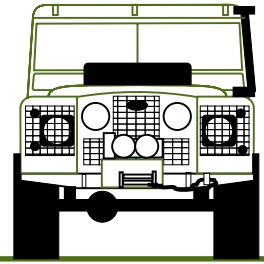


OTTAWA
VALLEY
LAND
ROVERS



August 2015

www.ovlr.org

Volume 32, Number 8



Find us on
Facebook

<https://www.facebook.com/groups/1477333665898918/>

No Fences



See more photos on page 9

PHOTO BY ANDREI CHETREAN



PO Box 478
CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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 raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the 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.ca>

<http://www.facebook.com/OttawaValleyLandRovers>

OttawaValleyLandRovers

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

OVL R Forums

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

Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

OVL R Executive and General Hangers-On

President

open

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Andrew Jones
andrew.jones@explornet.ca

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Executive Member-at-Large

Andrew Watkins
watkinsottawa@sympatico.ca

Andrew Jones
andrew.jones@explornet.ca

William Ficner
william@talltreecycles.ca

Paul Davids
pauliedavids@gmail.com

Past-president

Andrew Jones
andrew.jones@explornet.ca

Club Equipment Officer

Andrew Finlayson
andrewf@explornet.com

OVL R Marshall

position open

Archivist

Ben Smith
bens101fc@gmail.com

Auditor

Christian Szpilfogel
christian@szpilfogel.com

Returning Officer

Dixon Kenner
dkenner@gmail.com

Merchandising Coordinators

Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner,
dkenner@gmail.com
Benjamin Smith
bens101fc@gmail.com

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 (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) 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 add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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Newsletter Content Editor

Terry King
terrycking@rogers.com

Newsletter Production Editor

Lynda Wegner
lynda@freshimage.ca

Production Assistance

Bruce Ricker
b.p.ricker@rogers.com



September 21, 2015

257th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)

October 19, 2015

258th Monthly Social
Prescott Hotel (Beach & Preston Streets in Ottawa)



OVL R Facebook Page

The OVL R Facebook page, which was first put up by past president Andrew Jones in 2013, will be regularly updated with goings on and club membership stuff.

We will post the upcoming events and other important things when we can. Please drop by and “like” our OVL R community. Our intent is that it will be regularly used by me, gets to share stories, trips and musings on all things Land Rover. If are having trouble repairing your Landy or sourcing a special part, drop a note and perhaps someone in the club can help you out

It is located at:

<https://www.facebook.com/groups/147733366589818/>

New Members Wanted!

Invite your Land Rover obsessed friends to join OVL R!

See page 2 for subscription details.

Other Friendly & Neighbouring Clubs' Events

September 12-20 2015

British Invasion, Stowe Vermont
Club Affiliation: Independent event (non club sponsored)
Web: <http://britishinvasion.com>

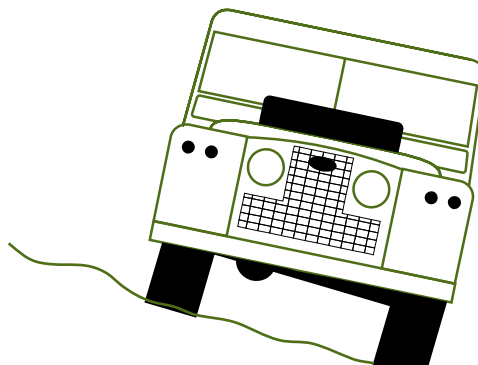
October 1-4, 2015

Mid Atlantic Rally (MAR)
100 Hoges Orchard Ln, Pembroke, VA 24136
(37°18'50.8"N 80°35'07.8"W)
Club Affiliation: Rover Owners Association of Virginia ROAV
Web: <http://www.roav.org/#!/mar-2015/c1jqm>

Note: Other Clubs' events usually require registration or one year membership purchase.

SUBMITTED BY ANDREW F.

Here is a picture from back in the 80's of one of the original OVL R Jim's Lake Trips, with: 109 "bread wagon" (can't remember if this was Mark Pankhursts or mine at this time?) Lada Niva (Jim Robertson) & Simon Skuse's FC 101.



Chairman's Corner

PHOTOS BY KEVIN NEWELL

AUTHOR T. KING

The curse

No matter which Land Rover I drive I keep a close eye on the temperature gauge because problems seem to be able to sneak up on you with no warning.



