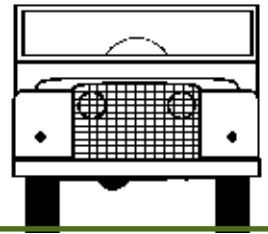


OTTAWA  
VALLEY  
LAND  
ROVERS

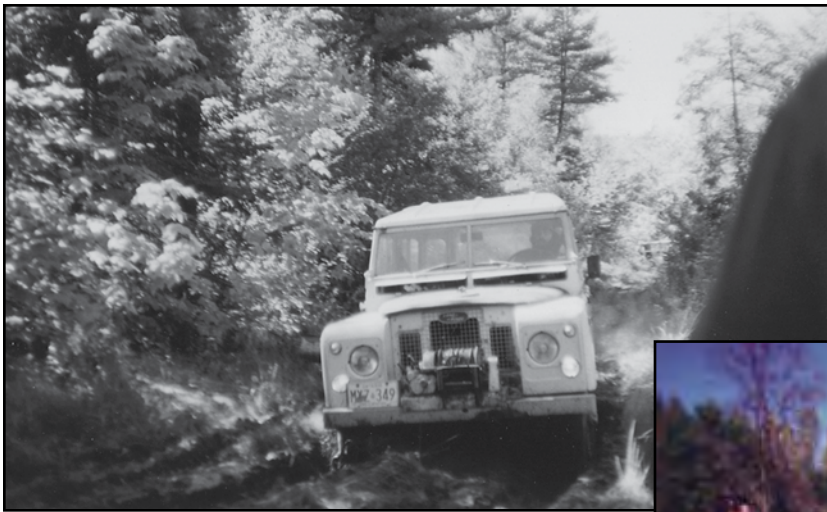


September 2008

[www.ovlr.org](http://www.ovlr.org)

Volume XXV, Number 9

# Bob Wood 1953-2008



*See article—page 4*



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

### 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.

OVL R 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 \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

## 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 web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

## OVL R Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

## OVL R Executive and General Hangers-On

### President

Peter McGough  
[mcgou@msn.com](mailto:mcgou@msn.com)

### Secretary-Treasurer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Events Coordinator

Robin Craig  
[events@ovlr.org](mailto:events@ovlr.org)

### Off-road Coordinator

Kevin Newell  
[linda&kevin@trytel.com](mailto:linda&kevin@trytel.com)

### Past-president

Jean-Leon Morin  
[morinj@sympatico.ca](mailto:morinj@sympatico.ca)

### Club Equipment Officer

Dominic Perodeau  
[dominic@landroversalvage.ca](mailto:dominic@landroversalvage.ca)

### Archivist

Your Name Here

### Auditor

Christian Szpilfogel  
[christian@szpilfogel.com](mailto:christian@szpilfogel.com)

### OVL R Marshall

Murray Jackson  
[mjackson@igs.net](mailto:mjackson@igs.net)

### Returning Officer

Dave Pell  
[djpells3@yahoo.ca](mailto:djpells3@yahoo.ca)

### Executive Member-at-Large

Andrew Jones  
[andrewjones@ripnet.com](mailto:andrewjones@ripnet.com)

### Merchandising Coordinators

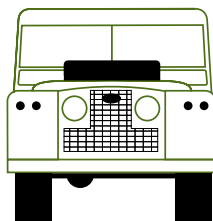
Gabrielle Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)

### Webmasters

Dixon Kenner, Ben Smith, Bill Maloney  
[dkenner@fourfold.org](mailto:dkenner@fourfold.org)

### All British Car Day Coordinator

Dave Pell / JL Morin.



## OVL R Newsletter

ISSN 1203-8237

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

**Submissions:** Articles and photographs may be submitted to the Editors, Terry King ([tking@sympatico.ca](mailto:tking@sympatico.ca)) or Dixon Denner ([dkenner@fourfold.org](mailto:dkenner@fourfold.org)) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

**Advertising Information:** \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be 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.

**Copyright:** Pursuant to the Berne Convention, no portion of the OVL R Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance held by OVL R. Where permission is granted, citation must include month and year of the OVL R issue.

