

OTTAWA
VALLEY
**LAND
ROVERS**



February 2005

www.ovlr.org

Volume XXII, Number 2

OVLR Annual General Meeting



Christian Szpilfogel, Robin Craig, Jean-Leon Morin, Kevin Willey and a pre-occupied Dave Pell share an AGM moment.

Andrew Finlayson, right corner, mutters to Murray Jackson, centre, "Can you read the small print?" to which Fred Joyce, far left, comments, "Well if they'd turn up the lights, we could."



The outgoing OVLR executive, Dave Pell, Jean-Leon Morin, Christine Rose and Terry King. Erase Christine Rose from the picture and you have the incoming OVLR Executive, sans Robin Craig.

See more photos and article inside.



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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.

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

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Terry King

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Thanks to all our Helpers

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

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

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 OVL R 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 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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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

OVL R/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?

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 call Christine Rose for location. (613) 823-3150

Saturday, February 26, 2005

British Car Club Dart Tournament
2:00 pm, at the Broadway Restaurant in Barrhaven, corner of Strandherd and Greenbank
Info.: Don LeBlanc 596-5692

April 10, 2005

Maple Syrup Rally at Vern Fairhead's in Shawville area. Same price as last year \$5.

June 24-26, 2005

OVL R Annual Birthday Party
Silver Lake

Saturday, July 16, 2005

All British Car Day
10:00 am - 4:00 pm, Britannia Park (Lakeside Gardens)
All British vehicles, any marque, any year. \$20.00 registration
Please see website for details www.britishcarday.ca or call Don LeBlanc 596-5692

Welcome New Members!

Paul King of Perth with an '85 Defender 90 with 200tdi

Jessica Clark of Perth with Paul's Truck

Eric Madore of Ottawa with a '71 SERIES IIA 88 (DIGBY)

New Members Wanted!

Invite your Land Rover

obsessed friends
to join OVL R!

See page 2 for
subscription details.

Bios of New Executive

Jean-Léon Morin, president

- Past OVLR off-road coordinator
- On and off club member last five years
- Current Land Rover: 109 3-door
- Past Land Rover: 109 3-door
- Recruited by Andrew Finlayson in the Miniman parking lot.

Valdez (of Exxon fame) was my first 109. The car was bought because it was the absolute cheapest vehicle to maintain while in school. Poor thing was subject to much abuse, 3,000 km road trips, multiple engine conversions, and absolutely no new parts ever. Best described as a coffin on wheels. Was quietly removed from daily service in 2003.

Current 109 has been an ongoing project for last two years, it's a bit of an improvement over the last 109, and coming along nicely. I made the switch to turbodiesel power (from gasoline) and some tricks have been done to the leaf spring suspension to make it perform better. It's been really nice to be able to take my time with this one, and do things right. Hope to have it out for the sugarbush rally, which is coming up soon!

There are two things that I really enjoy the most with respect to Land Rovers. The first is expedition camping – trips that combine camping and off-roading. It's the reason I drive a LWB – the extra cargo capacity and stability is really useful on long trips. The second is metal fabrication and welding. I really enjoy the challenge of making my own parts and having to re-engineer factory bits to make them perform differently. My 109 project has been a chance to hone my skills, and I'm really looking forward to starting my next Land Rover project.

Looking forward to a great year for OVLR!

Terry King, Executive Member at Large

Hmmm ... my Bio ... here goes ... I started out as a child ... no-no ... wait ... seriously ... <G>

- past OVLR Offroad Coordinator
- past OVLR Event Coordinator
- club member three years

First treated to a Land Rover ride in BC in 1973 in a battered Series with bald tires. It went through everything in its path.

Owner of a second hand 10-year-old Disco these past seven years, managed to accumulate 245,000 km to this point.

Have driven it to work daily for five of those years, wrestled with three children for the keys for the other two years.

Recruited to OVLR by Roy Bailie (or a leprechaun that looked like him) driving a Cadillac, in Bell's Corners those three years ago.

Have been on roughly 30 offroads in the past three years with OVLR, EOTB, OVO, ROAV and ATC or a few good friends. Love to contribute to the newsletter, both photos and text.

Like exploring better than the tried and true trails, always hoping to find a new trail.

Will be adding new suspension with a lift this year, possibly a winch (with bumper). Plans to do the Moose Rally this year are forming, who knows about the rest of the year right now.

