series Land Rover. I actually used only some of the parts in Stan; items 1 through 5, 7 and 9 were not needed.

Since the TIC kit is purpose built, it was a fairly straight



forward install. I used the Tdi power steering pump but I had to have the hose end re-fitted, otherwise it was pretty easy. The large diameter pipe you see in the upper right of the picture is actually the lower intercooler intake pipe.

Thursday night JL shows up with the diffs. He brings a friend (Brooks) who is interested in my old 2.25. A deal is struck and money exchanges hands. Earlier in the day I had taken delivery of the 24-spline heavy duty axles from GBR in Utah (thanks for the speedy service Bill). I had also dropped off the prop shafts, for shortening, to a high school friend of Kevin's at Crilly Chassis works here in Ottawa. They'll be ready tomorrow. That night my nephew gets the old diffs and rear axles out for me... He is amazed at how easily everything comes part and goes back together, "like a Mechano set" he says... (I didn't think he was old enough to even know about Mechano but he tells me that it was the coolest toy he had as a kid).

Terry King drops by again to give me a hand so I get him to install the two new gas tanks that my nephew had recently sealed and Terry had painted a few days ago.



What Terry lacks in backyard DIY skills he makes for up by learning quickly. We get them installed and I begin to plumb in the new nylon fuel pick-up and return lines. The fuel system is now ready. I test the cut off

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Transplant *(continued from page 11)*

solenoid and she works fine, so I start preliminary running of new wiring.

The rest of my parts for the running gear and Terry are on hand on Saturday. We get everything together and Terry tells me he wants to tackle the front axle. He wants to learn about the “swivel ball thing”. I give him direction and let him have at it while I struggle with my 30 year old wiring and splicing together the Tdi wiring into Stan’s nervous system. The mass of colours and jumbles of swirling wires behind the gauge console make me think of what it might look like if Walt Disney threw up! (Vivid technicolour) Kind of explains the Lucas electrics issue if you ask me... I decide to put relays on everything that has a draw.

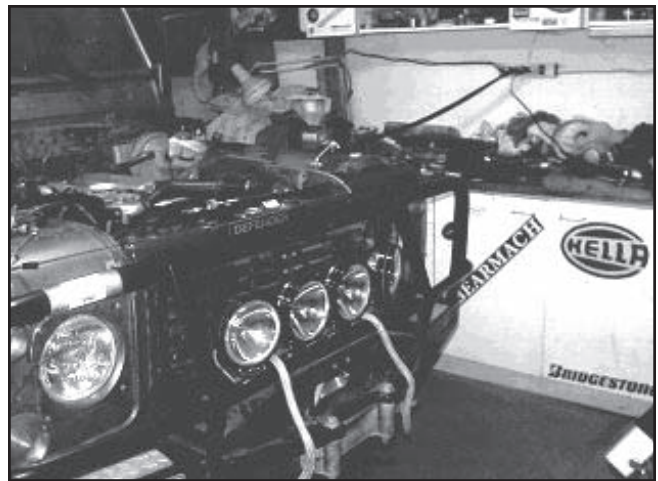
Terry gets the front end apart in no time and is ready to put in the new stuff. First the front diff, next we build up the drive shafts with the new U joints... everything stops at this point. I need new spacers, bearing race and “distance” pieces for the new outer half shafts. A quick call to Eric Riston at AB and they are in the mail, I should have them by Monday. Terry and I go pick up the custom cut prop shafts and install them. I then finish off the neurosurgery on Stan and discover that the glow plug relay will not shut off the glow plugs as I will not need this months for many months yet (I unplug it).

Terry mentions something about the clearance on the prop shaft and we are now both lying under Stan as Terry points out the problem. I say “thanks, it’s not a problem” I’ll get you the angle grinder. “You want me to do it”? He asks... (He has a glint of childlike giddiness in his eyes) “Hey if you want to have it... go for it” it ell him. I show him how it works and where best to cut it. While Terry is cutting off part of the right side engine mount I start putting the fenders in place and begin the hateful task of putting relays and new wires to the headlights and driving lamps (I had purchased a kit to wire in heavy gauge wires and relays to my headlights now I can run 100 watt bulbs).

Sunday Terry and I are putting the interior back in Stan, well Terry is doing it while I supervise and continue the neurosurgery. Monday we get the winch installed on the

bumper (I rebuilt it with new solenoids last fall) and we start the hook up to the second battery and the dual battery isolator. Once done I find out the winch is dead. I’ll fix this later in the summer. We take the Defender bonnet, grill and my alloy door tops to Roy Baileys place, Kanata Collision, where he’ll colour match them to his original paint job done several years ago “Ford FS Green” I assure him is the colour.

One day later all panels are ready. Terry gives me ride to pick them up in his Disco. *Note to all out there, a Defender bonnet fits just fine inside a Disco.* I now bolt all the panels in place and fit the door tops with their windows again and put them back where they belong... with the rest of the door. Lining up the hood latch is very fiddly but it is finally sorted out after many slams, cursing, grunts and some gentle nudging. Stan is looking more like a Land Rover than a go cart every minute.



