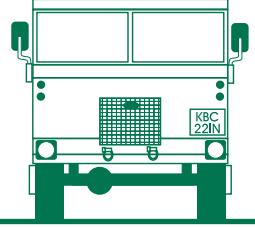


OTTAWA
VALLEY
**LAND
ROVERS**



August 2005

www.ovlr.org

Volume XXII, Number 8

Dormobile Saga



Story and photos start on page 6



PO Box 36055, 1318 Wellington Street
Ottawa, Ontario Canada K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLV offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$30 US per year. Membership is valid for one year.

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Murray Jackson, Roy Parsons, Kevin Newell, Bruce Ricker, Peter Gaby, Fred Joyce, Andrew Finlayson 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 OVLV 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 OVLV newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVLV newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLV, 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.ovlv.org>

Any ideas for the website please contact Dixon Kenner
Land Rover FAQ: <http://www.lrfaq.org>

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLV/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Advertising Information

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

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, 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 Jean-Leon Morin for location. morinj@tc.gc.ca

September 24, 2005

Roy Baillie has agreed to host the Oiler Sep. 24 (we can use Oct. 1 as a rain date if we wish).

December 2, 2005

Dave has confirmed Friday Dec. 2 for the Christmas Party at the Hungarian Village.

September 18, 2005

TTC Bronte Creek British Car Day 2005, Toronto Triumph Club British Car Day. This is the largest all British event in North America with over 1000 cars, www.britishcarday.com

Sept 17-18, 2005

British Invasion, Stowe, Vermont

The best car event in the East with over 500 British cars, a must participate event on Saturday. Pre-registration before September 5th required. (refer to web-site). More info: www.britishinvasion.com

October 1-2, 2005

British Reliability run <http://www.mibrr.com>

On October 1st, 2005, up to 50 vintage British cars will depart Marshall, Michigan, for a demanding 700-mile run through Michigan, Ohio and Indiana to raise money for charity. This run, the third annual, is titled "America's British Reliability Run" is an endurance run of sorts, fashioned after those run in the UK. They always benefit kids, this time, kids coping with cancer. The event is based loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so. It's not a race, it's merely a test of the drivability of our old cars. And this year, we're dedicated to helping a very worthwhile charity; the National Children's Cancer Society. This year's run features the covered bridges of Parke County, Indiana, some of the most scenic in America. Each team's goal is to raise US\$500 to help the NCCS continue their mission: "To improve the quality of life for children with cancer by promoting children's health through financial and in-kind assistance, advocacy, support services and education." It's through fundraising efforts such as this that those kids are able to get to camp. Last year we raised more than \$32,000 to help kids with diabetes get to educational summer camp.

Volunteers are People too

by Del Albright and Don Stra

Volunteer (noun); an anomaly within the human race. Rarely seen, the volunteer frequently works in the background while doing things for the benefit of others. Volunteers work for free and with the best of intentions yet they get little thanks - nor do they expect it - and, in fact, are frequently criticized and sometimes publicly insulted when things don't go well. Volunteers get enjoyment from the success of others. Volunteers have a very short life span with an average life span of less than 7 years. With proper care and feeding this time period may be extended. On the other hand, improper care and feeding of a volunteer can significantly reduce its life span. Due to the rarity of a volunteer, any actions that would reduce its lifespan are to be avoided at all costs.

Motorized Recreational Club Volunteers

Historically, motorized recreation sports have always required a high percentage of volunteers. The list of things that need to be done to make a club or other organization run smoothly can easily exceed the capacity of one person or a small group of people.

Club volunteers are typically involved in;

1. Getting everyone on and off the trail safely.
2. Making sure that our special events go smoothly.
3. Keeping schedules and web sites up to date.
4. Operating and monitoring the communication structure whether it is a BBS, email or newsletters.
5. Setting up new systems by which the club will be able to add more services for its members.
6. Helping other club members out, whether it is by answering a tech question on the BBS or by connecting a tow strap to their rig and giving them a tug.
7. Leading the club and charting its growth.
8. Doing a lot more work than we would ever want to do by ourselves and they do it for free.
9. Staffing activities at our events.