Dave Pell, Secretary-Treasurer

Dave confesses, "Trying to figure out what to say is a bit of a pain, It's not like I'm trying to get a job, you've all given me one for the third year in a row."

My bio ... well let's begin at the beginning, I was born in Ottawa (maybe that's too far back).

How about I saw my first Land Rover about 1978 it was a beautiful blue and white 88 with a plow on the front, and a For Sale sign in the window, my Grandfather nearly bought it so I could plow his driveway ... but maybe that's a story for another time.

Seriously, my friend Bruce Ricker introduced me to the club, when he invited me out on a run through the Marlborough forest, which was the first time I saw what the trucks could really do and was hooked. It took a couple of years before I got my own truck – an Iltis (which was fun but it was no Land Rover) and joined the club in 1999. I went on a couple of off-roads but spent

... continued on page 5

Bios of New Executive *(continued from page 4)*

most of my time looking for parts. Fergie (my current truck) came to me in April of 2002. She's a 1975 Series III right hand Drive ex MOD 109 Pickup, and is still pretty much stock.

In 2003 Kevin or Kevin asked if I would serve as member-at-large (the elected member was unable to fill his position as his job took him out of Ottawa). I didn't do much that year, basically sat in on the executive meeting and kept my mouth shut. Last year I took over from Dave Meadows as Secretary/Treasurer, a position I'm happy to fill for a couple of years. I want to state that during my carrier at Bell Northern Research then Nortel Networks I never worked in the finance department. Most of the time I was working on the design of the electronics housings so your money's safe with me. *(Wow, two confessions in one bio! Ed.)*

Robin Craig, whatever post I'm doing

Well hello all, for those who don't know me I'm Robin. Back again on the exec for another term, this time for the year. For those who don't know me, and why we are doing these bios, I am 43 and live on Howe Island near Kingston. My job is estate management, and I am the property manager for a 300 acre estate down here with a wide role to fill and long hours at work.

I have been a member of OVLR since 1987 with a brief hiatus a few years later not of my own making. I was Prez in 1988 and 1989 and things have not changed since then one iota. We are still scrambling within OVLR to find people to do jobs and we still have those who won't do anything to help, not much has changed there. I guess I have come to the realization that it's just the way things go.

My own personal LR right now is a 101FC FFR LHD but right now it is not on the road. Part of my job includes caring for a large fleet of 30-odd pieces of self-propelled equipment from golf carts up to heavy tracked vehicles and anything in between. The LR content of the fleet consists of a Discovery 2, a Land Rover 90 (not a Defender Kevin) and two 101FC's one a GS and one an ambulance.

I am a welder and fabricator by trade and in my long association with the group I was

responsible for the fabrication many years ago of the chassis for the kitchen trailer. Some members have had me work on their vehicles ranging from Discos to Series 1's. I am a die hard military Land Rover kinda guy or a spod if you come from the UK.

Over the years I have owned, in various forms, running and non running a Series 1, a Lightweight, a Camel Trophy 110 and a 110 station wagon. Some of which I have personally imported from the UK and have since sold on. I have been involved in importing privately from the UK for a number of years and will continue to do that over time.

Contrary to popular opinion and rumour from the unwashed masses I have NEVER owned a tank.

While I have met many of you over the years I don't remember all of your names so when you see me please feel free to reintroduce yourselves. I hope that I will be able to contribute something towards the club and hope that you will feel free to express your likes and dislikes as to how things are being run. Don't be surprised if I ask you if you will be willing to help fix things, as that is the way ahead, with member input.

My email addy is therobincraig@hotmail.com or if you need to leave a quick voice-mail then try 1-613-328 9787.

90 vacationing in Bermuda, 2004

Photo by Scott King



Ottawa Valley Land Rover



Bruce Ricker gives thumbs up to the evening's proceedings.