With his exoskeleton in place I feel it is time to try to see if his heart can withstand a jolt from a new Optima red top. I roll him out of the ICU where he has undergone surgery and rehab for the last 9 months. I cross my fingers and give the key a turn... lots of starter noise and engine turning over but no joy in Kanata. Being new to diesel I go through my checklist in my head. Fuel lines good, solenoid shut off good, fuel delivery good, fuel filter primed, fuel separator primed, no leaks anywhere. My wife Linda is present and asks sheepishly isn’t it supposed to start? I turn the key again and it roars to life. *Boy am I glad I*

(continued on page 13)

Transplant (continued from page 12)

didn't waste all that money! Boy is my wife glad I didn't waste all OUR money! Even without an exhaust it is not loud like a gas engine would be. High fives are had all around and a few neighbors walk over to see the momentous occasion. At this point I am very satisfied to say the least.



The OVL R birthday party is in one day, I have no exhaust and can not get one ready in time. I go to CTC and get a 2 1/2 inch right angel bend pipe and shoot my exhaust to the ground ... Good enough.

Epilogue:

So is it worth it? To me best it is the vehicle I have ever built or owned. I love the diesel rumble and the torque this power plant has. It took about 3 weeks longer than I had expected and I had several hundred dollars of stuff I did not



anticipate. All in all I think I have a great Land Rover and far better than any gas engine vehicle I have driven off road. I recently drove down to the Mid Atlantic Rally with my brother in law and had a great time. I used \$180.00 Canadian dollars in gas and averaged 26 to 28 miles per gallon doing an average of 66 miles per hour.



Stan loves water and mud, the only problem is that a Tdi is very different to drive off road than a 2.25 gas engine. So different in fact I have had to re-learn how to drive my Land Rover off road.

Spool it up and let it go! I hope you have enjoyed my foibles and stories. Thanks Kane, Terry, Kevin, Eric, Roy, Ed and anyone else I am too simple to remember.

See you out there ...



OTTAWA
VALLEY
**LAND
ROVERS**

Remember!

OVLR Christmas Party
Friday December 3rd
RSVP by November 26th
(see page 6)

We Get Mail!

(OK, Dixon gets mail and shares it with us.)

We listen in on Dixon's private and oh-so-confidential mail but only because we know that Stew wants us to know about his fantastic good fortune in giving a good home to a Series III LR.



Hello Dixon, it starts,

And continues: My wife Bell and I recently purchased a '73 Series III rover, 109 5 door from Stephen Cahill in Halifax.; he referred me to the OVLRL and said you were the place to be. I sent my membership fees yesterday, and have had a chance to look at your site—very helpful. We both love this vehicle and look forward to having it for a long time.

I live in Cape Breton and am a first time owner, although I still have a '73 TR6, so I am used to the intricacies of British car ownership. I look forward to doing some upgrades to the condition of my new vehicle, and look forward to using it regularly, rather than as a once-in-a-while thing.

Stephen, as you may know, already did quite a bit of work on it, changing it from right to left-hand drive, and replacing some rusty floor panels etc. I had it checked by a mechanic who is familiar with these vehicles, and he thought the engine was in pretty good shape. I am replacing the starter this week, and would like to give it a more thorough twice-over, give it a tune-up before winter sets in, and also get at the frame to clean it up and undercoat it.

Your info. is great, but on the alternate parts pages I could not find mention of the type of brake shoes to be used – could you let me know if these must come from Rover, if you do not have them listed. The rear pads are worn and need to be replaced immediately.



I met another Rover man here, Peter Kozlik, who is selling his '85 Defender, but he is moving imminently to Calgary.

I look forward to receiving your newsletter soon.

regards, Stewart Applegath

Welcome aboard, Stew and Bell!

Note from Stewart:

By the way, I parked the Rover temporarily at my local service station and the proprietor, Sean Murphy told me that it is causing a stir. I told him he could start charging to look, to cover the space I am taking up at the garage. He also said that a certain "LandRover Bill" from New Brunswick (just passing through in a Rover) stopped when he saw it, and left a bunch of information and references (parts dealers etc.) for my benefit. I hope owning the beauty will always be this easy!

Remember: OVLRL Christmas Party
Friday December 3rd
RSVP by November 26th (see page 6)

Classifieds

WANTED:

Looking for Military style connector. Circular 12 pin male connector (the part that comes off a trailer and plugs into Circular connector on rear cross member of ex MOD truck) I have an 1975 ex-mod truck 109" and would like to make an adaptor from the military connector to the regular 4 pin trailer connector. My wiring harness is in good shape (relatively) and I would like to avoid cutting into it. If you have a connector lying around or you know where I can buy one please contact me.

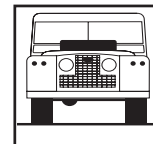
Dave Pell
e-mail djpell3@yahoo.ca
phone 613 791-2994

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Last Look at the Birthday Party



Follow the Leader

photos by Bill O'Hara



The Conga Line



A Trip to the Spa



Serving the Master

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Roy Parsons as a blond

Sean McGuire enjoys a bit of shade in his '95 Disco while Roy Parsons' hair gleams blindingly blond in the bright sunlight. Roy says, "If I've only one life to lead, let me live it as a blond." This is a sentiment with which I agree whole-heartedly.

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