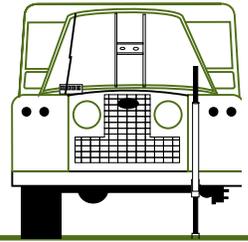


**OTTAWA
VALLEY
LAND
ROVERS**



October 2011

www.ovlr.org

Volume XXVIII, Number 10

Rural Route



Frank spotting for Andrew F. (in Frank's Rangie). (more photos and articles on pages 4-6)

PHOTO CREDIT: T. KING



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>

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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 (terrycking@rogers.com) or Dixon Denner (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.

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Beneath the Bonnet

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Hey man, what's going on?

OVLRL Calendar of Events

Socials:

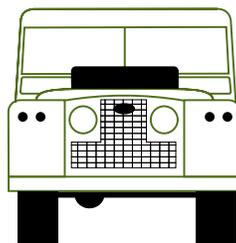
Socials are held at the Prescott Hotel on Preston St., Ottawa – third Monday of every month at 7:00 pm

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Bruce Ricker for location – email: b.p.ricker@rogers.com

Notices:

November 5th – Guy Fawkes Rally, NY State
December 3rd – Christmas Party, Masonic Hall, Westboro



Cedar Hill

ARTICLE BY JOHN PARSONS

Timing is everything – or so they say. For me, buy high, sell low, seems to sum things up more often than not. On my recent, spur of the moment, trip to Ottawa to visit family though, I seemed to have gotten it just right. On arriving Thursday afternoon brother Roy informed me that I was just in time to join him for the OVL R Cedar Hill Classic event on Saturday.

One hitch! Roy's immaculate ExMOD 109 did not fare so well on its last club outing back in the spring. The story I received was that Roy was promised what would be akin to godlike status in the annals of OVL R history if he would be the first to venture across a flooded section of trail. After all, "How deep can it be?" I'm not sure that any photographic records exist of what came next but as one who learned all too well the merits of "Don't swim in unfamiliar waters." I can sympathize.

Now, several months later, and after having replaced a rather sorry looking clutch slave cylinder, the great beast is still without a clutch. Roy is certain that the problem is with bleeding and has tried his best to get the job done – no success. Let's take a look! I've learned over the years that it is best to start by going over the basics when troubleshooting an automotive problem and as such we immediately begin by verifying and adjusting the set-up of the master cylinder. The previous logic applied was that



Terry hitches a comfy ride in the back of Roy's 109.

PHOTO CREDIT: R. PARSONS

only the slave cylinder had been changed with the new one measuring in at the same build spec's as the one it was replacing and that prior the clutch had performed flawlessly for the previous two years. Why look anywhere else? Well, within no time at all we had a fully functional clutch and began running through the final checklist in preparation for the big event.

The weekend weather wasn't looking great and although the event organizers had a contingency plan in place in the event of torrential rains we had been assured that the run was a go for Saturday. We awoke to overcast skies and blustery winds. A well tuned Series Land Rover is not the slouch that many make it out to be but you'd think I was on glue if I told you that this wind would not be noticeable on the highway. Whether its effect would be beneficial or detrimental to our progress would be determined by its relative direction. But come on, even the Boeing 737-600 that I arrived on benefits from a good tail wind. We had planned for a leisurely route to Pakenham to enjoy the fall colours and as many picturesque villages as we could find along the way but a slightly late start combined with the need for a fuel stop meant that it would be the 417 instead. The fuel stop yielded the requisite "Are you off to war?" comments that I'm sure the olive drab Rover must elicit on a regular basis.

We arrived on time at the country estate of our gracious hosts Andrew and Dominique Jones to find the majority of participants already in attendance. Most were taking the chill off with a cup of the supplied Tim's, while the smells of fried onions and bacon, being prepared by master chef Andrew Finlayson, wafted through the air.

There appeared to be a number of route options available to entertain us for the day on the Jones and surrounding neighbor properties and hydro rights-of-way but it seemed that the consensus was for nothing too strenuous. Roy at the least was not looking for an encore performance of his last outing.

Six vehicles, five Rovers and an Iltis took to the trails after breakfast. (ed note: another Rover joined the group out on the trails later). This was a great family event. The pace on the trails was very relaxed with

... continued on page 5

Cedar Hill *(continued from page 4)*

lots of stops giving opportunity to chat and for the little ones and dogs to explore.

Almost every time I am on a Land Rover club run I am reminded of Rover-Landers of BC trip I was on in about 1985. Riding along with me at the time was my friend Michelle and her two-year-old son Aaron. I believe that it may have been a snow run so there were even more stops than normal when Aaron commented "Land-Rover, go, go, stop". For me it was a classic and sums so many situations up perfectly. Out of the mouths of babes eh!

