

1016 NORMANDY CRES, OTTAWA, ONT., K2C 0L4

G'day eh.

Feb 15/91

IN THIS ISSUE: The Canadian Series One Club newsletter, news from members on PEI and the mountains of BC, lots of stuff for sale and OVL R's parts rebuild program is off to a good start, thanks to a donation from a Montreal member.

Now the details: You're getting your February newsletter sans envelope again. None came back in January so we can only surmise Canada Post likes the idea. Dropping the envelope should give us a little more writing room without putting us in a higher stamp bracket. However, post office dependability being what it is, if you didn't get last month's, give McD a call.

We've included the first edition of the Canadian Series One Club's newsletter. It's the first offering and sets out the club's aims. Membership is \$10 a year and gets you six issues. There's a one-time \$20 donation with the first purchase of parts. If you're a Series One owner, this is the club for you.

Montrealer Malcolm Reith dropped by McD's the other day with a load of alternators and other sundry parts as a starting donation for our parts rebuild project. The idea of having some of the more common breakdown bits on hand in a ready-to-install condition, came out of this year's annual general meeting. Besides being cheaper than new parts, the rebuilt ones would be available immediately. Plans hope to have a dif, transmission, starter, distributor et al. The key, of course, is donations of carcasses from members. So. It's a beginning, thanks to Malcolm.

Anyone interested in taking a CPR course--no, not the railway, the tricks to save some old geezer's life. Cardiopulmonary resuscitation is increasingly on the minds of some of us, having just wheezed and hacked our way through a laneway full of snow. Younger members may snicker but the electric-start generation obviously hasn't tried to start the old dear (the Land Rover, not the member) with a hand crank. If that doesn't stall the old ticker, nothing will. We're looking to get a course but first we need to know who's interested. Give VP Yves Fortin a call SAP and we'll see about setting one up.

Wednesday, March 6 has been designated "Kitchen trailer night" to come up with a plan for our mobile kitchen. The exec decided at the Annual General Meeting to go ahead with plans to develop the idea of a trailer-mounted food preparation and serving unit. The majority of our events now involve feeding large numbers of members and friends while Chef Harry juggles several camp stoves, a barbecue and a bizarre assortment of utensils.

Current thinking centres on an eight-foot trailer frame incorporating propane-fired burners, built-in coolers and water tanks, food preparation and serving areas and lots of storage space. We have a couple of rough plans but need more input from members. Plans call for the frame and running gear to come out of this year's budget. Bring your ideas to the home of Prez Jason Dowell, 883 McCarthy Rd. (near Walkley) for 7:30 p.m. March 6. Come help sip a little suds, draw a few pictures and work on our biggest project to date.

GOSSIP...FOR SALE...OUTRIGHT LIES...HAPPENINGS...WANTED...OTHER STUFF

*-Newfoundlandrover owner Kevin Burton is building a new garage on The Rock to house the Harley, the LR, the two Darells and cousins Brian and Paul. Oh yes, there's also a house involved for the lovely Deborah.

*-Bates is scheduled home soon from a three-week tour of cockroach-infested flophouses. It's part of his "can't fail plan to see Florida on 97 cents a day". We'll get full details after the penicillin wears off.

*- Al Sigurdson, founder of RoveRegister Alberta, is back behind the typewriter after a move from the flatlands to the mountains. He's threatening to fire up the presses to again bless the land with his eclectic meanderings of things Land Rover. In faithfull RoveRegister Alberta form, its viewpoint will be a little bizarre...considering it'll come from Al's new abode in Duncan, BC.

*-Our friends at Rovers North are featured in the Feburary edition of Land Rover Owner magazine. Written by ex-RN associate-cum-LRO-correspondent Jim Allen, the article highlights the Vermont company's rise to prominence in North America's Land Rover community. Congrats to all.

*-Get your leave forms in, reserve a babysitter, work a little overtime, but whatever you do, make sure you have the July 12-13-14 weekend free for the Atlantic British Mechanicville rally. We'll have more details as we get closer but owners Steve and Dick have locked up that weekend for lotsa Land Rovering fun, swaps, seminars, jawing, eating, touring and generally enjoying yourself.

*-Asoka Mendis is selling off his Series III/88 for parts. Most bits are in pretty good shape except the frame and doors. He's also got a canvas top, hood sticks and tailgate. (613) 235-2475

*-Last year's president Robin thanks members for his "jug O' punch". Robin was presented with the traditional pewter goblet at the AGM in January. And speaking of Robi, he's taking a little break as Solihull correspondent this month but will return to these pages with the March edition.