### Newsletter Content Editor:

Terry King  
[terrycking@rogers.com](mailto:terrycking@rogers.com)  
*Special issues:*  
Dixon Kenner  
[dkenner@fourfold.org](mailto:dkenner@fourfold.org)

### Newsletter Production Editor:

Lynda Wegner  
[lwegner@synapse.net](mailto:lwegner@synapse.net)

### Production Assistance:

Bruce Ricker  
[joey@igs.net](mailto:joey@igs.net)

---

# Beneath the Bonnet

OVL R Calendar of Events.....	3
Bob Wood 1953-2008: Last Meeting of Bob Wood Sighting Society BY SHANNON LEE MANNION.....	4,
OVL R 25th Anniversary Scrapbook—Chapter Five BY MIKE MCDERMOTT.....	5-8
Ottawa’s 2008 All British Car Day ARTICLE AND PHOTOS BY DAVE PELL .....	9
2008 OVL R Frame Oiler BY JL MORIN.....	10
OVL R Merchandise Available BY GABE PELL.....	11
Classified .....	12

---

## Hey man, what’s going on?

### OVL R Calendar of Events

#### **Socials:**

Socials are held at the Prescott Hotel on Preston St., 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 contact Peter McGough for location. email [mcgou@msn.com](mailto:mcgou@msn.com)

#### **Notices:**

**Oiler** – October 18, 2008 — see page 9

**Guy Fawkes Party** – November 1st and 2nd — details to follow

**OVL R Christmas Party** – December 5th—location TBA

**AGM** – January 21st—nominations for the Executive closing October 1st (see page 10 for details)

---

# Bob Wood 1953-2008

## Last Meeting of Bob Wood Sighting Society

BY SHANNON LEE MANNION

**S**cores of Bob Wood Sighting Society members met for the last time on a misty night in mid-September, the 12th, to be exact, at the Prescott Hotel some two weeks after Bob succumbed to, what everyone agreed, was a way too early sloughing off of his mortal coil. He was older than some people in the club but younger than most at a middling, 55-years-old. Certainly 25 or more years too early to be turning in his membership, we all conceded.

One end of the ever-popular Prescott Hotel aka Last Draft Saloon, was filled with people who'd come to say good-bye to someone we'd all known as Mr. Land Rover. One wag commented, "We never got this many people out for a newsletter stuffing!"

It's interesting that reclusive as he was, Bob was involved with many people and obviously, well-liked. His neighbours, for instance, along with former Laurentian High School friends as well as people he continued to know from the various places he worked, and, of course, his Land Rover club connections, all were present at his contemporaneous wake.

Some of us hadn't seen Bob much in the past few years but he was always in the corner of our eyes. We certainly had not stopped knowing him or talking about him and his name came up often in conversation, "What's up with Bob?" "He got rid of the Breadbox." "I wonder if he has any parts for my 109?" "He went to his high school reunion last summer, you know, in a T-shirt he wore in Grade 12!" "Any truth to the rumour he renewed acquaintance with an old flame?" "D'ya hear that he sold his Mini Cooper?" "We can't believe that he's



not here any more. What happened?"

Hard to say what transpired that weekend. He wasn't one to head to the doctor at any ache or pain and, let's face it, he wasn't cooking as much as he should have and he was doing hard-on-the-body things that he probably shouldn't have. Someone at the Prescott who'd seen him in the week before said it was unusual but that he wasn't smoking when she saw him. Bob always had a cigarette on the go. Others said that he'd been short-of-breath and seemed to be slowing down a bit, more so than his usual languorous self. Perhaps he knew that something wasn't

quite right but unwilling to burden any of us, he simply sought to tough it out.

But on the other hand, Bob was happy that weekend. He had money in his pocket from the sale of his Mini and he was heading for an outing with some of his Laurentian High School friends. Bruce and Roy were in touch on a regular basis and Murray and Andrew popping by from time to time. I was known to be on-hand with bizarre slippers, often in the shapes of animals, some of which roared or squeaked, which I left gift-wrapped hanging on his mailbox. Inevitably, these slippers seemed to come from Fred or Mike or, well pick any LR aficionado/club member and they apparently, were leaving hilarious slippers at his door. (People who came to the stuffings several years back will recall how we had Bob all twitterpated as to who was leaving the lipstick kiss that sealed his newsletter envelope. We insisted it was the postmistress.)