10. Conducting most of the work that ever gets done by any organization.
11. Recruiting for our clubs, organizations and fund-raiser events.
12. Advocating for our sport.

Proper Care and Feed of a Volunteer

Knowing the importance of volunteers and knowing that they have such a short life span forces us to ask the question, "What is the proper way to care for and feed a volunteer?"

For volunteer peers and their leaders it boils down to what we call "P.A.R."; PRAISE, APPRECIATION and RESPECT. Think of P.A.R. as the currency that you use to compensate volunteers. The only limit to the P.A.R. that you give a volunteer should be the goodness of your heart and the sincerity of how you deliver it.

Praise

A volunteer may not always need praise but he will always be glad to receive it. Praise should always be heartfelt and sincere. This is as simple as telling a volunteer that he has done a good job when you see that he has done a good job. The proper care and feeding of a volunteer demands heartfelt and sincere praise be given to the volunteer. To really make the volunteer feel noticed try praising him in front of his peers when it is applicable. Such a small gesture does wonders for the health of that volunteer.

Appreciation

Show your appreciation of a volunteer by never criticizing him in public or in front of other volunteers. Should the need to criticize a volunteer arise you need to be tactful and polite and you need to handle it in private! Never criticize a volunteer without, at the same time, letting him know that you appreciate him for the work that he has done for you and your organization. In other words, make it clear that it is not the person but that action that is being critiqued. Don't let it get personal. Criticizing volunteers without first making sure that they feel appreciated or doing so in public has been

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Volunteers are People *(continued from page 4)*

proven to shorten their life span dramatically and sometimes causes an immediate end to that person's volunteerism.

Respect

Volunteers usually need an extra measure of respect. In fact, as a volunteer don't they deserve it anyway? This is especially true when things don't go exactly right. Volunteers are human too, and, as humans they can sometimes make mistakes or not meet your reasonable expectations (All of your expectations for volunteers are reasonable, aren't they?).

There may be times when a volunteer "spouts off" or "blows off some steam." This might become evident in something they say or something that they do.

When this happens try to give them a little bit of extra room. Odds are their frustration stems more from the fact that they may have missed their mark than it does that they actually did or didn't do something right. No volunteer, especially one in any kind of motor sports, like to "lose face" in front of others. We are a proud lot.

If you have a volunteer that needs to blow off some steam, it helps to step away from the

volunteer and give him time to reflect on what has happened. It has been observed that handling a volunteer in this manner is typically the fastest way to bring him around.

In most clubs everyone who does anything for the club is a volunteer. Even if you don't volunteer to help a club out you should still think of yourself as a "volunteer" in your clubs' "Volunteer Appreciation Program" by seeking ways to show the volunteers in your club the extra measure of consideration that their work on your behalf calls for.

Rewarding volunteers is a responsibility that every person who benefits from their work shares equally. Showing P.A.R. to volunteers isn't just what volunteer leaders should do, it is what we all should do.

After all, without volunteers, what would become of your group?

Dan Stra is the Founder of the JonFund 4X4 Club and a very active volunteer in the 4X4 community on a local, regional and national level. He can be reached at jonfund@jonfund.com

Del Albright, BlueRibbon Coalition Ambassador and Environmental Affairs Coordinator for the Calif. Assoc. of 4WD Clubs. Visit BlueRibbon at www.sharetrails.org.

OVL R Forums

Please see:

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

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

**See page 2 for
subscription details.**

Submissions for the Newsletter

In order to get the best reproduction of photos, please use the following formats:

- use the highest resolution possible (200-300 dpi; 100-150 lines per inch)
- save in jpg format (don't use tiff format unless the files are from a Macintosh)

When sending word files, do not include photos in the text. Just put a tag where you would like the photo placed in the text and send the photos as separate files.

Include captions and photo credits for the photos. For more newsletter information, see page 2.