Last weekend I took Jager to my brother's cottage to give it a couple of two hour runs before the Swisha Loop coming up on Sep.10

So sure enough on the way home on Sunday, I noticed the temperature gauge (the banana type) creeping up over centre. Up until now I have never seen it budge off dead centre. Outside temperature was cool, driving speed 70-80 km (40-55 mph) not too hilly, so I figured something was wrong.

I stopped in Hopetown to check out the usual suspects. Fan was turning, coolant level was good, oil level was good, serp belt was good, so I gave it a 15 minute rest and headed out on the last leg home.

I put the heat on full and opened the windows and vents which is a good trick for any hot runner for a short distance.

After I got home I checked everything again and found no leaks, drips or weird sounds (like perhaps the water pump).

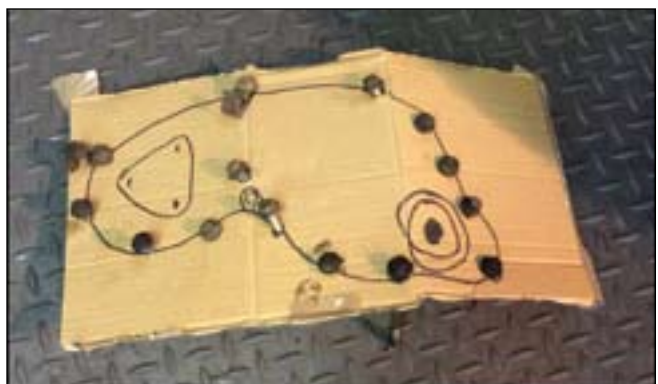
I decided to sleep on it.

Next day I figured it was the radiator, the thermostat, or the sending unit for the gauge in that order. Decided to enlist Kevin's help to diagnose and fix things. I already had a new water pump in hand, and a timing belt kit as well, so I decided to take things apart and have a look at the components. It didn't take long to decide that the rad was pretty well shot and that the coolant was mostly water. This brought back the memory that the local shop couldn't flush the rad in the spring, so I decided to wait until I did the timing belt later on.

After a little splashing around we got things apart and the rad off to the shop for a recore. The intercooler was not terrific but we figured no one could repair it locally, which proved to be true.



While the rad was in for repair we took off the water pump and all the pulleys and tensioners and then the timing cover for a look see. The timing belt had the upgraded tensioner with an outside lip, so we decided to leave everything alone. It turned out that the pump looked great but we swapped in the new one, and the



... continued on page 5

Chairman's Corner (continued from page 4)



timing belt looked great as well, maybe half done at 50K, but no nicks or cuts or scrapes so we sealed it back up and put the pulleys back on.

We cleaned what we could, and lubed what we could see and cleaned up and called it a day.

The rad should be ready shortly and then I'll be back in business, just pop it in, fill it and bleed it and should be good to go. Also changing the lower rad hose at this time, no overhead and it was 'tired'.

TK

Addendum

A big thank you to Kevin Newell for all of his help and thorough knowledge of the 300 Tdi, his time and garage space. The cardboard template for the timing cover bolts was of course his idea :)



And how much is that today?

SUBMITTED BY D. KENNER

While on the Land-ROVER FAQ (<http://www.lrfaq.org>) the other day I happened across a page that had some details on the first Land-Rover 80" vehicles that were offered for sale. One of the items was the price. £450 for a brand new one. Seems reasonable eh? Yeah, there is probably a little inflation, but really how much?

Well, a lot it turns out. And it is not a simple equation. To do a straight calculation on how the value of money has deflated, or in other words how inflation has affected the value of money, there are tables available that track these things¹. In fact, you can go back to

the middle ages for Great Britain if you want to work out how much that cart cost. But quickly, that £450 represents £15,720 today. The base price of a D90 today is £19,017, and there are a few differences in comfort between the two.

But, being an economist (in theory at least), £15,720 is not necessarily the right price. When you measure worth, there are other factors that come into play. Economies change, so what was nifty, new and unique then, might be pretty pedestrian today. So, what about who would buy an 80". Does £15,000 represent the same thing today as it did back then? Simply, no. The

... continued on page 8

Andrew's Musings

SUBMITTED BY ANDREW JONES

Hi folks

They say that nature hates a vacuum, and it hasn't taken long for the gap left by the departure of the two 109s to be at least partially filled. Andrew F has been planning to recover a Series One frame from Mike Dolan's place for some time, and last Saturday he enlisted Bruce R and me to help go and get it. Mike lives close to me, so it was a short trip in the X-1.