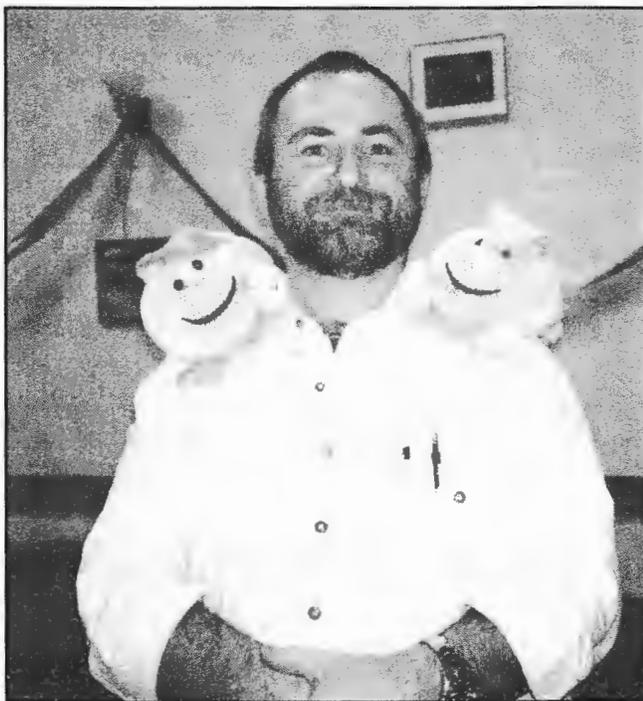
Murray Jackson grabs his throat at the AGM and pretends he can't breathe. Fred Joyce calmly continues reading the treasurer's report. Gordon is not aware that anything has transpired, or indeed, is expiring.



Just before the Bingo cards were passed out to the men at the AGM.



Robin Craig in a holding forth pose.



Well, what can we say here. A Bob Wood Sighting Society member, that's for sure, but for some reason, Dave Pell thinks the BW accessories are epaulets!



Two miscreant OVL Rers, you know who you are, not paying attention at the AGM. It's not even a Land Rover they are looking at!

Annual General Meeting



Three of the boys whooping it up post-Bingo. That's Andrew Finlayson, Terry King and Ted Rose.

Gordon Bernius making his fashion statement in stripes at the AGM.



Christian Szpilfogel cranks up his Blackberry and whispers frantically into it, "Sell, sell, sell."



Gordon Bernius and Kevin Willey discuss stripes and hats at the AGM.



Roy Parsons, Peter McGough and Ted Rose share a parting moment.



Stripes were indeed the fashion statement at the 2005 AGM. Here Dixon Kenner models an original Hudson Bay Blanket coat.

OVL R Annual General Meeting

by Shannon Lee Mannion

February 2, Ground Hog Day, an auspicious day for OVL R's AGM—a day to see who pops up and what they have to say.

As it turns out, it wasn't the coldest night of the year, as per usual, and at least 20 members graced us with their presence at the Hungarian Community Centre in Ottawa's west end. The surprise person, as it turns out, wasn't Bob Wood, much to the bereavement of the Bob Wood Sighting Society, but rather Robin Craig was there, despite not living in Ottawa any more, and he actually joined the executive board. (See his bio for details.)

With outgoing president Christine Rose at the helm, the AGM came off without a hitch.

Executive members reported on OVL R successes in 2004, including the well-attended Maple Syrup Rally held annually at Vern and Linda Fairhead's farm in Quebec and Terry King waxed eloquently about the terrific time had by all at last year's Birthday Party at Silver Lake. People agreed that Robin Craig did a wonderful job on the trials event and all raved at the excellent catering for Saturday evening's meal.

Dave Pell delivered the Treasurer's Report and club auditor, Christian Szpilfogel, commended Dave on doing a fantastic job at keeping the books on the straight and narrow.

After a mid-meeting break, I reported on the "state of the nation" as pertains to our monthly newsletter. Coming into my fifth year as editor, I remarked that our newsletter has certainly taken some interesting paths, including wedding, baby and, in this edition, slipper photos. Well, yes, a big, tough truck club but what it all comes down to is the people behind the wheel and what is important in their lives: Ben getting married, Eric's beautiful baby boy, and what the Bob Wood Sighting Society, a subset of OVL R, is up to.

I would personally like to thank Terry King for his superb input, both text and photos, and also Bruce Ricker who is always ready with labels and envelopes thereby facilitating delivery. And of course, all our lickens 'n stickers who have helped over the years with getting the product out. And a

special thank-you to Del Albright in California for providing ongoing insights into stewardship of offroad trails and thoughts on how to create community among individual club members and, collectively, clubs.