*-Welcome New member Don Fly of Petawawa, Ont., who recently purchased OVLRL member Robert Donk's "other" Land Rover. Don, who has his GM Tracker up for sale, suggests we do articles on generators vs alternators and the arguments surrounding negative and positive earth electrics. Good idea Don, maybe later this spring.

*-ALROC founder the Rt. Hon. Harold Huggins called recently to request OVLRL material for use in a publication planned to appear soon. We said help yourself and good luck.

*-Malcolm Reith of Montreal is selling his mint condition 67/109 station wagon. It a six cylinder with rebuilt transmission. The list of new stuff is extensive: Overdrive, free-wheeling hubs, distributor, suspension, power brakes, steering, clutch, county seats and cubby box. The ground-up rebuild sits on new 255/16 Dunlop radials and sports a fresh Land Rover limestone paint job. He's asking \$15,000. Call him at (514) 525-6865

*-Sharon Cregier of Charlottetown, PEI has for sale a sliding spline, yoke and universal joint for a '74/88. Asking \$100 including shipping. Also a set of rebuilt master and slave clutch cylinders for \$75 plus shipping and Graham Robson's 1976 book "Workhorse of the world" for \$25 including postage. (902) 566-0621

*-Beloved club secretary and head chef Harry is back home after a trip to Toronto where a team of famed neurosurgeons using the latest technology failed once again to find any trace of intelligent life. Harry continues to recover (he says) from a nasty fall on his head last year. Welcome home Har.

*-And members are reminded they can pick up a copy of Land Rover News at the club address or send a cheque for \$2.50 and we'll mail you one. The company newsletter is sent to us by PR man Vince Hammersley. There aren't sufficient copies for everyone and your monthly newsletter won't handle the extra postage so it's "First come,..." you know the rest.

That's all folks.
Editor Mike "McD
224-8300

Prez Jason
731-5098

VP Yves
237-9719

Treas Tom
256-5585

Sec Harry
284-0228

Additions to this newsletter: The former and chubby OVLRL prez Neil Brewer tells of Land Rover life amid the mountains of BC. PEI member Sharon Cregier talks of the treacherous and wiley ways of the Isuzu Trooper.

UPEI . Charlottetown . PEI . Canada C1A 4P3

4 F 91

Dear Mike,

On Jan 19th, the new Isuzu Trooper took me for a spin, right off the icy road toward the river. A 6" tree did \$6000 worth of damage (\$4000 in parts) and counting.... Seems I had been preceded by a Bronco which softened up the snowbank and then the skid plates on the Trooper (a.k.a. Beluga Beltalong) plowed through and down at a 45° angle like a toboggan. When the nice Constable drove us home, he looked at the Old Dear perched outside in the cold and said, You know. I think she's smiling!

Nobody hurt. 3 others besides Trooper and Bronco had taken the same French Leave of the road. Do I qualify for the Lug Nut running?

Fortunately, ~~8~~ The Old Dear (a.k.a. Queen Elizabeth II) was primed for the season, studded tires and all, and we've ~~been~~ resumed our ponderous perigrinations with her.

The Trooper took the header despite: 25-30 mph speed, 250 lbs of sand over back axle, and studded rear tires. What god did I not appease?

The road crew did not attempt to chip out the ruts until Tuesday morning. Two more cars went off after they sanded it.

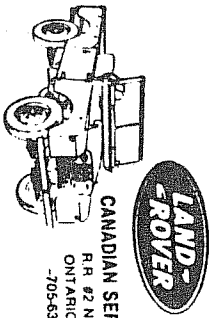
Happy Roverin',



Sharon E. Cregier

For sale: Slightly used 1990 Trooper driven by little old lady on scenic lakeshore excursions.

(This offer is serious. Now that bank rates are dropping, somebody out there should be able to afford her. She comes with 5 1/2 year full warranty).



RR #2 NORWOOD
ONTARIO K0L 2V0
-705-639-2518

Dedicated To Preserving Early Land Rovers

NEWSLETTER

1st ISSUE

ONE! You have in your hand the premiere issue of the Canadian (Land Rover) Club Newsletter. The frequency of future issues, provided there are will depend on reader response, volunteers, club finances, and most importantly - motivation!

