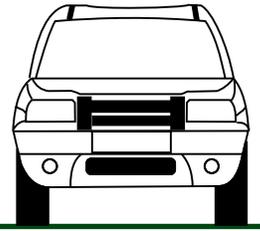


OTTAWA
VALLEY
LAND
ROVERS



March 2007

www.ovlr.org

Volume XXIV, Number 3

Dentistry 101



See pages 6-9 for article and more photos.



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.

OVL R Executive and General Hangers-On

President (Acting)
Jean-Leon Morin
morinjl@sympatico.ca

Secretary-Treasurer
Dave Pell
djpells3@yahoo.ca

Events Coordinator
Your Name Here
events@ovlr.org

Off-road Coordinator
Kevin Newell
linda&kevin@trytel.com

Past-president
Christine Rose
tcrose@sympatico.ca

Club Equipment Officer
Bruce Ricker

Archivist
Your Name Here

Auditor
Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall
Murray Jackson
mjackson@igs.net

Returning Officer
Your Name Here

Executive Member-at-Large
Your Name Here

Merchandising Coordinators
Your Name Here

Webmasters
Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

OVL R Newsletter

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OVL R Newsletter

ISSN 1203-8237

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

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) 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.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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

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.lrfaq.org>

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.

Beneath the Bonnet

Calendar of Events	3
The 20th OVL R Maple Syrup Rally	4
OVL R AGM Minutes.....	5, 10
Dentistry 101 <i>by Sean Stewart</i>	6-9
Vintage Photos <i>submitted by Murray Jackson</i>	9
Classifieds.....	11

Hey man, what's going on?

OVL R Calendar of Events

Socials

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

Executive Meeting

Executive meetings are held on the first Monday of the month. Please contact Jean-Leon Morin for location. morinjl@sympatico.ca

Maple Syrup Run

The Maple Syrup Run is tentatively scheduled for Sunday April 15th (also camping on the 14th). More details to come.

OVL R Birthday Party

The OVL R Birthday Party is scheduled for Silver Lake on June 22-24, details to be announced.

Notice for diesel owners:

I found this web site whilst looking for an oil pan heater, the company is local and I thought it may be of use to other members.

Of course maybe everyone knows about it already, but we'll see.

The heaters themselves are found by clicking on Engine protection & control systems.

www.dieselproducts.com

cheers

Paul King

Notice – RoverFest

Notice sent in by Club Member Doron Goldenberg for multi-club event:

RoverFest - Bear Mountain, Killington, Vermont - August 17, 18 & 19, 2007

For more information see weblink: www.roverfest.com

The 20th OVL R Maple Syrup Rally

April 15, 2007 — Shawville, Quebec

For the past nineteen years, members of OVL R have been celebrating the coming of spring by gathering at Vern Fairhead's sugar bush in Shawville, Quebec for the Maple Syrup Rally. The event offers people an excuse to get their Land Rover out from under that snow bank and blow the cobwebs out and for the hardy, an opportunity for a little winter camping. This is the first major club event of the season.

The Maple Syrup Rally is planned for **April 15th**, the height of the sap run. The sap run loves freezing nights and warm days. A variation in this pattern can disrupt the run and cause last minute changes in the schedule. As this is very weather dependent, the date can change in the weeks before the event. Remember, Mother Nature determines the date, not us!

Reservations/RSVP: OVL R needs to know how many people are expected. Local and regional members with email will be kept abreast of changes via email.

The cost of the Rally is unchanged at \$5 per person. Children under 3 are free. To drive on the off-road course, you need to be a member of OVL R (Our insurance policy requires this) and hold a valid drivers licence.

There will be a traditional breakfast of french toast, sausage, homemade baked beans from Grandma Lousie's secret recipe.

Every year there is the traditional gathering of sap from the trees. Vern is operating a sugar shack where the sap is boiled down to fresh maple syrup. This is an opportunity to see how it is really done. It is also a chance to restock on some real maple syrup that should keep you going for the coming year! Bring your cheque book!

There is always some white (ok, sometimes brown/mud) laning down some abandoned rail

beds, through the sugar bush, and around in the lands around the sugar bush.