Now, saying all this, the time has come (hey, what about that walrus!) for all good things to end, but this is also a beginning, as I plan to pass on the OVL R newsletter torch to a new editor, as yet to be determined, over the next year. I have some things in my life that I need to focus on and I think that having another person or two working on the newsletter will be a good thing. So if there are any budding editor-types among our members, please let our new president, Jean-Leon, know. Take six months or so to think about it. I'm in no hurry to lay down the blue pencil but please do give it some consideration.

The AGM adjourned shortly after 9:00 with people feeling positive about the direction of the club into 2005.

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TUK'05

submitted by Dixon Kenner

(I have checked the web site listed and get some other odd site coming up. I've emailed these guys to see if indeed they are on the road. Meanwhile, if they are, how bizarre! Ed.)

Several members of the LAND ROVER ADVENTURE ASSOCIATION, a Toronto-based Land Rover enthusiasts club, some of whom are members of the Ottawa Valley Land Rover Club as well, will be embarking on a significant land expedition on February 11th to Tuktoyaktuk on Canada's Arctic Ocean.

The group will be traveling across Canada, departing from Toronto, Montreal and New Hampshire to the Yukon Territory, north on the Alaska Highway to the Dempster Highway to Inuvik in the Northwest Territories, then on by ice road (open winter only) to Tuk. Some 13,000 kilometres will be covered, including almost 400 KM's by winter ice road. Several river ice bridge crossings will be made

After meeting Land Rover friends in Edmonton the expedition will stop at communities such as Dawson Creek, B.C. (mile 1 of the Alaska Highway), Watson's Lake, Whitehorse, Dawson City, Eagle Plains and several other smaller communities. We eventually cross the Arctic circle near Eagle Plains.

Notwithstanding the rigors of travel in mid-February in Canada's north, with the prospects of constant whiteouts and huge drifts (Tuk was essentially buried under giant drifts late last week), low temperatures (Whitehorse has been experiencing temperatures in the low-to-mid -40's Celcius), but just traveling across this country at this time of year can be quite challenging, with the prospects of avoiding moose while night driving between Sault Ste Marie and Thunder Bay, Ontario, freezing rain in Manitoba, high winds in Saskatchewan and even colder temperatures this year in Alberta...it promises to be quite a trip.

Each Land Rover vehicle has been carefully prepared for this experience, replete with 5-30 synthetic sump oil (will still pour at -40 C), light oils and fluids all around, a heavier than normal antifreeze mixture, and the trek team will count amongst it's inventory several winches, 2 Pull-Pals,

tire chains for each vehicle, snow ladders, recovery chains and straps, spare starters, alternators, belts, water pumps, air pumps, extra spare tires, and so on...extra gas will be carried by each truck. We have arranged with our suppliers to quick-ship items we may need in case of a breakdown.

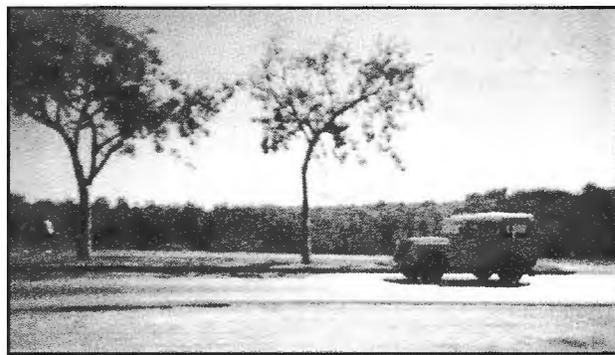
Each crew will have sufficient personal gear for temperatures up to -50 Celcius, including Arctic and Extreme Weather military parkas, Arctic sleeping bags, all-season tent, along with enough food, drink and stove fuel to survive for several days in case the group gets 'drifted in'!

The group is looking forward to visiting native Indian and Inuit communities, feasting on bannan (a fried unleaved bread), crossing the traditional barren-ground caribou migration routes and enjoying as much wildlife as we will be permitted to see during this particularly difficult winter. The Yukon's and Northwest Territories' wildlife include Big Horn Sheep, Polar Bear, wolf, fox, ptarmigan, owl, Grizzley & Black Bear (they will be sleeping), eagle, and a host of other native species in large quantities.

Our group will post daily from mid-February to the end of the month, for those wishing to watch our progress. (Not sure what the Url is at this point.) Also, Land Rover Monthly magazine has committed to do a feature on the trip, using our collected notes and photos. A couple of other popular Land Rover web sites will also be featuring the trip!

