

BOX 101, WINCHESTER, ONT., K0C 2K0

G'day eh.

Jan 12/90

We've got a strange, new executive, lost a few members, have lotsa money in the bank, got some expert tips on getting parts through customs and have a plan to help the environment and members too.

Now the details: This year's executive was appointed rather than elected after members declined to nominate anyone by the Nov 30 deadline. Under the constitution, when no one is elected to office, the retiring executive may appoint the next year's officers to carry on club business. Robin Craig will again hold the president's position and Secretary Harry Bligh will continue with recording duties for 1990. New officers are Jason Dowell as VP replacing Walter Saveland and Tom Mayor taking over bookkeeping tasks from Treasurer Lyne Leduc.

Any member disputing an appointment has 90 days to notify the exec in writing and an election will be held to fill the post. The rule is designed to ensure continuation of club business and activities in the event an elected position is left unfilled for any reason. The Constitution was approved by the membership at large in January, 1987.

In the discussion that followed, Audry Cole and Elizabeth Johnson expressed concern that the democratic process was being thwarted by the appointment rule. Elizabeth suggested a committee be called to study the issue. She, Audry and Mike McDermott will sit on the committee and deliver recommendations to the exec at the February meeting.

The Annual General Meeting also heard Treasurer Lyne break down the year's profits and loss columns. In short, we have a net profit for 1989 of \$508, bringing our bank account to \$1,068. Full details are attached in the meticulous manner only a super treasurer could master. Special thanks to Lyne for her three years of club bookkeeping. It'll be a tough act to follow.

In other business, newsletter editor McD reported that, besides members, the monthly missive now goes to 14 clubs, suppliers and other Land Rover organizations in Canada, the US and Britain. The newsletter is sent free of charge in exchange for similar publications from other clubs, supplier's stock and sale flyers and to keep other organizations informed of what OVLR is doing in the world of Land Roving.

#### DUES DUNDERHEADS:

Deadline for 1990 dues was Jan 10 and members failing to cough up the \$12 annual fee have been scratched from the rolls. Late and new members must pay a \$5 initiation fee for a total of \$17. The executive decided several months ago to make fees due at the annual meeting because of late payment by some members. Membership dues guarantee production of the newsletter and costs have to be underwritten to support late membership, sometimes up to several months. At press time, 15 members had failed to renew their memberships.

#### LEADING THE WAY:

Last summer, OVLRL member Dr. John Wootton, winner of the 1988 Lugnut award for silliness, wrote about a more serious matter. John is a physician at the Pontiac Community Hospital in Shawville, Que., and expressed concern over the issue of leaded fuel and its effect on humans, particularly children. He expressed the hope that OVLRL would support the December, 1990 ban on leaded gasoline and work toward reducing this serious health risk. His letter, and recent newspaper clippings on the issue, are included in this newsletter.

OVLRL agrees and has put together a package to help members do their little bit for cleaner air while assisting our aluminium friends. Beginning with this newsletter, the club will contribute \$25 per member toward the cost of new hardened exhaust valve kits designed for use with unleaded gas.

The plan is open to all members in good standing until June 30 or until \$150 has been dispursed.

To get your refund, mail proof of purchase to the club address. But remember, the valve sets must be of the type specifically designed for use with unleaded fuels. You may purchase the sets anywhere you wish or from our regular suppliers, some of whom may offer further discounts.

In Last April's newsletter, we reported that Environment Canada researchers expected little chance of damage to our old fashioned LR engines by the switch to unleaded fuel. Government tests indicated that damage usually occurred in engines running a high speed, under heavy loads for long times.... not the usual milieu of Land Rovers. Many members have been running unleaded gas for years and report no problems.

So, while experts and experience say we shouldn't worry, if you're planning an engine rebuild anyway, why not install the hardened valves...and contribute toward a healthier environment while you're at it.

#### CUSTOMS SOLVED:

Murray Jackson, who works for Canada Customs, has put pen to paper in an effort to outline some of the sinister habits of his party-pooing little bureaucracy.

Did you know, for example, that any package of parts sent from the U.S. with a value of less than \$40 Canadian, is free of DUTY AND TAX. And you can get as many packages as you want. When you're looking at upwards of 44 per cent duty and taxes, breaking your \$1,000 engine rebuild into pieces could be worthwhile. Murray talks about this and more in his attached contribution....and it's all quite legal.

GOSSIP....LIES....FOR SALE...SPOTTINGS...WELCOMES....WANTED....TRUTHS

\*-Welcome Ted Rose of RR 1, Almonte, Ont. Ted recently purchased a Land Rover of unknown lineage. More later.