I like to think that he died wearing his favourite slippers, the bright yellow Sponge Bob ones. This makes me smile and I hope it does you, too. It's a good thought.

## OVL R'S 25th Anniversary Scrapbook—Chapter Five

# ALROC, The end of the beginning ...

ARTICLE BY MIKE MCDERMOTT

**W**hen the Ottawa gang established the first local chapter in 1984 under the umbrella of the Association of Land Rover Owners of Canada, it was with mixed feelings by many.

While enthusiasm was high among locals to be masters of our own house and focus more on activities in the Ottawa area, some had concerns about the new path ALROC would have to take.

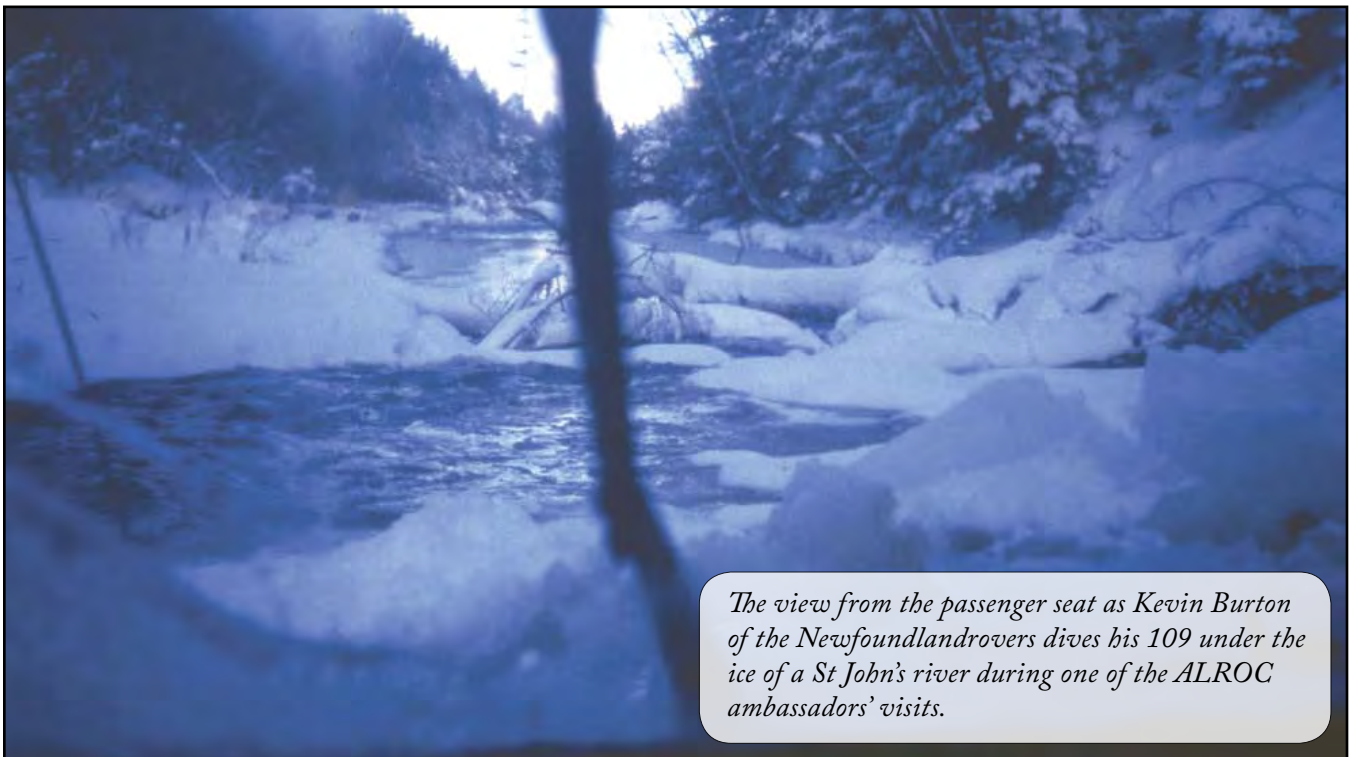
Mark Pankhurst, ALROC president at the time, had reservations that establishing a separate club in Ottawa would rob the national organization of some of its enthusiasm, leadership and organizational strength. To some extent he was right. The members behind the chapter proposal for local clubs had also been at the core of making ALROC a national success that had reached nearly 300 members in less than a decade.