Series sunning (rum running?) in Cuba, 2005

Photo by Terry King



Basic Training for Life (Rules for Recreationists)

by Del Albright, BlueRibbon Ambassador

Does it seem to you that not all recreationists follow the same rules? Have you ever encountered an angry land owner upset with someone who did not close his gates? Have you ever had a loaned piece of equipment returned to you broken? Can you recall meeting an inconsiderate trail user? Are you tired of picking up after others?

I'm sure you answered yes to most of these questions because these things are common in our sports. In my opinion, these things need to stop!

Well, I have some suggestions that might help. In fact, I'd like to share with you these rules of life I found the other day posted in an RV park. I think if we all followed these, we might find our lives and our recreational pursuits in better shape. Check these out.

Basic Training for Life:

1. If you open it, CLOSE IT.
2. If you turn it on, TURN IT OFF.
3. If you unlock it, LOCK IT.
4. If you break it, FIX IT.
5. If you can't fix it, CALL SOMEONE WHO CAN.
6. If you borrow it, RETURN IT.
7. If you use it, TAKE CARE OF IT.
8. If you make a mess, CLEAN IT UP.
9. If you move it, PUT IT BACK.
10. If it belongs to someone else, GET PERMISSION TO USE IT.
11. If you don't know how to operate it, READ THE DIRECTIONS or DON'T MESS WITH IT.
12. If it doesn't concern you, DON'T MESS WITH IT.

I don't know who made this list up, but I do know that many of these rules make sense to me. I can clearly remember my folks laying some of these rules on me as I was growing up. It had a lot to do with manners also. Seems like we spent

more time learning manners in those days ...

Some of my readers have complained to me about the need for rules on the trail. They ask: "what happened to the days of just going out in the woods to get away from it all and have a good time?" I answer: "They're gone."

Yes, it's too bad that we've had to take more and more rules to the trails. But it's a fact. There are too many of us out there enjoying the great outdoors not to have rules. Besides, some folks just don't behave well unless there is a punishment for being bad. It takes rules to make that happen. You might ask, "What happened to common sense, Del?" I would answer, "It's mostly gone too." I say that because there seems to be little left of commonality in our busy lives these days. Diversity, freedom of choice, hundreds of cultural blendings, cyberspace, and so on have elevated our society into one of many choices and many different approaches to life — which is good, right? Well, maybe not on our trails and lands...

In order to keep our trails and lands open, we need to follow the rules that will keep our opponents off our backs and our friendly supporters (politicians) out of trouble. In order to do that, we have to develop the rules we can live by. We have to follow them; and we have to enforce them. So what else can we do? Here are my suggestions from what I've learned around the country in my BlueRibbon Ambassador travels.

If your association or club has a code of ethics, learn them and live by them. If you don't have a code, develop one. Make up laminated cards of your code and make all members carry one, or post them on your rig where you can see them. Print out this list of Basic Training for Life and adapt it to your area. Make it part of your code. Put your code on the back of your business cards and club flyers. Post your code where you recreate. Make it part of your daily recreational life. If you have kids, teach them these or similar

... continued on page 5

Basic Training for Life *(continued from page 10)*

rules and make ethics part of the common sense you'd like them to have. Explain to them how this will help keep our lands and trails open in the future. In the leadership training course I offer, as well as in the Strategic Planning I help folks with, I emphasize the importance of having an organizational Mission, Vision and Values. Now I think I will add Code of Ethics to that list. I think we need more of them. I believe this will help us instill a feeling of stewardship towards our lands and trails, as well as our recreation. Heck, maybe it will just plain help re-instill those things we used to call common sense, courtesy, manners and respect for others. Hopefully, it will go a long ways towards keeping our lands and trails open well into the future for all of us to enjoy.

Here's a final Basic Training for Life rule I made up myself that I'll leave you with:

14. If you want something to change, ACT NOW
— CHANGE IT!### END ###

Del Albright

BlueRibbon Ambassador,

BlueRibbon Coalition Life Member

State Environmental Affairs Coordinator,

CA4WDC Trail Boss,

Friends of the Rubicon (FOTR)

PO BOX 127, Mokelumne Hill, CA 95245-0127

Del's Web Site: <http://www.delalbright.com>

Sponsored by: the BlueRibbon Coalition; ARB 4x4 Accessories and the Off-Road Business Association (ORBA).