Note: Dogs must be controlled and on a leash at all times. No Exceptions Please!

If you are unsure about directions, there will be a convoy of vehicles leaving from the Westgate shopping centre at 8:45 a.m. If you need full directions, please let us know when you email or call to register.

In the past, as the event takes place on a Sunday, various members of the club have come up early and done a little winter camping in the sugar bush. If you are interested in some winter camping, give Vern a ring at (613) 647-5544. There is plenty of wood about, and Vern probably won't mind you using some of the wood by the Sugar shack, so long as you help stoke the fire in there a little bit during the day! So, warmth for the evening is available!

Members are also welcome to come up on Saturday and help Vern with some sap gathering and maple syrup production.

OVL R would like to thank Vern Fairhead – property owner, guide and host for this event!!!

If you are planning on coming, please send Terry King an email at tking@sympatico.ca For those without email, please call or leave a message for Terry at 613-863-0332

Hope to see you there!

TK

OVL R Forums

Please see:

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

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 photos.

OVL R Annual General Meeting

Ottawa Valley Land Rovers Incorporated
Minutes of the Annual General Meeting
Hungarian Community Center 43 Capital Dr,
Nepean

Jan 24 2007 7:25 PM

Jean Leon Morin OVL R President called meeting to order at 7:25 PM with 14 members and one guest present as per Appendix A.

Reports

All reports were made off the cuff and text was not provided to me so I am attempting to capture the highlights, any errors are my own.

1. Presidents Report:

JL started by welcoming the members present, and summarized the past year. Commenting on the Maple Syrup Rally and how for the first time in several years some soles ventured out and camped at Vern's on the Saturday night and had great time at the rally. The Birthday Party was again challenged by the warm weather, land access and trail development continued to be an issue, while the club has gained access to land in the area (even able to put one, medium/light trail on the new land, and that the new executive should continue to expand the use of Ernie's land) off road access was not as good as it had been in the past. The club also had a reasonable showing at the ABCD day, in fact the club expedition trailer was used to feed the participants of the event.

2. Events Coordinator:

Choose not to comment.

3. Off Road Coordinator:

Was not present at the AGM therefore no report.

4. Member at Large:

Was not present at the AGM therefore no report.

5. Secretary / Treasurer report :

First as secretary Dave Pell wanted to thank Bruce Ricker for printing the newsletter labels and making the secretary's job much easier by helping out as much as he does. David Pell then circulated copies of the year end financial report, he explained the basic format as well as gave highlights of the information. The current balance (as of Dec 31 2006) was \$8,422.40 Cash and investments. These reports are available to any member at any time, just request from secretary/ treasurer.

6. Auditor Report

Christian was able to complete the audit prior the

AGM and presented the completed auditors report (included below). Christian noted that several of the renewal forms, were un-signed and asked if there was an insurance liability, if the waiver on the bottom of the form if unsigned. (Sec's comment, Will endeavor to get Renewals signed if not completely filled out.)

See Appendix B Fiscal 2006 Audit Report for OVL R – Summary

7. Newsletter Editors' Report

Due to the excellent quality of my notes, I can't report Terry's comments. I (as secretary) am please to report we published 12 issues of the newsletter, granted somewhat a little late but the newsletter was published.

The issue of the unfortunate comment in the October Newsletter was brought up, much of the discussion revolved around the publishing of anonymous articles.

It was moved by Mike McDermitt and seconded by Kevin Newell that Newsletter editor was not to publish anonymous submissions CARRIED.

8. Returning Officer:

As returning officer Dave Pell would like to have reported that all elected positions were hotly contested and several nominations for each position were received, but this would not be true. Sadly, not a single nomination was received prior to the meeting. When the subject of nominations came up the quietness in the room was deafening.

The following two people self-nominated themselves for the following positions:

- Jean-Leon Morin as Member at Large
- Kevin Newell as Off road coordinator

One member was nominated for president but declined (Cameron Duff by Dixon Kenner)

And Terry King as events coordinator (Terry pointed out that he was willing to serve as events coordinator or newsletter editor. The membership asked Terry to decline as events coordinator and continue as newsletter editor)

No further nominations for either position were forth coming and JL agreed to act as interim President until a new volunteer is found.

