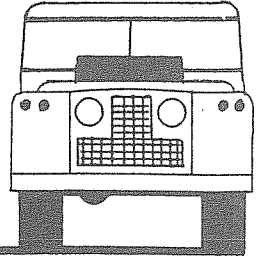


OTTAWA VALLEY LAND ROVERS



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

G'Day eh:

April 7/92

FIRST THE HEADLINES: It's garage sale time and we'll be a-calling, stage two of the mobile kitchen project gets underway, hibernating LRs begin to stir and a blast from the past found in The Kap.

Now the details. The annual OVLR garage sale, that little money-maker that fills the club's coffers, funds our tools, camping gear and off-road equipment--not to mention keeping the cost of events down--will soon be upon us. Saturday, April 25 is the big day and, as in years past, members are being asked to scour the basement nooks and attic crannies for treasures that will fetch a buck or two. We're looking for lamps, dishes, furniture, tools, nicknacks, collectibles, plumbing bits, paddywacks, old meat, radios, records and tapes, books, pictures, whatever you can spare. (only kidding about the old meat folks). If you can drop it off at the letterhead address (McD's house) it would be a big help. If not, we'll send someone to pick it up. Speaking of that, Events Co-ordinator Nancy Fuller needs volunteers to help out with pickup, sorting and pricing prior to sale day and working the tables during the event. Call her at 731-1294. We're planning it to coincide with a mammoth sale at the Carleton Heights Community Centre that last year drew hundreds of customers into McD's area.

The April meeting found us with \$1,900 in the bank so the exec voted to move to the next stage of the mobile kitchen. Members will remember that last year we completed the one-ton utility trailer that forms the platform for the kitchen. This stage will see completion of cooking and food preparation surfaces, storage areas, lockers and bins. Next year, we hope to complete the job with plumbing, electrical and cooking facilities. The trailer is being constructed on a modular design so the kitchen unit can be easily removed, leaving us with a utility trailer when needed. We'll include plans when space permits, perhaps next newsletter. PS - Next meeting is Tuesday, May 5 at the Gourmet Resturant at the junction of Highways 15 and 17 near Carleton Place.

Our man in Saudi Arabia, Dr Mike Dolan, writes to say he'll be home in August, a little late for the June Birthday party and the Cross-Canada/Alaska Ottawa visit July 10. Always on the lookout for a "Land Rover deal", Mike sends a photo of the desert version of a auto junkyard---yards of scrapped LRs half covered with sand. He's negotiating for a lightweight to go with his Range Rover.

NEWS...RUMOURS...FOR SALE...TALL TALES...WANTED...STORIES'N STUFF...

*-Welcome Dave Place of Selkirk, Man. Dave is one of a half dozen LR lovers in that area. We sent him an OVLRL video of the Camel Trophy.

*-Welcome back to Jerry "Deadbeat" Dowell, the wild and crazy but poverty-stricken bachelor who just managed to scrape together his \$15 dues. Hello again to Michel Gagne, returned from the wilds of Maine, USA.

*-LRO magazine highlights for April: Jim Allen's Stateside Beat welcomes the return of Land Rover to North America but says the One Ten's \$40,00 US price tag is a little steep; installation of a clutch servo makes it easier on the left leg; James Taylor's LR history lesson looks at the Road Rover and this year's Camel Trophy will be held in Brazil with Land Rover co-sponsoring the event for the first time.

*-Congrats--again--to Stephane and Natalie Bergeron for the pending birth of another mini-quebecois. Steph is still not sure what's causing it.

*-Sally, the long suffering but faithful 107 of Al (Bates) Pilgrim, has again fallen into a state of major disrepair. This time, it's a badly damaged piston. Evidence points to extreme pre-ignition. Bates says it's not his fault because he couldn't hear anything above "that pinging noise".

*-McD's 86 is back on the road after a little bulkhead work. The windscreen sill, that little bit of steel from which the dash vents hang, had returned to its natural state after 35 years. Looking at \$1,000 for a replacement from Britland, McD turned to the miracle workers at Burke's Sheet metal on Bentley Avenue. Voila. What Land Rover had to do in two pieces, superbender Ted Weigle did in one. Cudos to Ted and owner John Burke. (Burke's handiwork formed the club trailer box and will show up in the kitchen unit.)

*-Got a call from a CBC documentary type interested in doing a piece on the Cross-Canada/Alaska epic. We're sending him a package and trying to get Ron Mowry to answer his phone.

*-Speaking of Ron, still no word on the accommodation recommendations we sent him. OVLRL provided a list of camp grounds and hotels and will assist in communications and emergency repairs when the 50-vehicle group passes through Ottawa July 10.