Bob Wood Sighting Society (BWSS), Active in Ottawa

Bob Wood sighters were entirely gratified on the night of the AGM when, notwithstanding the fact that BW was not there, he was sighted after the meeting by a small contingent, read one.

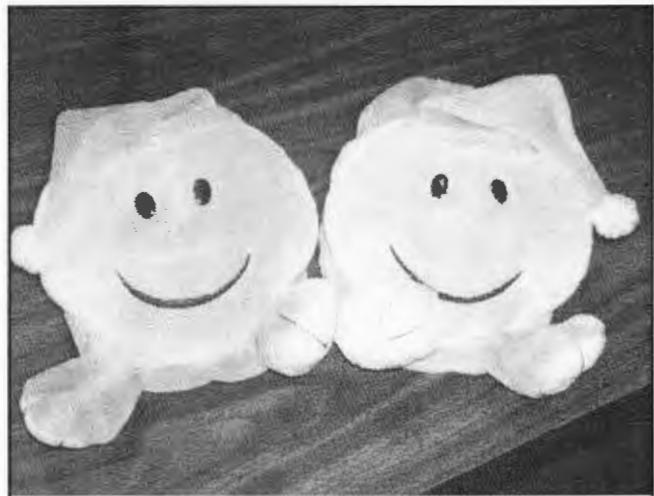
The story unfolds this way. Contingentee, nameless and forever be so, crept past the Series III 109 No Spec in the driveway. A slippy-slidey night, C. groped along the 109 with visions of military men in uniform in C's head. Tip toe, tip toe.

It occurred that looping the "BobWear" one on each rear-view mirror, might work, but then again, bad luck may occur and the BW might shed colour or cause unbearable rusting on the hapless 109. So up the stairs C. slunk.

After successfully and carefully tucking the Bob Wear into the mailbox by the front door, C. reversed slinking and returned to the getaway car.

"Halt!" a personage looking not unlike Bob Wood himself, called into the night and it seems that he was about to give chase, or at the very least, to get the police to give chase.

Overhead, at the front door, a multicoloured



The Bob Wood Sighting Society sighted these Bob Wood fashion accessories but alas, no Bob.

light cast heavenly beams upon the head and long flowing beard of the bath-robed person.

My goodness, C. thought, is it true? Pinch me, am I really in the presence of, gulp, Bob Wood, uh Mr. Land-Rover himself? Oh my heart, my frantically beating heart. Incredulously, it must be. He-was-wearing-BobWear. Oh, Oh, Oh.

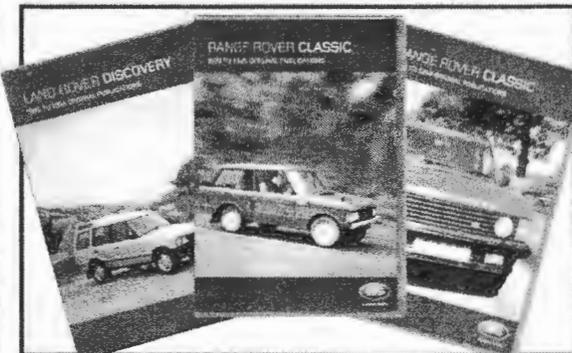


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RNA6101K Complete Series Disc Brake
 Kit, Rear, Genuine \$ 1,295.00

PLA6101K Complete Series Disc Brake
 Kit, Rear, ProLine..... \$ 1,150.00



Genuine Parts

Range Rover

PJH514	Aluminum Tailgate Lid Kit for, ProLine	\$499.00
RNK5105	Coil Spring Conversion Kit, Genuine	\$349.95
RNK5105A	Coil Spring Conversion Kit (with OEM springs), Genuine	\$369.00
RNK5106	Coil Conversion Kit, Standard, P38A, Genuine	\$315.00
RNK5107	Coil Conversion Kit, Heavy Duty, P38A, Genuine	\$399.00
RNK5116	Coil Conversion Kit, Standard w/Birrens,P38A	\$1259.00
RNK5117	Coil Conversion Kit, Heavy Duty w/Birrens,P38A	\$1355.00
RND262	Air Spring Assembly, Front, Genuine	\$126.09
PLD262	Air Spring Assembly, Front, ProLine	\$119.95
RND263	Air Spring Assembly, Rear, Genuine	\$289.90
PLD263	Air Spring Assembly, Rear, ProLine	\$185.00
RNX004	Suffix A axle only, CV Joint, Genuine	\$229.00
RNX005	'89 Suffix B axle on, CV Joint, Genuine	\$374.53
PLX005	'89 Suffix B axle on, CV Joint, ProLine	\$125.95
RNX001	1990-'95 w/ABS, CV Joint, Genuine	\$495.49
PLX001	1990-'95 w/ABS, CV Joint, ProLine	\$214.95
RND673	Range Rover P38A CV Joint, Genuine	\$314.62
PBS1115	Poly Bush Suspension Kit, ProLine	\$169.00
PLH520	Heater Blower Motor '90-'95, Bosch	\$275.00
PLC062	Radiator Assembly '89-'95, ProLine	\$475.00