\*-Congrats to member Phil Regan of Mississauga, recently the proud owner of a 2-door, 1973 Range Rover. The blue V-8 resides beside his 1951 Series I/80 inch.

\*-Harry Bligh still looking for rear brake backing plates from a Series 2-A/3-109. He's also peddling winter rad muffs for Series 2/3 and summer screen mesh to keep the bugs off. The muffs run \$25, the mesh \$20-25 depending on design...and Harry's memory (774-2395).

\*-Look for AB Limited's plan to make buying in the US a little cheaper--it's in here...somewhere.

\*-And snickers to Yves Fortin who, after a night of macho debauchery (read: two beers and smelly cigar) at the almost-completed alpine home of Jerry Dowell, recovered fully the next morning and promptly drove his just re-built Land Rover into a large rock. Results: One embarrassed Franco-member and one badly bent wheel rim.

Next Issue: A HUGE new list of Land Rover suppliers...More on the Land Rover "Discovery".. some neat ads for spin-on oil filters and super electronic ignition systems...and lots more.  
Be there.

That's all for now

Editor McD 224-8300

NEW EXEC:

President  
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738-7880

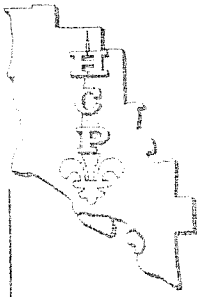
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234-8611



L'hôpital communautaire du Pontiac  
Pontiac Community Hospital



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06/02/89

Mike McDermott,  
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Dear Mike,

I thought I would write to enter the "fray" of the debate on leaded gasoline, with some information for members about some of the reasons that have led to the upcoming government ban. I fully support it, but am looking forward with interest to reading about some "solutions" in upcoming issues of the QVLR Newsletter.

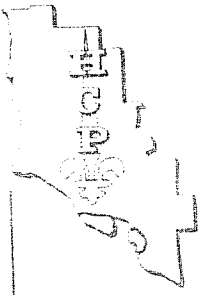
The following information concerns the suspected effects on cognitive development in children.

(Ref: N Eng J Med 1988; 319: 468-75)

" We studied the effect of environmental exposure to lead on children's abilities at the age of four years in a cohort of 537 children born during 1979-1982 to women living in a community situated near a lead smelter. Samples for measuring blood lead levels were obtained from the mothers antenatally, at delivery from the mothers and umbilical cords, and at ages of 6, 15, and 24 months and then annually from the children.

The blood lead concentrations at each age, particularly at two and three years, and the integrated postnatal average concentration were inversely related to development at the age of four. Deficits occurred in general cognitive scores, and similar deficits occurred in the perceptual performance and memory scores. Within the range of exposure studied, no threshold dose for an effect of lead was evident.

L'hôpital communautaire du Pontiac  
Pontiac Community Hospital



We conclude that postnatal blood lead concentration is inversely related to cognitive development in children, although one must be circumspect in making causal inferences from studies of this relation, because of the difficulties in defining and controlling confounding effects."

COMMENT: Although a Canadian urban environment may not be exactly comparable to an Australian town downwind of a lead smelter, it may be more so than we believe. Of more importance in this study, I believe, is the lack of a threshold, or "safe" level for lead exposure, and the fact that adverse effects appear to be cumulative. I believe that the DVLR should support the upcoming ban, and take part in advising and informing other groups who have a requirement for leaded gasoline, both as to the reasons for the upcoming ban, and also to suggest solutions that do not contribute to this type of health risk.

Sincerely,

John (LUGNUT '88) Wootton

# Lead damage long-term, study says

Associated Press

BOSTON, Mass.

6/12/10  
(0)✓

The effects of brain damage caused by childhood lead exposure linger into adulthood and may be an important reason teen-agers have trouble in school, researchers reported yesterday.

The 11-year study, which followed a group of Massachusetts students through school, found that those who had been exposed to lead early in life have trouble reading and finishing high school.

While other studies have shown that lead causes mental impairment in childhood, the latest work demonstrates that youngsters fail to outgrow these problems.

"We think this study, the longest follow-up on record, shows that the effects of lead are permanent and are reflected in real-life success," said Dr. Herbert Needleman of the University of Pittsburgh.

"For young adults, their main task is getting an education. This study shows that they have a seven times higher rate of not graduating from high school and a six times higher rate of reading disability" after early childhood lead exposure.

Exposure to lead, which now comes mainly from old paint and water pipes, also was linked with low grades, poor co-ordination and high absenteeism, among other problems, during the teen-age years.