You will see, our format is flexible but we will be including a number of regular features such as: Club Highlights; Bits, Pieces and Prices; Lost & Found; Letters; Members' Ads; and the Departure Angle.

We're seeking members' contributions of articles, stories, photos, or what-have-you. Intent is not simply to cobble information from other sources, but to provide a journal, and dare I say, interesting and useful stuff.

Mission is to actively encourage members to maintain and refurbish their early Land Rovers by sharing information, lending helping hands and locating parts and vehicles. However, of prime importance is the "safe haven" we are providing for some pretty hairy examples with our Parts Yard.

You may or may not be aware, CAN SOC was started by a few local (to us) individuals felt it was time to rescue the remaining Series Ones from the scrapyards. Nancy I contributed some money to get the club started and finance initial Land Rover phases. However, we very quickly realized that if we were to have a broader appeal and realize our claim of being the Canadian Series One Club we would have to publish - hence the Newsletter. We also realized that our initial membership structure would not support frequent mailings. This we have yet to resolve. general feeling, though, is that we will need to implement perhaps a \$10.00/year Our year runs from September 1st, so we have lots of time to decide. Also, should get a handle on our financial status better by then. More on this in the next issue.

HIGHLIGHTS:

Membership drive is well underway with coverage in LRO Magazine, the Ottawa Valley Newsletter and soon to be the original Series One Club Newsletter in England. Word of mouth has proven the most effective. However, we have been hampered by a lack of Post. It seems our local postmaster (despite being officially notified of our address) didn't know we existed and returned some mail to the sender! Exactly as and how much we may never know!

In a local newspaper have resulted in several leads on derelict Land Rovers one donation, (albeit a Series II). Apparently, a 1970 pickup may be donated possibly an 80 inch! (lights behind the mesh!)

Secretary Treasurer, Nancy Bell, purchased the first Land Rover the club obtained a 1955 86 hardtop for \$200.00. It is soon to start "restoration" which we'll document in future newsletters. Included are the "before" pictures - a "pathetic old dear" So "why start with an easy Project?" (That's easy for her to say!)

A second 86er was purchased (we thought) in Bancroft, Ontario. However, although the chap had our cheque for the full price of \$200.00, he resold the Rover before we could pick it up. The only consolation is that it must have gone to a potential CAN SOC member.

BITS, PIECES & PRICES

As you can see from the foregoing, we are not paying much for our Rovers; but please bear in mind these are derelict vehicles, mostly complete but not running. Settling a price on a Series One is a difficult exercise. Examples in similar condition can vary a great deal. To help us all we will be keeping track of asking and selling prices on Land Rovers of known condition. Perhaps I will be better able to contribute my craving for antique aluminum which usually results in my paying whatever is asked!

	ASKING	SELLING
1953	80 Running, poor frame, panels straight.	\$400 \$200
Mystery	80 Good frame, running.	\$400 ?
1950	80 Wreck, complete.	\$200 ?
1956	86 Good frame, not complete. Went to wrecker in Peterborough.	\$200 FREE
Mystery	86 Excellent all round, licensed.	? \$600
1955	107 Unusual short box model on 107 chassis, poor condition, complete.	\$500 ?

And finally, hold on to your wallets...

1957 86 Restored, previously owned by Queen Elizabeth, offered for sale in U.S. magazine, for \$25,000.00 YES! TWENTY-FIVE THOUSAND! Do you need a better reason to restore her?

LETTERS

Member John Hanna of Denver, Colorado, quite rightly pointed out that our membership application asks for a "Registration Number". It should read "Chassis Number" What was I thinking of?

Member Rolly Letourneau of Haliburton, Ontario writes: "I am interested in having someone rebuild my Series I for me. I would want a complete, to original spec restoration. If there is a company, or individual prepared to do this for me, I would appreciate their name and address".

Anyone want another project? Let me know and I will pass it on.

Sorry for the reduction but remember our motto: All the news that fits, we print.--ed
In case you can't read the Can SOC address, it's RR 2, Norwood, Ont., K0L 2V0 ph (705) 639-2518.

LOST & FOUND

Lost: 2 80's and 2 86ers (one green and one red)
MARMORA, Ontario area.

Lost: 86er truck cab, red, minus engine.
BANCROFT, Ontario area.