Series II, IIA, III

RNH371	Remanufactured Military 2.25 litre petrol Engine	\$2,250.00
PLC349	Fuel Pump, 2.25ltr, petrol, SPECIAL	\$39.50
HRT1002	Hi-Ratio Transfer Box with brake assembly	\$1,365.00
PLC534	88 Series III 10" Brake Drum, ProLine	\$49.00
PLC545	88 Series II, IIA 10" Brake Drum, ProLine	\$49.00
PLF320	88" Bonded Shoe Axi Set, front and rear	\$36.50
PLF343	105" Bonded Shoe Axi Set, front 2.25, ProLine	\$49.95
PLF321	105" Bonded Shoe Axi Set, rear, ProLine	\$44.95
PLF342	Brake Shoes Handbrake, Series IIA, III, ProLine	\$30.64
PLC362	Fuel Tank, 88,109 reg.	\$179.00
PLC513	Radiator Assembly 2.25, Series IIA, III, ProLine	\$249.00
RNW5004	500ml Waxoyl Interior cavity	\$15.95
RNW5006	500ml Waxoyl Exterior chassis	\$16.95

Defender

PLD201	CV Joint Defender 90, 1997	\$129.95
PLD301	CV Joint Defender 110, 1993	\$179.00
WMH1902	XD "Wid" Mirror Head	\$35.00
PCS9050	Pro Comp Extended Nitro Shocks Set of four	\$189.00
PBS1115	Poly Bush Suspension Kit, ProLine	\$169.00
RNA2550	H.D. Swingaway Rear Tire Carrier, Mantec	\$399.00
RNH512	Radio in Dash Facia Kit, Genuine	\$37.68
PLF411	U Joint for Prop Shafts, ProLine	\$29.95
DIFF01AA	Front Diff Protector, H.D., ProLine	\$89.50

Discovery

RNK9921	Clear front corner lamps for Discovery I '94-'98	\$125.00
RNK9922	Clear side lamp for Discovery I 1994-1999	\$19.00
RNK9923	Discovery II headlamp upgrade kit for Discovery I 1994-1998	\$129.00
PLK4100	ProLine Discovery I Rear Propshaft Update Kit	\$299.00
PBS1115	Poly Bush Suspension Kit, ProLine	\$169.00
PLD201	Discovery I CV Joint, ProLine	\$129.95
DIFF01AA	Front Diff Guard Discovery I	\$89.50
RNA1903	Raised air intake, Mantec Discovery I	\$329.00
RNA1913	Raised air intake, Mantec Discovery II	\$465.00
RNH253K	Dash repair kit, Discovery I, Genuine	\$19.10
PLB200	Brake ABS Master Cylinder, Girling Discovery I	\$249.00
RNC052	Water Pump Assembly, Genuine	\$176.90
PLC052	Water Pump Assembly, ProLine	\$134.00
RND499	Cup Holder Set Bungee, Genuine	\$54.95
RND491	Cup Holder Set Smokestone, Genuine	\$54.95
RND964	Thermostat Assembly, Genuine	\$11.95

Recovery Jacks

1121	60" Jackall Recovery Jack	\$74.95
RNA901	48" Jackall Recovery Jack	\$69.50
RNA9111	Supanor quality, padded, Jackall Bag	\$45.00
HL605	60" Hi-Lift Recovery Jack	\$68.50
HL485	48" Hi-Lift Recovery Jack	\$79.00
ORB	Hi-Lift off road jack base	\$39.00



CLASSIC PARTS

ProLine
 (Prices valid until February 28*)

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