But, as ALROC grew, it began to be seen by many across the country as mainly an Ottawa-oriented bunch, a legitimate gripe since all the leadership and most of the Transfer Box articles came from here. Many Ottawa members felt that if others in far off places had issues with ALROC's structure and election of officers, they should have an opportunity to run things. It was, after all, a national organization.

Now, as ALROC embarked on its new role of an "umbrella" organization bringing chapters together across the country, it would have to depend more on those independent clubs to provide leadership and newsletter articles.

About that time, it was noted that Mike McDermott and fellow OVL R member Dave Smithers were traveling a lot for their federal government employer. They were quickly corralled as ALROC ambassadors and told to ferret out

*(continued on page 6)*



*The view from the passenger seat as Kevin Burton of the Newfoundlanderovers dives his 109 under the ice of a St John's river during one of the ALROC ambassadors' visits.*

*Members of the Toronto Area Rover Club conduct a baptism on an Austin Champ during a club get-together with the Ottawa ALROC group. Pictures and a story of the event would go to Transfer Box for distribution to other enthusiasts across the country.*



Land Rover clubs and potentials wherever they went. Over the next several years they bent a lot of ears and elbows with enthusiasts in Newfoundland, Halifax, Montreal, Toronto, Edmonton, mainland BC and Vancouver Island. The idea was to spread the benefits of belonging to a national organization and encourage copy to fill the pages of Transfer Box.

The following year, Ron Reid, with the Roverlanders of British Columbia on the mainland, won the secretary position and Harold Huggins, who had returned to the west coast two years earlier, became president again. Only Andy Graham, the club's longtime treasurer, remained in Ottawa.

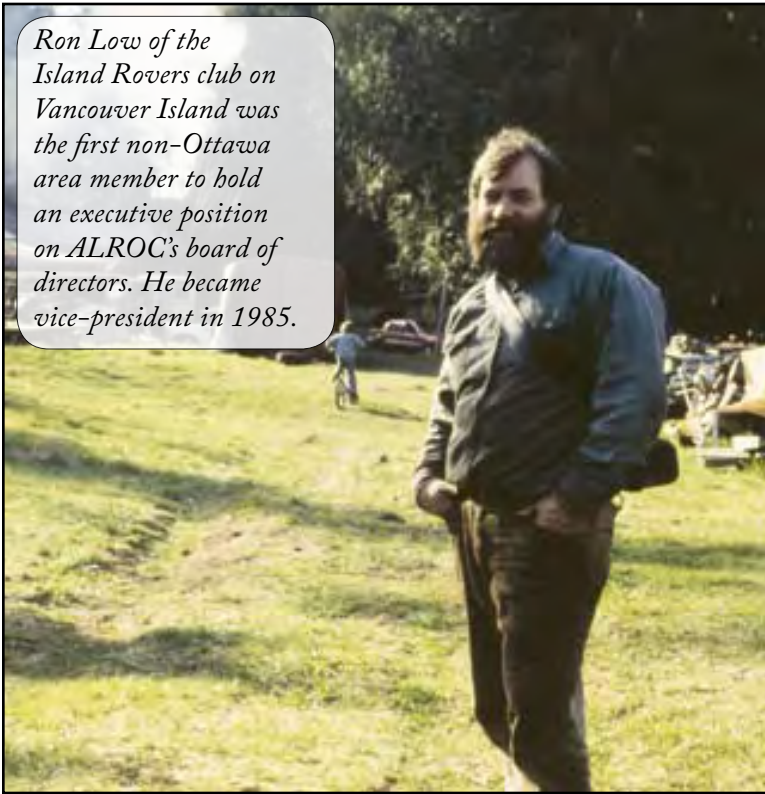
*(continued on page 7)*

A reoccurring complaint they heard was the issue of ALROC's executive always being elected from Ottawa members. So, in an effort to bring a more "national" flavor to the group, Ron Low of the Sooke, BC-based Island Rovers was elected Vice President when Ottawa member Jerry Dowell retired in 1985.