*-Thanks to Robin Craig and Dave Meadows for their work constructing an antenna system to improve our communications during events. The kitchen trailer will also act as a communications base equipped with CB and Ham radio.

*-Speaking of CB, if you're looking for a new set, Radio Shack has a sale on until April 30 with a 40 channel radio and antenna for \$70. Regular \$100. Ask for model TRC 415.

*-And last month's mention of Joel Harris selling 109 bits is a little off the mark. He's LOOKING for bits. (613) 830-4750.

*-Best wishes to Toronto member Dave Lowe, back in hospital for another sex change operation--we thought there were only two.

*-There's a '64/109 three-door in "good shape" for sale on Manitoulin Island for \$4,500. Lesslie Kohalmi also has a '77/88 with a rebuilt motor and clutch for \$2,500 and a 1950/80-inch minus the front axle for \$500. (705) 859-3369.

That's all folks:

Editor McD 224-8300

Events Co-ord Nancy 731-1294

READ ON: What's "General Service"--and what happened to "Robin's Ramblings"? The Toronto Star discovers LR and the prices rise.

First off a big thank you to all at Land Rover Canada and RRNA in the States for getting me on their mailing lists at last. Thanks guys!

So much to talk about this month, how about some fun to start with. Who saw the Land Rover during the Oscar awards ceremonies? If you can name the vehicle and the movie that it was from then give me a call and let me know. You dont have to be the first caller as I will make a note of all callers and we will draw a winner. Next month I'll print who won and what they won. So let's see if we can get more than one caller!

I received a phone call the other night from a lady needing help in identifying a vehicle. She is dealing with her farthers affairs after his recent death in a small community north of Kapuskasing. In 1967 her farther bought a Land Rover from the mill and stored it away along with a number of other British vehicles such as Triumphs and Morgans. The intention was always to restore all the vehicles. When I asked the lady for a description of the vehicle she said it was short and had a welding machine in the back, made by the Lincoln Electric company, a piece of channel or steel had been put on instead of the bumper and a pipe or utility rack had been put on top. This set bells ringing with me. I asked her if there were any identifying marks or numbers on it and she said it had something that looked like L05 on the front under the grille on the "silver" part of the chassis. Now my pulse was really racing! After digging up a copy of "Land Rover the early years" I found what I was looking for.

~~L05 was one of the first 40 production Land Rovers ever made! It was equipped with a Lincoln electric welder and had L05 on the front crossmember of the galvanized frame, hence the "silver" description. A phone call to Peter Galilee of the Land Rover register reveals that the vehicle was last registered for the road in 1964 in the UK.~~

~~The lady concerned does not want to part with the vehicle but instead intends to have it restored and put on display as was her farthers wish. After confirming what she had said to me and matching this with the details in the book and what the register know about the vehicle, I called her back and explained the vehicles significance and possible value. Also I explained that she could be over run by prospective buyers. As a result if you need to know more give me a call and I will act as the go-between for the time being.~~

All club members are invited to a slide and lecture presentation that I will be giving on the last weekend of JULY, the title is "Land Rover-a military workhorse. This is being done at the IPMS Canada National convention here in Ottawa, for further info..... call me!

~~Anyone wanting a ring hitch for a trailer compatible with the NATO towing jaw found on military Land Rovers then, yes you guessed it, call me. At the moment I am setting up a jig to make a number and intend to do this one time only, so far I only know about Joyce Fredericks wanting one. Price is reasonable but dependant on the number of orders.~~

There will not be an order placed for trailers as there has been insufficient interest shown. CASE CLOSED - FINAL.

So until next time I'm outa here Robin.

Aging Land Rovers develop cult following

Aluminum-bodied behemoths have cachet and are 'endlessly rebuildable', owners say

By Richard Truett
SPECIAL TO THE STAR

Trucks and sport-utility vehicles have surged in popularity in the past five years, and manufacturers have responded by filling the market with dozens of off-road vehicles.

But one of the hottest all-terrain vehicles that money can buy in 1992 isn't new.

It's a Land Rover, and if it's in the United States, it will be at least 18 years old. No new Land Rovers have been sold in the United States since the company abandoned the American market at the end of the 1974 model year.

Collectors have been snapping up old Land Rovers and driving up prices for the past six years, said Domingos Dias, secretary and treasurer of the Land Rover Owners Association of North America, the marque's largest club.

He said Land Rover prices started increasing dramatically when the vehicle's more expensive and luxurious stablemate, the Range Rover, went on sale in 1987 in the U.S. and 1990 in Canada.