Dormobile Saga

*Reprinted by permission of the author,
Wayne Potter*

Iceland. Land of the sagas. A small stepping-stone to the USA and Canada about the size of England, famously home to volcanoes, geysers and boiling mud pools, a land still being shaped by nature. What does this geologist's paradise so near yet so different to the rest of Europe have to offer us?

... It's Landrover heaven ...

A life long fan of all things expeditions, adventures but above all Land Rovers, here was a place for an adventure of my own. The decision was taken early on not to hire a vehicle in Iceland hek! It may not be a Landrover, but to take our own. OK, it's not as easy as jumping on the plane, getting in your hire 4x4 and driving off; and sometimes, fair enough for a short stay, it's just not feasible, but its more convenient by far once you are there. For a start all your gear goes with you, and if you're like us, that's a lot of gear. No worries either about damaging the hire 4x4, you just damage your own. For us it was no contest, give me my own vehicle any day. With your own vehicle you are also used to it and it should inspire confidence assuming you feel it's set up right. Personally give me a Landrover camper as opposed to a tent any day — you just stop, roof up, kettle on- Job Done!

Preparation can be the make or break of any adventure, so best part of a year was spent sorting out our low tech, easy fixed 1970 series 2A Dormobile; veteran of many a foreign adventure before I bought it.

Because of the numerous river crossings we were to encounter, replacing the original 2.6 petrol for a Perkins 4203 [3.3 litre] diesel liberated from a light weight purchased at Langley farm meet seemed a sensible idea. On the back of the original 2A gearbox went an overdrive, the axles received free wheel hubs, new springs, shocks brakes and 900/16 tyres



which I hoped would get us through the soft mud, sand and rivers we were to encounter. The chassis was strengthened in the usual places and a home made snorkel fitted, transforming the old 2A into what we hoped would be an Iceland beater. Inside we fitted an Eberspacher heater, extra cupboards and removed the rear seats to give more room, planning to sleep up top in the two roof bunks anyway. Originally, a Landrover 109 Carawagon was to join us, but in the end we were to go it alone. We read everything we could find on Iceland, sorted out a route, maps, insurance, passports and all the 1001 other things necessary for a trip like this. A final successful test greenlaning in the snow covered Brecon Beacons whilst river levels where high, trying to simulate as much as possible conditions expected in Iceland and we where off.

We left our Wirral home with an air of trepidation as we were travelling alone – getting stranded or worse wasn't an option we were willing to contemplate. Our route was to take us all over Iceland including the Sprengisandur, Iceland's longest 4WD route – a desolate crossing running approximately North/South with countless river crossings. In all we estimated we would drive about 2,000 miles.

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Dormobile Saga (continued from page 6)

Getting to Iceland was an adventure in itself. We chose the scenic route – Denmark, Faroe Islands then Seydisfjordur on Iceland's north east coast; longer may be, but quicker in time and anyway doesn't travel broaden the mind or something like that.

Denmark was very hot and I ended up with a touch of sunstroke. At the ferry terminal we were just one of many expedition equipped 4WD vehicles – Toyotas, a Dodge Power Wagon and trail bikes, one being a huge Unimog camper costing around £380,000 – I jest not! No other Landrover's though. We, or should I say, I got chatting to it's Swiss computer company owners; he and his wife were off around the world for about 8 years, testing the vehicle out first in Iceland; hard life isn't it.



On board the Norona bound for the Faeroes we found ourselves in a cabin overlooking the bow, great views I thought, but a combination of sunstroke and rough seas meant I spent most of the voyage in the eerm little room ... Boats! ... give me a 4WD any day.

A couple of groggy sick bags days later and huge sea birds filled cliffs signalled the arrival of the Thorshaven on the Faeroe Islands. Our old 2A started instantly and in 4WD convoy all made their way to the nearby campground. We had two days before

the ferry left, so explored the islands. They were very similar to those equally beautiful islands up their on the west coast of our own bonny Scotland – Harris & Lewis or Skye –except of course they speak Danish.