With no real obstacles encountered we managed to fill the day by exploring a number of trails with a leisurely break for lunch back at the farm.

While we were out spending the day in the fresh



Cedar Hill Group shot.

PHOTO CREDIT: R. PARSONS

air Andrew's lovely wife Dominique seemingly spend the day preparing a feast of chili, bread and salad for us to enjoy upon our return. Though the weather for the day might best be described as brisk the rains had held off until just after our return to base at the end of the day. Whether it had been the plan all

along or if it had been a last minute decision made when the skies opened up, I for one, was pleasantly surprised when we were invited into the beautiful home of our hosts to warm up and enjoy this wonderful meal.

What a great day! Family, friends, new and old, and Land Rovers!

Good Visit

ARTICLE BY DAVID PLACE, MEMBER FROM WINNIPEG

Dave Place and his wife Wilene, OVLRL members from Manitoba, dropped by to visit with members of OVLRL at the Cedar Hill Classic. Dave reports that he and his wife had such a pleasant visit they are thinking of driving up to the Birthday Bash in their 1974 Ser. III 88 station wagon. Dave is trying to interest a few more Manitoba Land Rover owners in joining him in a convoy next summer. Anyone from Manitoba reading this post is invited to contact Dave at VE4PN@mts.net and let him know if they are interested in gathering a group for the drive. Attached are a few photos Dave sent along of his visit in October.



The Blue Star Awards Committee of OVL R, October Report or Clifford goes to Cedar Hill

The august Committee of the Blue Star would like to report to the keen members following the Clifford vs Sedgewick race for a blue star, that Clifford has yielded another day of performance, whilst Sedgewick was relegated to gate-keeping or “driveway king” duty back at the Ricker Ranch. Yes, Clifford made it out to Andrew’s spread and while Andrew’s immaculate Discovery would not get its shy and polished tire treads dirty, Clifford hauled four people about the muck, mire, woods and trails at the second annual Cedar Hill Rally.

This turn of events occurred when Sedgewick, preening himself for the event, threw a u-joint, rendering the mighty Koenig mechanical winch into a intricately fashioned, front-oriented, traction aid. Given that the club’s Awards Master might be in attendance, discretion meant that Sedgewick needed to stay at home, lest he embarrass his owner should the need to winch off a spot of grass or some other obstacle arise. Given this development, the long distance award recipient, and the club’s newest member, David Place got to see Clifford in action. David made it to the Rally arriving from Winnipeg, via Chelsea and Kingston. Keen observers now wonder if Sedgewick even made it off-road at his previous appearance at the Birthday Party

And, to justify the act of discretion, Peter Gaby showed up in the Holland and Holland to again demonstrate elegance off-road. Albeit with the Northstar-like engine performing admirably under seven cylinders, Clifford was able to show his mettle, though no vehicles needed rescuing. No reasons are forthcoming on the root cause of Sedgewick’s impotence, though Clifford’s glee is noted.



Here is Clifford at Cedar Hill - Proof Positive PHOTO CREDIT: T. KING

Special News Update from Land Rover North America

Interactive Land Rover News:

All-New 2012 Range Rover Evoque Named Motor Trend 2012 Sport/Utility of the Year.

LAND ROVER NORTH AMERICA COMMUNICATIONS

28th Annual Christmas Party

Time now to mark your calendars with a big circle on the evening of December 3rd for the twenty-eighth annual OVL Christmas Party. Like last year, the event will be at the Westboro Masonic Centre on Churchill, just up the road from the world famous Newport Restaurant and it's Elvis Sighting Society, the inspiration for the Ted Rose Sighting Society. The Christmas Party sports the traditional turkey dinner, buffet style.

The cost will be \$20.00 per adult and \$10.00 for kids under 14

Games

There will be an assortment of the usual Christmas games set up. as with every year a variety of Land Rover games such as; the feelie meelie to test your knowledge of Land Rover Parts and the Seelie Meelie. The feelie meelie, not sure what it is? (which in the past has included up to four different versions - easy, medium, hard, Ladies) is a game where a number of unknown parts are placed in a box. You put your hand in and try to identify what these parts might be. To help ensure that you don't see the part by mistake, a plastic garbage bag is placed over the opening of the box for you to feel the parts through.

The Easy level includes such objects as wheel nuts, wiper blades etc.

The Medium level such things as a transmission brake shoe, engine mount, gearshift grommet etc.

The Expert level such things as a frame shackle bush, hub seal collar, fill/check plug from the front diff.