Why are old Land Rovers some selling for as much as \$40,000 (U.S.) — so sought after these days?

For one thing, their aluminum bodies are immune to rust, so a Land Rover can last indefinitely. Also, spare parts are plentiful, and because Land Rovers in the United States date from 1974, they are free of the complicated technology of modern vehicles.

In other words, Land Rovers are relatively easy for their owners to maintain.

But collectors say there's another reason, and it has little to do with the Land Rover's legendary ability to slog through hazardous terrain: They have a certain charm and personality that no other off-road vehicle offers.

"I guess I am intrigued by them. It's about as aerodynamic as a brick, but it is beautiful," said Rick Solberg, a real estate investor in Kansas City, Mo., who recently bought a light green 1973 Land Rover model 88.

"Mine has the safari double-skinned roof, and the spare tire is mounted on the hood. It just looks great. And it doesn't perform like anything else I have ever driven. I have access to a BMW. I drive an Acura Integra and a Chrysler minivan, but they are nothing like the Land Rover.

It's fun. It has spirit and charisma."

Solberg said he became interested in Land Rovers about two years ago when he spotted a bright red one in his neighborhood. He eventually met the owner and asked for a test drive. That was when Solberg knew he had to have one.

Solberg obtained several copies of the Land Rover Owners Association newsletter, and through it met Jim Allen, a Range Rover mechanic in San Diego, Calif., who is also a Land Rover historian.

Solberg had Allen locate a clean model in good condition. Then Solberg went to California, paid \$10,000 for his Land Rover and drove it home.

Allen and three buddies started the Land Rover Club in 1985. Today, the club has about 700 members divided into 14 regions in the United States and Canada.

Allen said he supplements his income by buying, selling and repairing Land Rovers. He knows when someone has what he calls "Land Rover fever."

"You have to really want to drive one. They are really harsh, Spartan and loud. The seats are little more than rolled up blankets under your butt. They are fairly uncomfortable."

"Every now and then I'll sell one to someone who has the Land Rover dream of going off to the Serengeti . . . The people who do want Land Rovers want them because they are like that. They don't use them for basic everyday transportation," Allen said.

No one knows for sure how many old Land Rovers are in the United States. Estimates range from 4,000 to more than 10,000. But one thing is sure: They probably are going to be around for quite awhile.

There are at least three businesses in the country that buy and rebuild worn-out Land Rovers. Most are in the northeast or west. Allen said Land Rovers sell well in those areas.

"A proper Land Rover restoration will cost \$35,000 to \$40,000. We can take a 10-, 20-, or 30-year-old Land Rover and double its life," said Charles Kellogg, owner of the British Northwest Land Rover Co. in Olympia, Wash. He said it takes about two years to completely refurbish an old Land Rover. Kellogg says he uses only factory parts.

Richard Boisvert owns Cheshire Foreign Auto Services of

Marlborough, N.H., which not only restores Land Rovers, but modifies them with parts from newer models. He also offers beefed-up Land Rovers with Chevrolet engines.

Boisvert says he thinks the Land Rover has a cult following because it can run for years.

"In an age when a Jeep Wrangler, Suzuki Samurai or Isuzu Trooper is expected to give you five to seven years of service before it is so rotted away — bearing in mind that we salt the roads up here — in that kind of age, where is the value?"

"A Land Rover without proper care has a life expectancy of 20 years. With care, a Land Rover's life expectancy is unlimited. They are endlessly rebuildable."

"There's no question. Nothing has ever been built that will take even half the punishment of a Land Rover," said Dias, who lives in near San Francisco.

He says much of the Land Rover mania has been fueled by movies and television. Land Rovers regularly are featured in safari and wildlife TV programs and in feature movies. Recently, Land Rovers starred in *White Hunter, Black Heart*, a 1991 Clint Eastwood movie set in Africa.

"Every time a major film is made and a Land Rover is in it, it exposes a new generation of young people," said Dias.

Allen, who likes to go on off-road trips with members of the Land Rover Club, says the vehicles turn heads.

"I get more looks driving my

Land Rover than my friends do driving their Range Rovers," he said. "Recently 10 of us were driving our Land Rovers along with two Range Rovers. We pulled into a rest area, and people came to look at the Land Rovers. They asked, 'Where did you get it? How much did it cost?'"

Kellogg also likes to take his Land Rover on off-road adventures. A recent trip, he said, lasted several months and covered about 24,000 km (15,000 miles) through the northwest United States and Canada.

"I would absolutely trust my life to a Land Rover," he said.

ORLANDO SENTINEL