Terry agreed to act as events coordinator for the Maple syrup rally.

The following people were nominated and accepted the positions:

continued on page 10

Dentistry 101

by Sean Stewart

This project came about as a result of my passion for dentistry and my love of the outdoors. I grew up in rural Ontario and spent much of my childhood camping in the bush. Being in the working world, it's often difficult to find the time to get back in the bush. I think I've found a way to combine work and play together. The result is a highly modified dental office which can go anywhere.

When I first considered building a mobile office, I looked at three vehicles. Hummer, Mercedes unimog and Land Rover were the most suitable for what I required. The Hummer was far too wide for narrow mush roads and quite heavy. The Mercedes Unimog was an extremely capable vehicle, but it still was on the heavy side, and was quite complex if you ran into mechanical trouble in the field. That left the Land Rover 101 forward control. This vehicle was quite narrow (72"), and had a fairly short wheelbase (101"). It also was capable of hauling 1 ton in the bed and a 1 ton trailer. It is also very easy to service in the field thanks to the simplicity of the vehicle. The total weight of the vehicle is 4200 lbs, which is quite light for a military personnel carrier.

The stock vehicle was purchased from Paul Safari Components in Queenston, Ont. Paul is very knowledgeable about old Land Rovers and I have had to call on his expertise numerous times throughout the build. The vehicle was in good running condition at the time of the purchase, but it needed a bit of cosmetic tidying up. The first order of business was to test out the



offroad capability prior to fabricating the living quarters. The Toronto Area Rover club has an annual spring outing (called April fools errand) in Grimsby, which offers great muddy roads to test your vehicle. In previous years, I never managed to drive the entire length of Always road with my series III Land Rover. I was quite surprised when it seemed like a non-event in the 101. This is partly due to the overall height of the vehicle, and the fact that the air intake is quite high. You can submerge the vehicle to about 1/3 the door before you run into trouble. That translates to about 50" of fording depth ... pretty impressive for a stock vehicle. I'm sure you could get even more with some waterproofing and a snorkel kit, but I likely won't be in a situation that would require that.

Having satisfied my offroading requirement, the disassembly began. The vehicle was stripped and I began to measure and design the living quarters. Once I had the final design, a Land Rover colleague, Andrew Breithaupt, provided me with a 3-D computer mock-up which helped considerably. I took the basic design to Ron Krueger of Krueger custom steel to get an estimate. The metal work went pretty straight forwardly; I described what I wanted, and they came up with something better! The skeleton was all aluminum, and the roll cage was all stainless steel ... I hate rust. The only glitch arose when one of the guys discovered a puddle around the Rover before they were to weld that day. Apparently the fuel tank had sprung a leak and there was fuel everywhere. That likely would have made a big bang if they hadn't noticed. Luckily, Paul had a fuel tank in stock, and had it



continued on page 7



to me by the next day. After many months (I'm sure Ron was glad to get the vehicle out of his shop), I had a skeleton for the living area, all 4 winches mounted, and the external roll cage was complete.

From the welding shop, I drove directly to the local Apple Auto shop. Glen and Brian are very good at doing custom interior work and soft tops. I hadn't considered their door height when I booked the vehicle in. I had forgot how much higher it was with the camper on it. Luckily with a broom to push up the door, it made it by an inch. They came up with a simple design for the soft top which can be removed in the summer. If you know anything about old Land Rovers, they are notorious for leaking in the rain. I must say, this is the first time I have driven a watertight Rover. With the sound-proofing, carpeting, and new seats, it is much more comfortable than I had dreamed. It is my vehicle of choice for running around town now.