Leaving Thorshaven the mist lifted to reveal once again those breathtaking cliffs; we sailed on past Streoy, Nolsoy then Vagar into the Atlantic. Two so, so rough days and many more sick bags latter, I got the strength to join Helen; who typically had been enjoying the voyage perfectly healthy on her own. On deck as we came within sight of Iceland; snow covered mountains and the small port of Seydisfjordur greeted us as did our docking customs and £112 diesel tax, a one off payment based on the length of time of your stay, and applied to diesels only. After paying the tax though the diesel was very cheap, and we filled the Landrover for about £15 including our jerry cans ... the tax was a bargain after all.

We drove out of Seydisfjordur and the tarmac finished! Past the first of many waterfalls. Just trying to take it all in, it looked even more daunting than we thought it would. Up the steepest of hills heading for Egilsstadir, which we couldn't pronounce either, so christened it Fred Astir! Vying for a position at the fuel pumps, joined now by all the other 4WDs off the ship, we filling up with fuel, food, water etc.

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Dormobile Saga (continued from page 7)

The yellow knob went down, the freewheel hubs were locked and we were off into the most bizarre landscape on earth!

Unbelievably it was hot, in the 80s, not what we had expected at all, but as the Icelanders say “don’t like the weather, wait a bit”, it wasn’t to last. We were here at last and heading for the famous Askja crater where we hoped to camp that night. The Dormobile picked its way through rock strewn lava chocked rivers and lava fields with ease. The big 900 tyres spreading the weight of the loaded Dormobile well on the softer ground. Some river crossings proved to be deep; I tested for depth in the murky water as much as possible before committing ourselves, but with anything like this you can never be sure. We did have our winch ground anchors and recovery gear, but how much use it would be in the soft ground is anyone’s guess. We may end up burying that spare wheel yet I thought.

At one point we were weighing up the pros and cons of a certain crossing when a huge Scania 4x4 tourist coach arrived, all on board seemed shocked to see a lone Landrover out there. “Are you OK asked the driver, here follow me, it’s shallower here,” he said in almost perfect English. This was our first meeting with Herti and was to set a precedent to the friendliness off the Icelanders. With Herti’s help we got through ok and followed in his tracks until he camped about 20 miles short of our destination Askja. We drove on late into the night; with 24hrs



daylight this wasn’t a problem – the old 2A making good steady progress, excitement overriding tiredness on our part.

Next morning we left the Landrover where it was, we had camped short of Askja the night before as deep snow barred the way, so on foot we walked the 5 miles or so past a recent lava flow and a stuck Toyota 4WD to the crater proper, glad to have remembered our wellies.

Gasping, we crested the lip of the crater and took our first look out across the eye opening 26 mile wide snow covered frozen lake which sits at the crater’s base. If Askja looks big on TV it’s utterly staggering in the flesh. I couldn’t help thinking if it was at home it would be as wide as from Liverpool to Chester. Within Askja sits it’s much smaller sibling Vitti [Hell in English], a blue hot sulphurous, very smelly, smaller crater that some swim in.

Back in the security of our little home on wheels we did what all Brit’s do best, contemplated it all over a mug of tea. Next thing, two 4x4 coaches arrived, one driven by Herti. We chatted to both drivers about all things 4WD, Land Rovers in particular. Herti went on to say how Iceland not long ago had quite a lot of series Land Rovers and Russian 4WDs then the Jap vehicles came over, but was pleased to say how Landrover has made a comeback in recent years. Looking round our old Dormobile he reckoned old rovers were proper



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Dormobile Saga (continued from page 8)

4x4's "the best"; vehicles you could actually use, not cars; preaching to the converted I thought. Both drivers suggested taking another route, to save us retracing our steps. We all swapped addresses said our goodbyes, and with all tourists on board they drove off into the distance.

[That Christmas we sent and received cards from both drivers and others met on that trip.]