The Extreme such items as hood spare tire holder (series I), handbrake release (late IIA), horn button bracket (Series II)

[Note: in the extreme you have to identify the Series too...].

The Seelie Meelie is an assortment of parts you can see, touch, manipulate etc. These items are even more obscure. Last year there was an additional category, parts that don't belong. Several parts from one vintage, with one from another vintage to correctly identify.

Hopefully the Club Marshal will have prepared another one of his Ladies Challenge Crossword puzzles, which grow all the trickier for those cheating husbands who are generally disconnected from their feminine side.

Awards

And, there are the Awards. The club has a number of traditional and non-traditional awards that are given out every year. Decided upon by a secret cabal of erudite members, this is your opportunity to rat out a trusted friend as we all know that he, or she, has already ratted you out. No, mutual trust doesn't work. Remember the prisoner's dilemma. Co-operating and revealing all is the optimal course of action, just as Clifford and Sedgewich have conspired to rat out our esteemed president.

The awards are:

The Lugnut

Ahhh, our oldest, and most famous award. A feared trophy made of the finest butternut. A small award with a famed list of admirers. The recipient's list reads like a who's who of Land Rover ownership. It recognizes spectacular, and often fudged, stories of prowess in anything Land Rover. With an uncanny ability to seek out the guilty, and if it can't find them locally, go on walkabout throughout the United States and Europe looking for potential vic^HH^H candidates while it spreads its Nigel-like woe internationally. Such activities on the part of this award are generally necessary as its potential recipients are usually scrambling over each other to avoid its baleful glance.

Because of the prestige associated with this award, members are noticeably shy about coming forward and claiming the award, preferring to defer the honour to someone worthier. On the other hand, many are afraid to nominate someone else in fear that they might get ratted out themselves. Well, don't fear. We have several nominations thus far, so the chances are that your good buddy over there has already turned you in. So, this is your chance! Turn him in before your name appears on this lovely work of art!

... continued on page 8

Christmas Party *(continued from page 7)*

An indicator of the type of recipient we are looking for. In a previous year, this prestigious award was bestowed upon Dave Lowe (as turned in by Tom Tollefson (note betrayal, a good thing)) for a multitude of sins, that range from rear ramming innocent 88's, to crossaxling the mighty 101 in the middle of a city park, to undertaking more engine rebuilds than even Dixon manages, as well as other assorted crimes too numerous to list.

The Silver Swivel Ball:

An award to the club member who has done the most on a volunteer basis to help the club. Bestowed upon the unrecognized, past recipients have included Charlie Haigh and Spencer Norcross for their behind the scenes support of the clubs activities.

Gasket Under Glass:

A perennial favourite, and one of the most attractive awards in the club's collection. In Ted Rose's words "the most spectacular head gasket failure that I have ever seen", Gasket Under Glass is a lovely 2.25l copper head gasket in an antique gold leaf frame upon the finest felt background. Using the adage "we can't believe it ran" the award honours mechanical wonderment. The recipient's list reads like those who you would never believe would win it (see above on ratting out your best buddy. He already has turned you in!)

The Towball:

A simple award based upon who has towed Land Rovers the most, and the furthest in the past year. Extra points awarded if the vehicle did not need towing. Bestowed upon the person who tows perfectly functional Land Rovers around for fun (Quintin, Christian, Brett towing Dave (pops, that would be dysfunctional in this case), or for all the wrong reasons (Zippy Tow and their new airmobile service), forgotten where their Land Rover is (Peter Gaby) or for other various reasons.

The Golden Wench:

Bestowed upon the fairest member of the long suffering female persuasion who must put up with the fascinating antics of her spouse. Generally nominated by husbands trying to deflect attention, it also serves as encouragement for wives to turn in their naughty husbands.

The Grey Poupon:

An award for the most salubrious vehicle at an off-road event.

Then, there are the random awards created on an annual basis to honour individual achievement. These are carefully crafted by an old-world antique restoration craftsman from the finest mangled parts, generally your own that have made their way into the hands of the secret cabal.

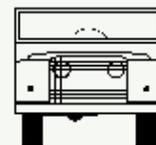
Event details to follow.

Note: if you are in possession of one of the awards, please bring it with you or perhaps drop it off at the next Social if you can't make the dinner

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 andrewf@xplornet.com



A Report from the Bylaws working group (abridged)

At the last AGM the Executive decided to look at the bylaws and see if there were any recommendations for possible changes or clarification.