Mike D is an avid petrol-head and spends much of his free time racing at the nearby Calabogie Motorsports track, but at one time he was a keen member of OVL, and hosted a number of Birthday Party events in the early days of the club: One such event that has passed into club folklore is the Saab-pull...apparently it was less of a "pull" and more of a skijoring demonstration involving a derelict Saab 99 (white apparently) being dragged around a field many times...more of which in a future article.

Having found Andrew's Series One, we set about using the X-1 to gently pull it out from the undergrowth and



into the open, where we hauled it onto the trailer AF had brought along. Inspection of the mortal remains, caused AF to reconsider doing anything with it, and so he asked if Bruce or I would be interested. Bruce said 'no', so it became mine, and is now tucked up against the hedge where one of the 109's used to live. Andrew confirmed that it is a 1951 80 inch truck, and currently includes the frame, both axles, brake lines, wheels and bulkhead: Not much to start with....For sure it is going to be quite the project, but it's good to have another Series One around (or the remains of one at least). First task will be to clean it up – it's covered in lichen, before taking a really good look at what's left and finding somewhere to park it out of the weather. It is amazingly small, so likely it'll fit in the barn alongside the Ferguson.

Next task will be to start the process of collecting the missing parts – So if anyone has any 80 inch parts tucked away that they don't need, I'd be pleased to hear from you.

... continued on page 7

Andrew's Musings (continued from page 6)

I managed to find a couple of hours to sort out the Sankey trailer wiring – which was fiddly, but satisfying and I have to say I'm pleased with the results. All I need to do now is fit a plate behind the hitch on the X-1 to which I can hook the safety chains. The Sankey also has its correct numberplate fitted now, and the final job will be to paint it in BATUS colours to match the X-1 and soak the underneath in formula 3000 preservative oil.



Other than that, my LR attention has focused on fixing a couple of issues with the X-1, namely the fuel pump and brake light switch – Thank you again Peter Baker and 3Brothers Classic Rover. Getting the X-1 up and running was important as it was needed to support a couple of events here recently – involving taking trips up the hunting lodge and back.

Meanwhile the 101 continues to vex me. The new Performance Distributor is too big to fit the engine - distributor body diameter is too large – so won't fit without carving significant chunks off the inlet manifold. So it will have to be returned. Thank you Naji Mhanni for putting me onto a supplier who can provide a suitable Mallory unit. The 101 has not been outside since I repainted it in its Lux Army colours, and fitted the Michelin XZLs: Will be good to get it out and about before the end of the summer.

That's all for this moth.

BEST REGARDS
ANDREW



Photo Caption Contest

Members are encouraged to submit photos and our readers will suggest captions!

This month's photo was submitted by Andrew Jones.

Captions should be submitted to: terrycking@rogers.com

People are encouraged to submit photos for the coming months.



July Caption Contest Results

ENTRIES FOR JULY (AS JUDGED BY ROBIN CRAIG)

Winner:

Kevin N.: At this point Wyle E Coyote realized that he was in a Land Rover and had no hope of stopping in time...



Honourable Mentions:

Ben S.: "She can't take much more, Captain." (In one's best Scotty voice)

Ted Matthews: Obviously broken!

Linda Scott: I think I can, I know I can... and that 40 percent grade downhill has nothing to do with it. (Little man syndrome)

Dixon K.: Another broken speedo when someone tried to test it using a power drill on the speedo cable...

Ken Fear-Firman: you can't beat a tail wind

Thanks for playing everyone! TK

And how much is that today? (continued from page 5)

labour value, or what the relative wage a worker would use to buy that Land-Rover today is actually £40,000 using wage indexes. But, given that the mix of the labour market has changed over the past sixty plus years, what is the average relative income that buying this Land-Rover was to buy it. Well, that comes out at a cool £59,000. This also represents the economic status of the person buying that vehicle. They were not for the cheap farmer. They were an investment in something that was seen as being durable, and would last a long time.