*Dave Smithers, one of ALROC's travelling ambassadors, at an early frame oiler. His diplomatic presentation improve a lot once he hosed off a liter of undercoating oil and changed his clothes.*

*Ron Low of the Island Rovers club on Vancouver Island was the first non-Ottawa area member to hold an executive position on ALROC's board of directors. He became vice-president in 1985.*



But now things were different.

With so many local clubs self-sufficient, ALROC's role in supporting Land Rover enthusiasts had become greatly diminished. Several of the clubs had their own newsletters dedicated to supporting local members and had little interest in writing for anyone else. Transfer Box began having difficulty getting copy to fill its pages and its publishing schedule suffered badly. Irregular newsletters meant a declining membership and with it, the funds necessary to publish.

The end for Transfer Box came in May, 1990 with a letter from ALROC president Huggins: "It is with no small measure of regret that we announce that we are compelled, for reasons beyond our control, to end publication of Transfer Box., the official publication of ALROC, Canada's first and original Land Rover owner group."

The new exec decided Transfer Box would be put together in the west then shipped to Ottawa where Andy would have it printed and sent to members. This was before universal e-mail so newsletter discussions and executive meetings had to be held by telephone, a cumbersome and expensive system.

Ever the fighter, Harold held a meeting that October in a last ditch effort to keep ALROC going in a meaningful way. With only eight members present however, and no way to get the message out, with the bank account closed, it was decided to refund that year's dues and move on to other things.

*(continued on page 8)*

By now local clubs were becoming plentiful. Besides the two on the West Coast, Newfoundlandrovers on the east and OVLRL, the Toronto Area Rover Club was thriving, The Canadian Series One Club near Bracebridge, Ont., was running and Prairie Rovers had burst forth from the wheatfields of Manitoba. In addition, there were several publications not attached to any particular club. The Land Rover Register of Canada out of West Vancouver was available as well as a growing number of newsletters from commercial parts suppliers.

Things were moving quickly. ALROC had been successful in its original mandate: To bring Land Rover enthusiasts together and provide direction and help at a time when the dealerships had abandoned them.

*Mark Pankhurst, ALROC president during the tumultuous chapter discussions, takes cover under a mosquito hat for a little peace and quiet. Mark had reservations over ALROC's ability to survive without the Ottawa group's direct involvement.*



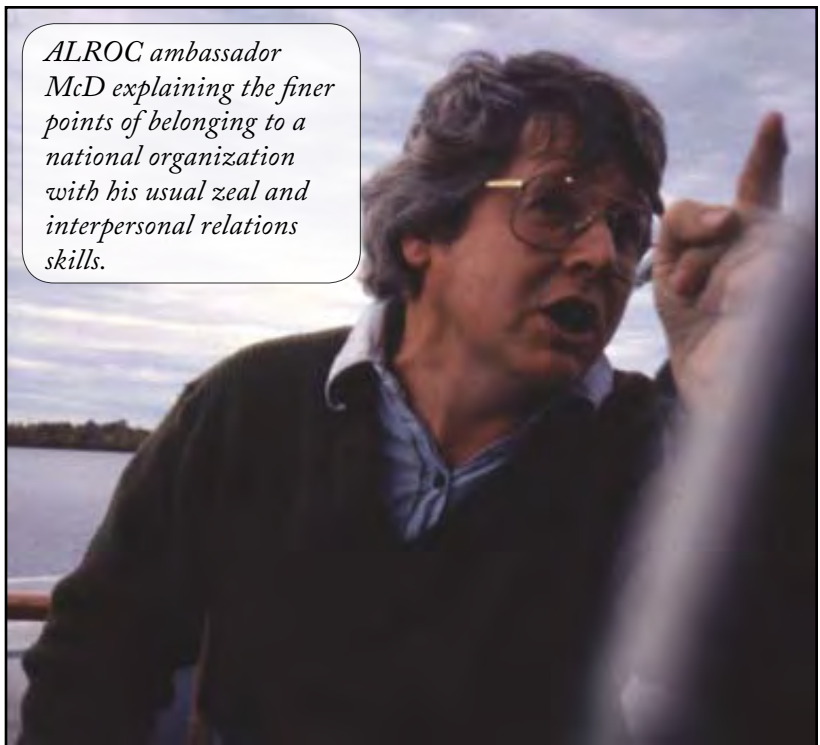
But even in its demise, ALROC could count itself a success. Much of the interclub communication seen for Transfer Box was now routine among the separate organizations. Many of the personal contacts made by its roving ambassadors remain as good friends today.