As background, the club's bylaws were originally written in 1982 when OVLV was founded as the first chapter of the Association of Land Rover Owners of Canada (ALROC). They served the club well until 1998 when the club incorporated and the bylaws were modified to reflect a much larger organisation that was no longer just a small local group of enthusiasts. Since then, the club attracted members from a wider area, and as well the profile of ownership has dramatically changed from the days when ALROC and OVLV existed to support members keeping Series vehicles alive in the face of no support from British Leyland. Today, a huge parts and service infrastructure exists, and the Internet has dramatically changed the face of clubs across the continent. A number of points were discussed, one being the possibility of expanding upon the preamble to the bylaws, as bylaws are generally interpreted through the goals expressed therein.

Two items have been repeatedly raised that could be seen as the achilles heel of the continued success of the club, they have to be addressed to harness the enthusiasm and genuine goodwill that exists.

The first is the eligibility for voting rights, and the possibility of expanding the definition and boundaries for full voting into something easier.

Rather than a border, perhaps it would be a [yet-to-be-determined] mile radius from Parliament Hill. Fall within this circle (Canada or USA) and you are a full voting member. Members who live outside of this boundary, yet participate in two sanctioned events shall be deemed to be full voting members and eligible to hold all but two of the executive positions. Sanctioned events this year there are, the AGM, Maple Syrup Rally, Birthday Party, Blacker than Night Rally, Cedar Hill, and the Christmas Party. Other events like the British Invasion, the Oiler, and events in and around Ottawa would count.

The second was executive positions. The positions of President and Secretary-Treasurer, for reasons relating to the incorporation and letters patent held by the club as a Federally incorporated body must be held by members living within the Ottawa region. All other executive positions could be held by members further afield. There should probably be more than one Executive Member-at-Large position. At least one of these positions would be encouraged to be non-local but living within the boundary member. We recognise that OVLV of today is not ALROC is the 1970's. ALROC was challenged by the fact that communication was either by expensive long distance telephone calls, or snail-mail. Today with the internet and cheap telephone rates, there is little reason why the membership and executive would not be well connected, which we already see.

A minor item is the clause that prohibits members of the Executive from simultaneously holding office in any other Land Rover organisation. This is solely to avoid any perception of a conflict of interest arising. The current wording being mulled is "A proprietor of an entity who's business it is to market vehicles, parts or services to this club or the Land Rover community, may not simultaneously be a member of the club executive."

The specific changes to the wording of the bylaws will be presented later as they are reflected in numerous minor wording changes scattered throughout the document.



Classifieds

2002 DISCOVERY 2—4.0 AUTOMATIC

Very nice condition, from western Canada; 136,000 km; very clean inside and out; has been oil treated from new. Light Gold/tan interior. One of the nicest ones I have seen so I can't keep it. Safetied and e-tested. Asking \$8900.00

If you have any questions: andrewf@xplornet.com or 613-832-8074 evgs before 9 p.m., please.

Oct2011

2004 DISCOVERY 2—4.6 AUTOMATIC

Needs an engine but otherwise in good shape. Dark grey/black interior; comes with 4 snows mounted on steel rims and proper wheel nuts. A project? Yes, but maybe a perfect candidate for a diesel? As is. Asking \$3900.00

If you have any questions: andrewf@xplornet.com or 613-832-8074 evgs before 9 p.m., please.

Oct2011

2004 DISCOVERY 2 SE7

For sale – Epsom Green, Fully Equipped with leather, 7 seats, 140,000 km, dealer maintained with documentation. 4 winter tires mounted on rims, tow package. \$8,900.



Contact: Chris Glauninger 613-632-2879 or cjglauninger@sympatico.ca

Aug2011

2001 DISCOVERY II

Moving to Botswana at the end of September and selling our 2001 Discovery II – purchased from Vern in 2008. Very well maintained (all the receipts for work done) and in great shape. 179,000 km, beige, asking \$6000.00. Can send photos to anyone who is interested. Contact: Geoff 613-521-5355

Aug2011

SET OF 4 TIRES ON RIMS

Original Land Rover alloy rims from 2001 Discovery II. Tires are General Grabber AT2, size 255/55/R18, about 50% tread. \$350.

Contact: Matt@DLisak.com or 613-852-2120 daytime.