To conclude, is £59,000 really the top indication of what this Land-Rover represented back in 1947? Again, the answer is no. Pulling out your old economic texts, there is the relative economic power that this wealth represented back then, relative to the total output of the British economy, which after the war was a bit challenged and near collapse. When compared to other

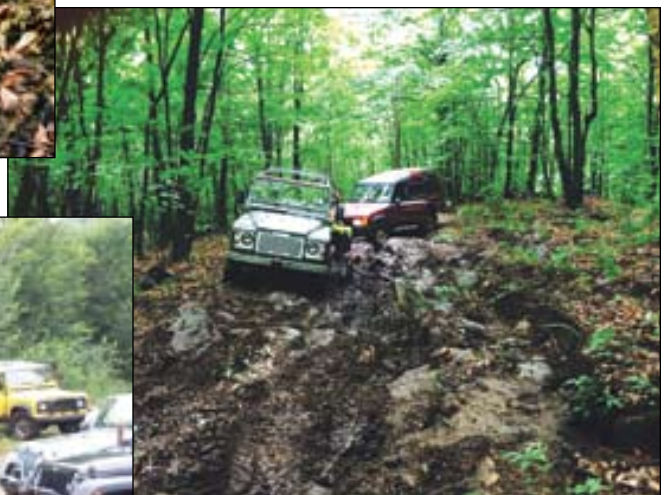
incomes or wealth, the relative influence of the owner, using share of the gross domestic product (GDP) as an indicator, this small sounding amount of £450 rises to £77,000. The Defender 90 station wagon is £29,000 plus taxes.

1. Nothing is ever easy. There are tables for US dollars and British pounds. There are tables for US dollars and Canadian dollars. There are not easily discoverable tables for Canadian and British pounds. In 1947, one pound was worth approximately US\$4.10. One Canadian dollar was worth 92 cents US, which was actually tightly controlled and not floating and controlled by superstitious currency traders like today where the price of oil, representing less than three percent of the Canadian economy, dramatically influences the value of the Canadian dollar against the greenback. But, the availability of the Defender is also tightly controlled by superstitious Land-Rover marketing experts who seem to think that having the Defender available to Canadians would sully and decrease the value of plushie Range Rovers and Freelanders.

Interclub Outing

PHOTO BY ANDREI CHETREAN

Taken at Interclub exit with jeep club Montréal, trailbook club, and others. ..very cool experience for all!



Blacker than Night

PHOTOS BY DIXON KENNER



Trailer and Series 88 are Quintin donations to the Bensfold parts horde a few people have contributed to.

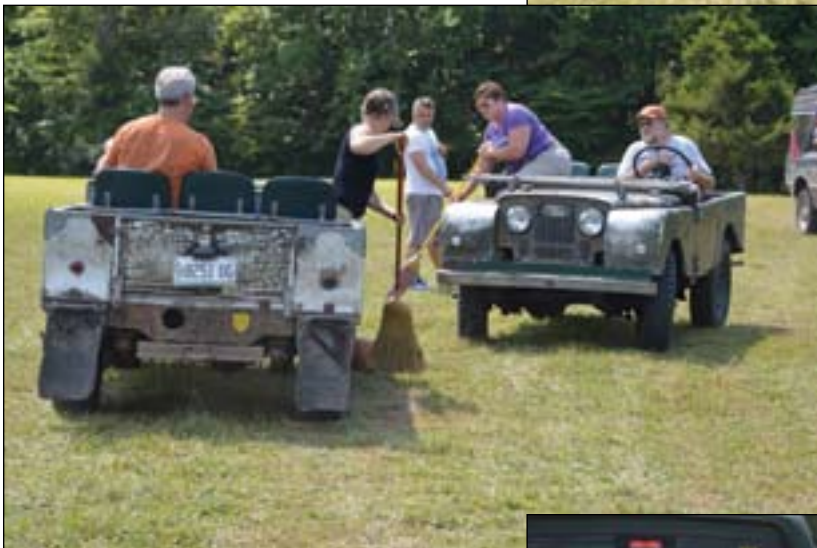


Rover Polo at Blacker than Night

PHOTOS BY DIXON KENNER



Bruce Fowler's RR.



Ben and Christina (their backs to the camera) and Carlene and Quintin (coming towards the photo).



Jeff Meyer would be hanging out the other side.

A New Stamp Issue for Land-Rover Philatelists

SUBMITTED BY DIXON KENNER

Sadly, not all jurisdictions have their own postal authorities anymore. Some still have a resemblance of one and unlike Canada where Communist Post seems intent on destroying home delivery, yet continuing to issue stamps, some places have done the opposite. The Falklands is one of those who have outsourced their stamp programme to a third party company. In this case a company called Pobjoy Stamps. The company has issued a collection of issues of four different stamps on behalf of six territories (1) covers events that occurred during the reign of the soon-to-be longest reigning monarch along with issues which stress the local relevance of the issues to each individual territory participating in the omnibus series. In the case of the Falklands, there are four stamps. Of interest to the Land-Rover philatelist, the 75p stamp has an image of a Series One Land-Rover.