Now that the skeleton was complete, I was in the market for a boat builder to finish the exterior. I had been warned by Gary Wescott of the Turtle V project to stay with marine manufacturers rather than RV manufacturers as they are much more comfortable solving weight and space problems. I tried many companies in Canada, but none of them seemed too interested in a project this small. It didn't seem small to me, but I guess compared to an eighty food yacht, its small. Having no success with a boat builder, I shifted my attention to the trailer. I

had a local sandblaster clean the frame in my driveway, and I coated it with POR-15. I fabricated a steel exoskeleton with 2" angle iron. Unfortunately I forgot to measure the height of my garage door before I started. I guess to a welder, that's

the equivalent of me trying to take out a tooth without an x-ray of the roots ... an exercise in frustration! After cutting the frame apart, I re-welded it outside in the middle of winter. Aluminum panels were bonded and riveted in place, all of the hardware was mounted and the vehicle and trailer were sprayed in panel white paint. Both the vehicle and trailer were sprayed inside with black bedliner.

A chance e-mail landed me a boat builder. I had found a web site that offered boat repairs and custom fabrication. Even better, they were located in Lion's Head, an hour north of me. Mike Jaworski of Advanced Composites indicated that he would be interested in doing this project. The initial quote was for a 5' x 10' box, but it soon evolved as we began. At Mike's persuasion, I splurged to drop the floor into the bed of the vehicle. This was a labour intensive move, as there were many angles and boxes to go around with the side winches and transmission housing. This was probably the smartest change of the entire project, and well worth the added expense. We went from 5' of head room to almost 6', which allows me to stand while I'm cooking or

continued on page 8

Dentistry 101 (continued from page 7)

having a shower.

With the panels in place, and the shelving roughed-in, the rest was up to me. I'm still working on the wiring and plumbing, but I can see a light at the end of the tunnel. The interior consists of a table surrounded by 3 benches, A fridge, stove, shower, sink, toilet, and microwave ... everything you need to be comfortable. Under the benches are holding tanks and storage. The table drops and folds out to provide 6' of sleeping space for two. Power is supplied by solar panels, and 2 Honda generators. I'm still working on a wind generator on the roof to provide 900w of power. I hope to have the vehicle completed by next spring.

I plan to use the vehicle to bring dental care to Northern Native communities that don't have access. The trailer houses all of the dental equipment including compressors, patient chair, drills, suction, sterilizer, x-ray unit, and necessary supplies. All of the equipment is portable and can be used either in the trailer, or set up in the field. Who knows, maybe I'll be travelling the world doing dentistry.



Spec. List

Vehicle

1976 Land Rover 101 FC GS

Engine:

stock 3.5L Rover V8

Twin carb.

Starting dog to allow hand cranking in event of battery failure

Drivetrain/suspension:

leaf sprung

Stock shocks

Center locking differential

38" 1100x16 Michelin XL tires

Recovery/Safety:

16000lb warn front winch

12000lb warn rear winch

2x8000lb superwinch side winches (in event of rollover)

6' high lift jack, shovel, pick ax, max-ax multi-tool

2 snatch blocks

stainless steel roll external roll cage

3 point racing harness and seats

Electrical:

4 Exide gel batteries (2 in cab, 2 below for winches)

400w inverter

Brunton GPS

Globalstar Satellite phone

Camper:

Custom fabricated aluminum skeleton with ladder and spare tire mount

Fibreglass sandwiched panels with 1/2" foam core

2 fantastic fan roof vents

freshwater holding tank

shower, toilet, fridge, sink, stove, microwave

200w solar panels to recharge batteries

2 Exide glass mat batteries

1000W Honda Generator

1800W AC power inverter

Trailer:

1969 M-101 A-1 Canadian Military trailer

Custom fabricated steel skeleton

continued on page 9

Dentistry 101 (continued from page 7)

Aluminum panels bonded and riveted in place

Aux fuel tank and 80l of jerry cans

5' high lift jack

multiple recovery points

rotating pintle hitch for extreme off-road conditions

3x 1100 x16 Michelin XL tires

10000lb warn winch on rear receiver hitch...
(ever wondered how to get out of a deep hole with a trailer?)

Sand ladders

Ditch bridges

2x 30watt solar panels

reversing lights

2 Exide gel batteries

Honda 6000W generator

All dental equipment and supplies

Source Info/Sponsors

Advanced Composites www.buildboats.info – Custom marine fabrication

Apple Autoglass www.appleautoglass.com – Custom soft tops and interior

Krueger Custom Steel www.kruegersteel.com – Custom welding/machining

New Media Design www.newmediadesigns.biz – Web design

Aseptico www.aseptico.com – Portable dental equipment

Brunton www.brunton.com – GPS, solar equip.