Sep2011

DISCOVERY II ORIGINAL PARTS

Steering Guard \$400 (ovno) brand new still in original packaging - never used. LRN51135P - plate; LRN51135 - kit; LRN51135B - bracket; LRN51135F - fittings
Fuel Tank Guard \$400 (ovno) brand new still in original packaging - never used. LRN51175
Axle Guard \$400 (ovno) brand new still in original packaging - never used. LRN5115P - plate; LRN51115B - bracket; LRN51115F - fittings
Protection Bar - \$100 (ovno) brand new still in original packaging - never used. STC50260

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

May2011

LAND ROVER 101 AMBULANCE LHD

This vehicle has not been jury rigged or messed about in any way. In “as released” condition. All faults declared. You won't find a more genuine ex military 101 ambulance this side of the pond. There are no more of these machines to EVER come out of service. Road registered and runs and drives. Always dry stored, no tall grass storage horror. Offers invited.

Contact: Robin 1-613-484-6602 or rcraig@sakto.com

Apr2011

BROKEN DISCOVERY I

Lots of parts available, electrics, seats, doors, panels etc.

Contact: Kevin Le Messurier-Girling

Daytime: 905-436-7813 Evening: 905-728-0822

May2011

1983 MERCEDES G WAGON 280

SWB model, right hand drive. Black with techno cloth interior. 6 cyl 2.8 inline Mercedes petrol engine with 4 speed auto trans. Excellent condition. Chassis is very clean. Front and rear diff locks. Asking \$18,000

Contact: Matt Macpherson 613-692-3684 or mrgrey9@gmail.com

May2011

LAND ROVER 101

Land Rover 101 FC LHD 24volt soft top. Runs + drives and is road registered in Ontario. All known faults declared. Asking \$13,500 but will reduce for a quick sale. No dreamers, be prepared to view and buy.

Contact: Robin 1 613 484 6602 or rcraig@sakto.com

Apr2011

EX-MOD SERIES III – FRONT GRILL AND DOOR SILLS

I had an ex-MoD Series III that was subsequently sold, however I still have the plastic front grill and door sills. Rather than have them end up in a land fill, is anybody interested in them?

Contact: Len – lnp00@live.ca

Dec2010

1989 HARD TOP

Checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains.

This is a solid Land Rover. \$15,500
Contact: Matt 613-222-5121

Mar2010



LAND ROVER DISCOVERY II, 2002

191,000 km; Automatic transmission to be changed; Otherwise in very good condition; Equipped with an ARP bull bar
Asking \$3,000

Contact: Jean François Bonin 613-941-4172 or
jean-francois.bonin@justice.gc.ca

Nov2010

1989 DEFENDER 110 COUNTY

Turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$15,500

Contact: Matt 613-222-5121
englishman99@hotmail.com

Mar2010



Must sell 2-3 cars – landlord rented out parking spaces.

Peter T. Gaby – peterTGaby@rogers.com

1989 RANGE ROVER CLASSIC

Two owner car, lived most of it's life in Baltimore, no salt. Good chassis, engine, transmissions & running gear, 160,000 miles. Drivers floor rusted out and a little on the passenger's side, simple repair. Offers.

1989 RANGE ROVER CLASSIC TRANSFERCASE

Two complete units, one with a smashed case. Come and take them away to any club member, others \$50.

RANGE ROVER CLASSIC FACTORY WORKSHOP MANUALS

Large, in two volumes. Nice and clean. \$75.

1984 BJ60 TOYOTA LAND CRUISER STATION WAGON

The unbreakable work horse, 390.000 kilometers. Try and stop it. 2B. 4 cyl. diesel (3.4 lt.) rare 5-speed transmission and air cond. (not working) All mechanics fine, engine should have much life left in it. Has made money every week for 15 + years, you can't kill it. Offers

POSSIBLE SALE – 2001 HOLLAND & HOLLAND RANGE ROVER P-38

Savanna, Georgia car, maybe the only one in Canada, very rare special edition car. Look up Range Rover Holland and Holland for full specifications. 100% dealer service from new, never winter driven. Inquire.

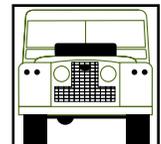
1957 JAGUAR MARK 1. SALOON. 3.4 LT. MANUAL, OVERDRIVE

In storage for 10+ years, very original car, needs some work, much has been done, many spares. Goes like a Jag should. Inquire.

Jul2011

YOUR AD HERE

FREE ad space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



The Smile Says It All



Anne, aged 18 months likes riding in my Series III 88".

PHOTO: BEN SMITH

New Members Wanted!

Invite your Land Rover obsessed friends to join OVLRL!

See page 2 for subscription details.

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



Your local authorized Land Rover dealer

Service Dept: Steve Fraser
stevefraser@landroverottawa.ca

Parts Dept: Allan Taylor
allantaylor@landroverottawa.ca

Land Rover Ottawa
www.landroverottawa.ca

1300 Michael Street, Ottawa, ON K1B 3N2

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