The first Land Rovers arrived in the Falklands in the 1950's. Government records from 1951 show that the first, Registration Number 168, belonged to the Falkland Islands Company. With no roads outside Stanley the introduction of the Land Rovers made life much easier. Even the Dentist (with his treadle operated drill) and the Doctor had to travel by horse until the Rovers arrived. The Falkland Islands are home to the southernmost official Land Rover dealership in the world. The portrait of her Majesty (often seen driving Land Rovers herself over the years)



shows her wearing her coronation crown, in 1953. Known as the St Edward's Crown, it was made in 1661 for the coronation of King Charles II, and is reputed to contain gold from the crown of Edward the Confessor. It is set with 444 precious stones.

The stamps are not available today. They will be issued on September 9th when Elizabeth the Second actually achieves the milestone of reigning longer than her great, great grandmother, Queen Victoria, who held the record of all monarchs since the Norman Conquest in 1066 and all that.



For the curious, the 1.25 stamp image refers to the 2013 the Falkland Islands referendum to gauge public support for the question "Do you wish the Falkland Islands to retain their current political status as an Overseas Territory of the United Kingdom?". With a turnout of more than 90% of eligible voters just 3 votes were against, perhaps favouring the notion of complete Independence for the islands.

Of note, the participating territories for this particular series are Ascension Island, Bahamas, British Antarctic Territory, Falkland Islands, South Georgia and The South Sandwich Islands and Tristan Da Cunha.



Technical details:

Designers: Andrew Robinson
 Printer: BDT International
 Security Printing
 Process: Lithography
 Perforation: 14 per 2cms
 Stamp size: 42.58 x 28.45 mm
 Sheet Layout: 10
 Release date: 9 September 2015

Rovers & Parts for Sale

FOR SALE

Brake pads — I got these pads sent to me in error from Rovers North. Price is \$20. They are rear pads with wear sensor for 1989-1998 Discovery or 1970-1994 Range Rover. New in box was \$40 USD + shipping to get them here.

Kurt: kurt789@gmail.com or 416-807-5226

Jul15

FOR SALE

Clutch Master Cylinder AEU 1714, BRAND NEW, will fit Disco1 or RR Classic
Matthewsted@aol.com

Jul15

FOR SALE

Rims for sale – I have a set of 20 inch Range Rover rims, make me an offer.

Paul Davids <pauliedavids@gmail.com>

Jun15



FUTURE SALE

I have another Defender 130 on the way from France... this one is a 300tdi with an automatic box. I'm not looking to build a fleet of them so will be selling one in the next couple months after both are here in Toronto. (likely the Td5) If anyone might be interested in one please reach me at my email address kurt789@gmail.com and I'd be happy to forward pictures.

Jun15



FOR SALE AND WANTED

Galvanized, Five 16 inch wheels, looking for \$400. Call Sean 613-612-7622.

Also if anybody has an overdrive hanging around not being used i would be interested in purchasing or maybe trade for a massive Koenig winch.

Jul15

ANYBODY NEED FREELANDER FOR PARTS?

I currently have a 2004 Freelander that needs an engine rebuild. Apparently the cylinder slipped into the block. Any chance any of your club members want to try? Or have some tips on how to approach Land Rover about this issue?

Karen Fisher Favret, Montreal

514-378-8887

Jul15

WANTED...

I am looking for a Series 3 windshield wiper dash cover piece, and the steering column upper cover (the plastic one) as well as an alternator bracket for the same.

Any questions please email Sean McGuire at oldguns@rogers.com

... AND FOUND

Thank you to Peter from 3 Brothers, Kevin Newell, Fred Joyce, Andrew Findlayson, and Bob Wood / Bruce Ricker; all parts received.

As always you can depend on OVLR members to come through. Thx Sean

Jan2015

FOR SALE

I have a complete engine, transmission, transfer case for an early series truck. It's a 2.25 petrol and the engine was running fine when removed from the vehicle. Looking for \$200 or so.

Also have a short block from an early V8 which I got for a project that changed direction. Condition unknown.

Email for details.