If the internet had existed back in the 70s and everyone could communicate on that level of information-sharing, there might not have been the need for an ALROC.

But there was no internet. ALROC filled that void and brought Land Rover lovers together, got the whole thing started, from the first days of Transfer Box typed on used paper and run off a Gestetener in Harold's Ottawa basement, to this newsletter perhaps delivered on your laptop as you ride the bus.

Without all that history, I wonder where we'd all be now?

TEASER FOR NEXT MONTH—INTO THE 90's WITH GUSTO!



*ALROC ambassador McD explaining the finer points of belonging to a national organization with his usual zeal and interpersonal relations skills.*



*David and Elizabeth Johnson with their sparkling 109 purchased from a British Columbia ALROC member and driven back to Ottawa, one of the benefits provided by Transfer Box's inter-club communications.*



# Ottawa's 2008 All British Car Day

July 12 2008

ARTICLE AND PHOTOS BY DAVE PELL

This is the fourth year that our club has been invited to participate in the Ottawa All British Car Day. It's a great opportunity to see some classic British automobiles. This year, of the 170 or so vehicles registered at the event we had 6 Land Rovers—Peter McGough and I brought examples of “working” trucks. Me with Fergie (1975 S3 109 ex-MOD) pulling a borrowed twist-off ramp and Peter in his Rangie (1979 2-door) bringing the club trailer. This is the third year that the club trailer has been at the event and the first year that we got the Club's expedition trailer to the event before the rest of the organizers had a heart attack (meaning on time). There was a wide range of vehicles in attendance, everything from a 1929 Rolls Royce to a modern Austin Martin. Most of the vehicles had been lovingly cleaned and prepared for the event. Fear not, the club was well represented with some examples of how nice the trucks could be, we had three very nice examples of Series restorations—Andrew J's 1956 Series 1 86-inch, Michael P's 1962 Series 2A 88 and of course, Gordon B's 1964 Series 2A 109. The Coilers were represented by Peter G's Holland and Holland Rangie.

After setting up the Club's expedition trailer we walked around to look at some very nice examples of British engineering and workmanship. The organizers changed the cooking arrangement a little this year; the pre-cooked sausages were defrosted and warmed on the trailer and then browned on a BBQ. It was lunch time, and as always the participants are impressed with the trailer.



After lunch, before the door prizes were drawn (the grand prize was a \$800 credit with Tire Trends), the OVLRL club did a demonstration of the axle articulation using the twist off ramp. The point is to try and drive as far up the ramp while keeping all four wheels in contact with something solid. The 22 degree ramp is 160 inches long. Of the six trucks, we were able to get four trucks up the ramp. For the demonstration we had an area set aside and the spectators were kept back. We had two spotters in with the trucks. Fergie was the first up and I was able to get to approximately 40 inches up the ramp before the heavy duty suspension started to lift. Andrew went next and with the parabolic springs he was able to get to around 60 inches. Peter McGough brought his 2 door Rangie and was able to get very close to half way up the ramp (80 inches) before lifting a wheel. Peter G then started putting the Holland and Holland Rangie up the ramp. I was spotting the front off side tire and I had to ask Peter how fond he was of the plastic bits on the front bumper. Discretion being the better part of valour, Peter opted to stop at 63 inches up the ramp before those bits came off the bumper.