Globalstar www.globalstar.com – Satellite phone

Exide www.exide.com – Gel and Glass Mat batteries

Shurflo www.shurflo.com – Pumps

ARB www.arb.com – Off Road lighting and accessories

Tuffy Security www.tuffyproducts.com – Overhead Console

Austin Graphics www.austingraphics.com – Graphic Design, Decals

Hi-Lift www.hi-lift.com – Extreme Jack



Vintage Photos!

submitted by Murray Jackson

The photos were sent to me by the Editor of the London Vintage Taxi Association in the UK. He knows I am into both Land Rovers and London taxis.

These photo shows the Land Rover owned and used by Winchester Automobiles (West End) Ltd. It is parked outside their showrooms and workshop in Lots Road, Chelsea, off the New King's Road around 1963.



OVLR AGM (continued from page 5)

- President Jean-Leon Morin until a replacement is found
- Events Coordinator Vacant
- Off-road Coordinator Kevin Newell
- Member at Large Vacant

The following positions were appointed (volunteered or agreed to stay on in that position) and approved by membership at this AGM:

- Past-President Christine Rose
- Secretary /Treasure David Pell
- Newsletter Editor Principle Terry King; assisted by (Special Extra thick issues) Dixon Kenner
- Auditor Christian Szpilfogel
- Returning Officer David Pell
- Merchandising Co-ordinator vacant
- Club Equipment Officer vacant
- ABCD (All British Car Day) Coordinator Dave Pell / JL Morin.

This is a volunteer position to act as an interface between OLVR and the ABCD committee.

9. Old Business:

Last year the membership asked the exec to verify the ownership of the expedition trailer and correct the situation if required, a photo-copy of the ownership was found and verified as owned by OVLR Incorporated.

10. New business:

As an outcome from last years old business, obtain a new original ownership for the trailer and file in OVLR Files.

Also as an outstanding action from the auditor report to do a complete inventory of the equipment associated with the expedition trailer.

A call to all local (voting members) for additional assistance to the executive for the 2007 year should be sent out via email as soon as possible.

Kevin Newell moved a vote of thanks to the outgoing exec for the work done during 2006.

Moved by JL Morin, seconded by Kevin Newell to Adjourn the meeting at 8:45 pm. Carried.

Appendix A – AGM Attendees

Members: Jean Leon Morin, Terry King, Dave Pell, Kevin Newell, Andrew Finlayson, Bruce Ricker, Dixon Kenner, Christian Szpilfogel, Nathan Fowler, Cameron Duff, Fred Joyce, Murray Jackson, Peter Gaby, Mike McDermit

Guests: Terry's Brother

Appendix B – Fiscal 2006 Audit Report for OVLR – Summary

Dated: January 22, 2006

As auditor of the 2006 books, I can report that all accounts and transactions are in good order. The Treasurer is once again to be commended for his accuracy in records and ability to maintain full traceability. It should also be noted that recommendations made during the audit of FY2005 were implemented and followed in FY2006.

In total, one observation was made to the 2006 and 2007 OVLR executive. While not strictly an issue of financial audit, they were noted in passing and worthy of mention. Specifically:

There were some member applications not signed by the applicant. The executive should decide whether this opens the club, its executives, or its members to potential litigation.

The auditor confirms a net positive cash flow for the club of \$1276.60 and a final asset balance of \$8422.40.

Once again it is recommended that the FY07 executive undertake to review the asset value of the trailer and equipment. It is further recommended that the executive confirm the value of inventory on hand.

Details of the audit are available from the executive or the auditor upon request.

Christian Szpilfogel, Auditor 2006 for OVLR

Summary of accounts:

Opening Balances:

Chequing: \$1264.92 Opening Balance
Investment: \$6000.00
Assets: \$809.38
Receivables: \$240.00
Payables: \$(1168.50)
Total: \$ 7145.80

Closing Balance:

Chequing \$2149.94
Investment: \$6109.03
Assets: \$ 809.38
Receivables: \$130.00
Payables: \$(775.95)
Total: \$8422.40

Net cash flow: \$1276.60

Known Receivables:

All receivables have actually had cheques received in FY06 but not cashed in FY06

Known Payables:

All Payables are outstanding cheques not yet cashed.