Leaving Askja behind us and heading back to route 1, this track was totally different to the other. There were some river crossings, one particularly nasty one turning out to be bridged fortunately. The main obstacle being soft, power sapping sand; at some speed the 109 got through it, almost turning over several times in the process – that tourque Perkins engine diesel, 900 tyre combination without doubt saving the day. Along the way we stopped, topped up the main fuel tank with our jerry cans, more tea and carried on, Herdubreid a huge flat topped volcano in the distance, a constant companion.

“WOW, extremely dramatic, powerful waterfall with large canyon at its base, Well worth the visit” ... A note taken from Helen's diary about Dettifoss, a huge waterfall, and our campsite the night before we drove towards Lake Myvatn, the road almost impassable in places even though marked as suitable for cars.

At Myvatn [Midge Lake in English] the Dormobile roof went up; camping amongst giant rock crevasses miles long which nervously we climbed down into to reveal pools of boiling hot water and mud, once used for bathing by the Icelanders but now far too hot. Not far away are hot gurgling spitting mud pools stinking of sulphur, and a small blue hot water lake was also within walking range. Name somewhere else with such a bizarre landscape, no cheating now, on this planet only please.

Midge Lake didn't live up to its reputation in one way though, very few midges, perhaps the thousands of water birds there had taken care of that for us? We met several people here as it was quite a touristy area; one of them was Peter Brown, a Londoner and maybe Iceland's biggest fan. He had lost count of the number of times he had visited Iceland.

“We got drunk with 3 Germans, they gave us tea laced with schnapps, late start next morning” ... Yet another little gem from Helen's diary and reminder for us of the Midge Lake area. Whilst at Midge Lake the Landrover had a good shakedown, checking oil levels, nuts, springs, etc. It was standing up very well, the



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Dormobile Saga (continued from page 9)



gearbox was leaking into the transfer box a bit more than usual; no change there I hear you all say, and had started jumping out of second gear on over run, again I hear the words, no change there, other than that though it was running really well. We hoped it would remain that way.

To me the main attraction of Iceland is the being able to use a Landrover as it was intended. In fact it must be one of the few places in Europe at least, that a vehicle like this isn't a toy but a necessity, especially in winter. The Icelanders I'm sure take advantage of this and take every opportunity to use and modify their huge 4x4s to cope with Iceland's exceptionable terrain and environment. Here you can park up a vehicle like our 2A Dormobile on 900's and feel as though you are normal, even under tired and conservative. Everyone else seems to have huge suspension lifts, tyres to match and the perfect playground to use them in; sounds like I'm jealous doesn't it. I am.

We carried on to Godafoss [fall of the gods in English] yet another spectacular horseshoe shaped waterfall set in a contrastingly green valley in the middle of nowhere. If this was in Britain the council would charge a fortune to see

it, hot dog vans would cram next to ice-cream vans, and ... here it's free, just part of Iceland's surreal natural landscape. Whilst camped here, a limestone late 2A station wagon like ours turned up, it's Icelandic owner making us very welcome at his home. Curiosity had got the better of him, he wanted to know all about the Dormobile. He and his wife ran a pony trekking venture into the interior ... more for the Christmas card list.

A day later, or was it two, we nervously made our way to the start of the Sprengisandur [meaning sands blown from a volcano] Iceland's longest 4WD route running approximately North/South through countless river crossings; for this you must be totally self sufficient, as there is no fuel, food or anything else for that matter. The river crossings are the problem, they can obviously swell with rain, but also from melt water running off the Vatnajokull



glacier [Europe's largest glacier and the size of Yorkshire] which the route passes close to; getting swept away in a freezing torrent of silty black water some how didn't appeal. Filled up to the brim with diesel and all things edible we cautiously continued. I had said to Helen back home that if it got a little too dangerous we would stop and retrace our steps, or wait till the