# 2008 OVL R Frame Oiler

## Hello OVL R members:

As the farmer's almanac is calling for a long and hard winter with plenty of precipitation (and, based on this summer's rainfall, we might just get exactly that), it might make sense to take advantage of OVL R's frame oiler event, in order to ward off the road salt and corrosion with a generous application of gooey oily messiness to the underside of your Land-Rover. As an added benefit, the application process generally results in the "applicator's" topside being thoroughly coated as well.

The oiler is a long-standing event that has been around for as long as OVL R itself. As the Land-Rover box section chassis tends to corrode from the inside out, owners banded together to try and preserve their Land-Rovers by coating the rust-prone areas with liquid undercoating goop. Results are generally much better if the vehicle that is being treated is clean, so we would recommend spending a few dollars at the coin-wash to clean off the accumulation of mud and grime a few days before, to allow for everything to dry out.

For 25\$, you will have the chance to roll your precious wheels (Land-Rovers have first priority but other vehicles can generally sneak in near the end) up on the ramps and have at it with an air-powered spray gun, dispensing the finest-quality goop to every knook and cranny. We do recommend that you bring a change of clothes (the undercoating does not generally protect the upholstery, quite the contrary), or better yet, tyvek space-type-suits are available from any of the big box stores for about 15 dollars, and can be disposed of once the deed is done.

*The oiler in days gone-by!*



We are rescheduling the oiler to Saturday 18th of October, still to be held at Riverglen farm, which is JL's new place. The previous date was the 11th, but that conflicts with international diesel smoke emissions celebration day, so JL is busy, and we have to reschedule.

For those of you that don't know where you're going (and that's generally the lot of us), Riverglen Farm is located at 230 Davidson's Side Road in Kanata. From the 417, take the Moodie exit north to Carling, turn left (West) on Carling, and take the second right (North) onto Davidson's Side Road. Follow Davidson Side Rd until it turns into the driveway (look for the Riverglen Farm sign), and follow it to the end, until you get to the barns. Look for Land-Rovers. The club trailer will be on site and we will be serving coffee. Official start time is 9AM, but you're welcome to come out earlier and check the place out.

A bit about the location – Riverglen Farm is a working biodynamic farm of 110 acres, and we have Scottish Highland cows, Shetland sheep, ducks, chickens, and all kinds of other creatures. We ask that all dogs be on a leash at all times (no exceptions) as the ducks are loose and they're too fat to outrun most anything. A short off-road run will be set up provided the ground isn't too wet. RSVP would be welcome at [morinjl@sympatico.ca](mailto:morinjl@sympatico.ca), please indicate whether you would like to oil spray your vehicle so we get an idea of the numbers. The house phone is (613) 721-7063 if you get lost on the way.

Hope to see you there!

*JL Morin*

*<http://riverglenfarm.ca>*



# OVL R Merchandise Available

Sierra Designs Men's Ice Ray ¼ Zip Light weight Fleece ... BLACK with Charcoal OVL R Logo

- Straight hem
- Set-in long sleeve
- Low bulk flat lock seams
- ¼ front zip
- Black only
- M, L, XL, XXL (close fitting)
- \$35



Sierra Designs Women's Vesper ¼ Zip Light Weight Fleece ... BLACK with Charcoal OVL R Logo

- Straight hem
- Set-in long sleeve
- Low bulk flatlock seams
- ¼ front zip
- Black only
- S, L, XL (close fitting)
- \$35



Sierra Designs Cyclone Shell – Men's and Women's (chest pocket not on version we have available) with OVL R Logo on left chest in complimentary colour

- Storm flap over zipper
- Adjustable hem
- Large internal pockets
- Fast Pack Hood™
- Armpit vents with 2 way zippers
- Adjustable Velcro® cuffs with custom tab
- 2 zippered hand pockets
- Relaxed fit
- Men colour/sizes available ... Caper M, L and True Blue - XXL
- Women colour/sizes available ... Amethyst – XL and Khaki – S
- \$60