Lost: 86er, derelict, green, excellent frame, and
86er, red, full hard top, derelict.
APSLEY, Ontario area.

Lost: 86er, green, rough condition, hard top.
HARCOURT, Ontario area.

CLUB SALES

For Sale: Some body parts from 1969 88 Series II.
Sorry, drive train gone.

** Series I - nothing to offer at the moment.

MEMBERS ADS

Wanted: For 1949 80, pair of fenders (one piece - no light hole), one rear D light,
pair of bulkhead lights. Call (705) 639-2518 or CAN SOC - R.R. #2, Norwood.

Wanted: Early Land Rover information, advertizing, and history pertaining to Series
Ones in Canada. Reply to CAN SOC.

CONTEST

You may have noticed we "borrowed" the 86er in our letterhead from another source,
(HINT - It is much reduced). This is a state of affairs which cannot continue, copy-
write laws being what they are. So, we are in need of some original artwork:

- a club logo and letterhead to be used on our correspondence and the Newsletter.
We will be presenting a prize to the successful artist. Exactly what, I can't confirm
but it will be a bit of L.R. memorabilia.

A Club decal may be created in the future if our membership numbers make it practical.
Your logo may grace the windshield of some of Solihull originals - what greater fame!!

DEPARTURE ANGLE

There is a point our membership role needs to surpass - some critical mass which
must be obtained if CAN SOC is to be a success. Your efforts in getting other
enthusiasts interested are necessary. Equally important will be your contributions
both to this newsletter and to our efforts to rescue the remaining Series I's.
If you know of any Land Rovers or parts which are available, please let us know.
If modestly priced and within reasonable towing distance of Norwood, we will obtain
them for our members.

Remember: We are a non-profit organization completely accountable to the membership.

So get the word out! Look for wrecks! Enter the contest!
...Don't forget to write us! Best regards in 1991!

Happy Roving,
Dave & Nancy

Neil Brewer
P.O. Box 834, 7344 Bond Street
Agassiz, British Columbia V0M 1A0
February 4, 1991

Greetings from the West Coast. Note - how come nothing gets rusty out here when it pisses down every day!!

Although we have been out here since the summer, we haven't had much chance to socialize with other Land Rover owners in the area. The Roverlanders club seems to be very much on hold at the moment although I hear rumblings of something starting up again.

On Sunday, February 3 I went up to Squamish to attend Green Road Wilderness Expeditions first winter rally. It was a well organized event with around a dozen Rovers in attendance. The rally itself lasted two and a half hours, touring the back roads of Squamish. Unfortunately, the weather wasn't too good so much of the breathtaking scenery was hidden. Ray Woods & Co. had put in a lot of work organizing the event (Al - the not the events coordinator - would have been proud), which included a full vehicle inspection at the beginning of the rally. Points were deducted for non-functioning items, such as lights (Al would be disqualified already!!). There were devious sets of clues with some 35 answers required, culminating in a blindfold obstacle course at the home base. Through some fluke and obvious good fortune, I managed to capture second place and came away the proud owner of a new T-shirt. A very enjoyable and well organized day which was appreciated by all who attended.

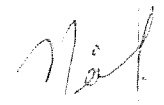
It sure is a novelty keeping a soft top on all year round but it would be nice if it dried out occasionally! I was a contender for the silver ball award in December when the little darlin' wouldn't start in the prison parking lot and the tow truck had to be called (where are your buddies when you need them?). A similar occurrence a week later revealed a sticking choke butterfly that was remaining open, hence, no choke.

I have joined the Kent-Harrison Search and Rescue Team and no doubt, as the weather warms up and more idiots get lost in the mountains, the Rover will see some action on that front. The Super Winch (source of much ridicule) is sitting on a shelf in the garage and has been replaced by a Warn 8,000 lb. electric unit which has yet to see serious action - one less award at the Christmas party!

I have bought a used head off Ray Woods and intend to finally get my stellite valves/seats/guides installed after having them lying around for a year.

I did manage to do some touring around and there certainly is no shortage of places to go. The logging roads are out of this world as is the terrain and the scenery, although my policy has been to not venture too far on my own. We are only a mile from the Fraser River which has lots of islands and pebble beaches which are ideal for getting into some soft stuff close to home - the only minor problem is no trees for winching!!!

Catch you later!



HUGGINS, Harold
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White Rock,
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OTTAWA VALLEY LAND ROVERS
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K2C 0L4