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Classifieds

FOR SALE: 1974 SERIES III 88 S.W.B RESTORED

\$14,900 — Over \$20K in parts alone
Frame off restored (unpainted). This vehicle has 88,000 miles and is being sold with the following Improvements & upgrades: Frame is heavy duty & in perfect rust free condition. The following is a list of the new parts installed over the past 12 months: 5 X 16" wheels + New Uni-Royal HD tires, All seats including custom leather rear bench seats. New floors. Rear tub & seat box replaced with perfect condition, corrosion FREE, from truck with 17K miles. New lower dash (heater box) – try finding one of these new! New windshield + seals. Doors & tops replaced with galvanized. New defender mirrors. All door hinges & locks. New washer jets New Webber carb kit. New thermostat + heat valve. New rear door + lock. All New window channels. New Front Grille & badges. Roof replaced + headlining in excellent condition. New swivel (chrome) balls + gaskets & kit. New gearbox, main shaft + clutch plate & housing + input seals etc. New engine gaskets. New exhaust & manifold + all new studs & hangers. 2 New grab handles (rear). Front & rear (Genuine) mud flap kit. New carpet set. New Inertia (reel) seat belts. New headlamps + buckets. All flasher/ stop & tail lamps replaced with new old stock genuine LR lenses. New reverse lights. All new wiring New Fuel tank. New wiring harness throughout. Vintage Mountney (British) leather steering wheel. New steering box cover. New Front & rear drive shafts & seals replaced. Distributor cap & rotor, new plugs & points, condenser. Clutch master & clutch slave cylinders. New rear drums. New front & rear brake shoes. New weather strips. New radiator + all new hoses. New Water pump. New Front & rear leaf springs. Recent shocks. New interior door panels (left, right & rear).



(New in box & Not installed) Chequer plate floor (Rear). Chequer plate wing tops & Side panels (New in boxes & Not installed). New rear view mirror. I'm sure there are more parts; I may have forgotten but they're included! The truck is in

outstanding condition mechanically & cosmetically and has zero rust or corrosion. I am selling unpainted so that you can see what has been done. There are lots of series II & III's around but few, if any, will compare to this! Unfortunately I don't have the time to use it and would rather it go to a home and be driven. I have invested well over \$20,000 in this truck. Please feel free to e-mail me with any questions or for additional photos

Please Contact:

Phil Cunliffe

416-875-4575 cunliffe930@rogers.com

FOR SALE

I have a wonderful & very special Range Rover classic for sale. Please pass amongst your club members.

Many Thanks, Phil Cunliffe

cunliffe930@rogers.com

Toronto, ON



Dormobile Saga (continued from page 9)

rivers subsided, something I hoped we wouldn't have to do ... something we may not be able to do? It hadn't rained since arriving, therefore no rain to swell the rivers, the temperature also decidedly colder so we shouldn't get much melt water. Fingers crossed, we drove on.

The Sprengisandur at first followed the stunning river valley from Godafoss, eventually emerging into what can only truthfully be

described in appearance as a vast lava strewn building site, a few shallow stream crossings to start with, the start of the Sprengisandur proper yet to appear. As far as the eye could see before us lay mile after mile of black, barren, sterile, wilderness. It started to rain!

(Stay tuned for the conclusion of this story in September's newsletter)

Tony Pouliot



NAME: Tony Pouliot, 25 year old Dairy Farmer

VEHICLE: 1996 Land Rover Discovery

MISSION: My Land Rover works for a living. It's off road nearly every day on my 1,100 acre farm, often towing heavy loads. Then it doubles as a family car. It's versatility and reliability make it a perfect fit for my life style.

SUPPORT: Cash is hard earned in farming, so I need to be careful how and where I spend it, that's why I rely on Rovers North for my parts and accessories that I need. They really know their Land Rovers and always offer the best prices on the highest quality parts. I've been around with the discount after market parts, and the stuff just doesn't hold up, and to me that's false economy. Like most serious Land Rover owners, I guess you need to go through the after market experience to really appreciate a company like Rovers North. Price, Knowledge and availability, that's why I rely on Rovers North.

www.roversnorth.com



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Trainee Required!

Editor of widely-read monthly newsletter about Land Rovers seeks trainee to join the circus and take over as ring master. Need not be a trapeze artist nor an elephant handler. Being able to type may help. Patience and tact, an asset. Join the great team of people who bring it all to you.

Please reply to Jean-Leon, President of OVLRL