Assets on hand (supplied):

Equipment \$809.38 (carried over from FY05 – still accurate?)
Inventory \$ 0.00? (should be reviewed; FY03 exited with \$200; FY04 expects it is \$0 but not confirmed)

Classifieds

WANTED - YOUR OLD LEAF SPRINGS!

Got old leaf springs gathering dust in your garage that you do not want? I will take them off your hands. Send me an email and I will pick them up.

Brian Scott

bjjscott@sympatico.ca

FREE!

FRR Old Man Emu front Disco springs, 6-years-old, rusty but can be sandblasted-changed these for heavier springs re heavy winch bumper and winch. contact matthewsted@aol.com

ONLY ONE LIKE THIS

I'm a fellow enthusiast in the Toronto east area. This is my prized possession built from my 20+ years of knowledge in the High performance industry. This truck is not perfect, but it's a really good one, and I will divulge any details requested.

I've not told ANYONE that I'm selling it and would love a true enthusiast who can afford to purchase it and continue on with retrofitting aftermarket fuel injection and maybe a front True trac to make it the perfect rig.

For the avid off roader who seeks a daily driven uncompromised machine without all the unnecessary luxury, this truck is a Hot Rod, not your average smooth and quiet Rover, be aware, it's monster.

Starts with a Very RARE, 1997 Land Rover XD Discovery Camel Trophy replica 1 of 25 for Canada and 1997 only.

Respectfully Modified for performance, low cost ease of maintenance and uncompromised reliability.

358 .60 over Chevy 4 bolt - Gets within 10% stock fuel economy. 280 km per tank, much better if fuel injected.

Comp Cams full Roller 1.6:1 rockers; HD Comp Cam valve springs; Chromoly Comp Cams Push rods; Off road/Towing cam; 600CFM Edelbrock 4 barrel mech secondaries/manual choke; Mallory fuel pressure adjustable regulator with gauge; Autometer water and oil pressure gauges; PP Air Gap intake; Corvette rams horn cast Iron high flow exhaust manifolds; 3 inch single tailpipe, flowmaster 50 series muffler; 4500 rpm max, Hi torque set up, very

strong very fast; Mallory Electronic distributor; Accel coil; Serpentine belt set up; 4 manually controlled electric cooling fans; Modified re-cored radiator; High Torque gear drive starter; 130amp alternator; Mark's Adapters plate and coupler; Rebuilt Torque converter; Big ZF-4 fully rebuilt; Big Transfer case LT230 fully revised; Rear Detroit locker; Great Basin Dual Cardan front drive shaft; Roof rack; Bull bar; Light guards; 4 Land Rover Off road lights; Complete Rovers 3" Cargo lift "fully articulated" with dislocation cones; Braided stainless long brake lines; 800amp battery; Fully undercoated; trimmed wheel wells accommodate 33" tires; NO A/C no cruise, both removed, GM A/C compressor in place, possible EZ retrofit if desired; CD player \$45K+ + invested

173k km on truck, 50 k since conversion, Trouble free clean for 97 low maintenance requirements.

This truck has been used not abused.

Truck needs, tires, fuel injection retrofit (underhood only pump in tank) to pass emissions and be close to the perfect rig, call for details. Very, very little corrosion in the usually affected areas, kept oiled, avoided resto so it can be used as intended.

Sold as is 95% done, NON certified NON e-tested, you can't build anything close for this money.

Another 5 k makes this a perfect rig.

A steal for the right person, must sell unfortunately limited time offer ... \$20 000 negotiable call for details, Paul 416-817-2206 Toronto

I would be grateful if this could be passed around, one lucky person may even buy it, would make the perfect lead rig.



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Matthew—Service Dept: service@landroverottawa.ca



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www.landroverottawa.ca

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advertise your
business here!**

See contacts on page 2.



New Members Wanted!
Invite your Land Rover
obsessed friends to join
OVLRL!

See page 2 for
subscription details.

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