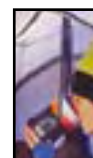
Sierra Designs Unisex Hurricane Poncho with OVL R Logo on left chest in complimentary colour

- Nylon
- Adjustable hood
- Comes with mesh storage bag
- Snaps along sides
- True Blue – L/XL only
- \$35



Sierra Designs Coffee Sling (no OVL R Logo)

- Just a cool thing to have in your Rover, great for holding your drinks or your small spare parts
- \$5



New Wave Enviro Products Stainless Steel Water Bottles with OVL R Logo

- 304 food grade stainless steel
- .6 litre or 20 oz capacity
- Carabineer included for easy attachment to belt or backpack
- Wash with baking soda or vinegar and tap water; dish washing may chip exterior
- Colours: ruby red, sapphire blue, bronze, silver (note: logo is laser etched on all colours except silver which has just OVL R letters engraved)
- \$10 ea



Men's Gildan T-Shirts with OVL R Logo on left chest in complimentary colour

- 100% cotton 10.1 oz
- Preshrunk
- Relaxed fit
- Size/colour: Olive – XL, XXL and Cedar (burnt red) XL
- \$15



Contact: Gabe Pell  
[designergabe@gmail.com](mailto:designergabe@gmail.com)  
 613-839-0350

All orders to be picked up at OVL R Socials or in Carp.

*Does your Land Rover need expert help?*

**Come see the experts at Land Rover Ottawa**

- Huge inventory of parts & accessories in stock
- Same day service available on most repairs
- 10% discount for all Club Members
- Monthly special club offers—call for details!

Dave - Parts Dept: [parts@landroverottawa.ca](mailto:parts@landroverottawa.ca)  
 Ted - Service Dept: [tedrose@landroverottawa.ca](mailto:tedrose@landroverottawa.ca)



Your local authorized Land Rover dealer

**Land Rover Ottawa**  
[www.landroverottawa.ca](http://www.landroverottawa.ca)  
 1300 Michael Street, Ottawa ON, K1B 3N2  
 Tel: (613) 722-7535 Fax: (613) 722-6868



Located on Hwy. 7 halfway between Toronto & Ottawa

**Land Rover Parts**

New OEM parts in CDN\$ — cheaper than paying customs and brokerage fees from our rivals!

We are constantly parting-out selected, good quality donor Land Rovers — full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!

**Land Rover Service & Restoration**

We undertake bespoke service and restoration by appointment and are also U-Haul dealers — so you can trailer to & fro!

Visit our online store at  
[www.landroversalvage.ca](http://www.landroversalvage.ca)  
 or call us  
**613-473-LAND (5263)**

100% Canadian owned & operated business c/w British Mechanic  
 (We own our own premises, so are here for the long term!)  
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

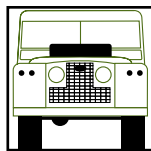
## Classifieds

### FOR SALE

I have a galvanized 86 in frame from a 1956 that I had started to rebuild but then got fed up. It was in excellent condition to begin with, I made a couple of repairs and then had it dipped.  
 I'm asking \$475.  
 Tel: Charlie — 905-576-4217

### YOUR AD HERE

FREE ad space to members.  
 Send information and/or photos to:  
[ottawavalleylandrovers@sympatico.ca](mailto:ottawavalleylandrovers@sympatico.ca)



### New Members Wanted!

*Invite your Land Rover obsessed friends to join OVL R!*

*See page 2 for subscription details.*

### Calling All OVL R Awards

Yes, the time has come for all of the OVL R awards to be sent home for updating, refurbishing and general maintenance. Please if you have or know the whereabouts of any of the following awards please let me know and we can arrange to have it be returned so that the proper updating and refitting can take place in this the 25th year of OVL R. The awards are: The Lugnut Award, The Towball Award, Gasket Under Glass, The Silver Swivel Ball and The Golden Wench Award (any others that I have forgotten?) please let me know.

Contact: Andrew Finlayson [dcaf@gamma.ca](mailto:dcaf@gamma.ca)