Rob Ferguson rgferg@gmail.com

Aug2014

... continued on page 14

Rovers & Parts for Sale *(continued from page 13)*

FOR SALE

Large Brownchurch roof rack for sale - fits D1 and D2s. I have a Disco 2 and bought it for a trip. Used it once. Gathering dust. Do you know anyone who might be interested? May be a good base for a roof tent... ? See <http://www.roversnorth.com/ProductDesc.aspx?code=LD91NL&type=3&eq=&key=it> for pictures/info. Asking \$600
Pete – Tel: 416-436-2087

Sept2014

LAND ROVER PARTS: SOME FOR SALE AND SOME ARE FREE

Clearing out Rover parts collected over the years and have no further use for.

Series 3 / 2A / 2 Transmissions. The 2A is of a 6 cylinder with 6 cylinder bell housing. All have transfer cases.

Used diffs from series L/R 2 Range Rover Diffs.

1 Complete Range Rover front axle assy. (with hubs @ diff)
R/R Gas tank. A 2A L/R Gas tank.

A 100 litre gas tank made to fit on the floor of Land Rover. At the time, diesel was hard to find so had tank made up.

Home made Series tailgate.

2 1/4 lit L/R engine. Free for the taking. Needs rebuild.

1991 Range Rover electricals. (Free)

1 set of wheel chains fit 7/50 16" tires.

6 1991 R/R wheels with tires mounted.

4 L/R 16" rims 2 with tires from a 2A. 2 of a S1. no tires.

4 Land Rover Workshop Manuals. Book 1 & Book 2 for Series 2 & 2A

1 Parts book for the 2& 2A. One other 2/2A manual.

1 Range Rover Workshop Manual. Publication # WM US A01. This manual comes in a 4 ring binder. It's a big book, around 1 1/2 " thick.

Assorted Land/Rover books. Would send a list if interested.

Contact: Peter Thomson PH 519 9221536.

Email: typan_2@yahoo.com

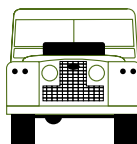
Oct2014

YOUR AD HERE

FREE ad space to members.

Send information and/or photos to the editor.

Ads run for one month – please notify the editors each month to extend.



FOR SALE

Genuine LR OEM rail grabber (roof cross bars) for Disco II (2000-2003). Like new and comes in original nylon storage bag, part STC50175. ASKING \$150 obo.

Genuine LR OEM roof cross bars for late model Range Rover (absolutely doesn't work for a LR3 : (. Like new in storage bag with 4 keys. Part VUB503330 . Asking \$174 obo.

Contact Liam at tlcox@pacificcoast.net or 613.831.7106

Jan2015

WANTED

109 station wagon chassis in good condition, for Series II A project.

Andrew Watkins email awatkinsottawa@sympatico.ca

Feb2015

FOR SALE

I have a restored 1987 Defender 90 2.5 diesel 5 speed RHD ex-MoD 83,000 miles fully restored in OD with many extras. I have close to \$20,000 into the vehicle and I am asking \$12,000.

Photos can be supplied, if there is any interest.

The vehicle is currently at the Ferret Club (Ontario Regiment Museum) in Oshawa.

David Sewell

David.Sewell@europac.ca

Aug2014

FOR SALE – ROOF RACK FROM 110

It's a full size rack of half-inch galvanized steel. The sidewalls are about 8 inches tall. It has a ladder, hi lift Jack mounts, and an 8 foot roll down awning inside of an aluminum case. It also has a small low power solar panel and the back end of the rack is cut out to accommodate a fold out rooftop tent. I have the cut out key which can be reattached with hinges or welded back on.

I'm asking \$1000 firm for everything. Pick up only, located in Don Mills.

Rick Firth <rfirth@rogers.com>

Sept2014

FOR SALE

'61 series II engine and trans. Have drive shafts (front and rear) as well as front and rear Diffs. Engine and trans are complete with header and carb. Also have a few misc steering parts and master cylinders; also have radiator no leaks. All parts are original.

Contact: Retcho, Joe (US) Joe.Retcho@ralphlauren.com

Nov2014

Thank you to our BP Sponsors



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www.cheshirecatpub.com



3brothersclassicrovers.com



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www.kbeer.ca



<http://trailheadpaddleshack.ca>



www.harveyandverns.com

OVLRO are grateful for the support of Napier Outdoors, who were one of the BP32 sponsors.

If you are looking for a tent for your truck, SUV, or minivan, check them out at www.ca.napieroutdoors.com



Sportz 84000 SUV Tent



Napier Outdoors is pleased to be sponsoring the 32nd Birthday Party and All British Car Day this year! To view their entire product lineup including tents for nearly every truck and SUV on the market, scan the QR code or visit www.napieroutdoors.com