"What it means to me," Dr. Needleman said, "is that a pretty sizable percentage of school failure in young adults is related to early lead exposure."

Dr. Needleman's study, published in the New England Journal of Medicine, began with measurements of the lead content of baby teeth shed by 132 children.

# Petroleum giants move toward ending leaded gas at pumps

**BY THOMAS PARRY**  
The Globe and Mail

Canada's largest petroleum producers are moving steadily toward eliminating leaded gasoline at their service stations before the ban next Dec. 1 on most forms of leaded automobile fuel.

But Shell Canada Ltd. will have converted two leaded fuel refineries in Vancouver and Edmonton to unleaded fuel by the end of January, said Bob MacKinven, manager of product application and quality assurance for the company.

"We expect our supply of leaded fuel to run out, probably by the end of the first quarter," he said. Leaded fuel might be available at some farm outlets or semi-commercial outlets as a specialty product.

Mr. MacKinven said leaded pumps will be phased out at Shell's rural stations, but owners of farm equipment or older cars with engines designed for leaded fuel can safely use Shell's unleaded gasoline.

Petro-Canada still produces leaded fuel at its refineries in Port Moody, B.C., Taylor, B.C., and Edmonton. But the company will be "going lead-free" well before the Dec. 1 deadline.

Judy Wish, director of public affairs, said the three refineries are in the last stages of being refitted to produce unleaded fuel and are expected to stop production of leaded fuel within three months.

She could not predict when Petro-Canada's supply of leaded fuel will run out but said that if there is any left after the deadline, it will be shipped to Europe, where leaded fuel is still widely used.

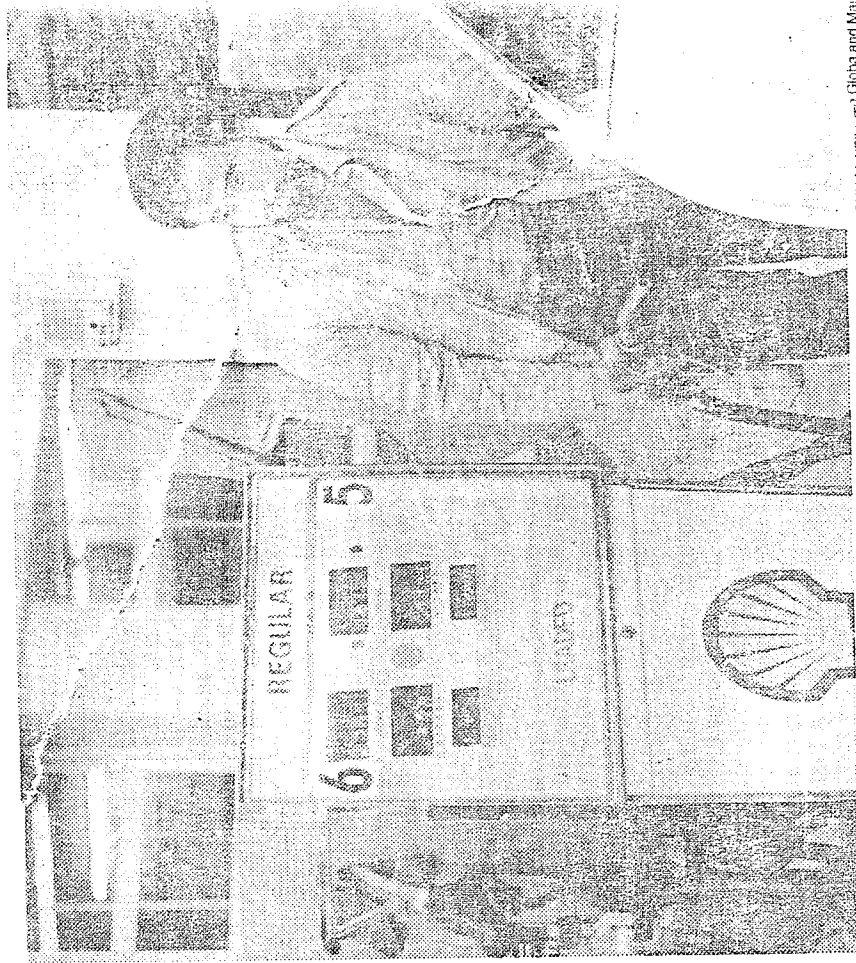
Sales of leaded gasoline make up about 15 per cent of the Crown-owned company's sales in Western Canada and about 5 per cent in Ontario. None of Petro-Canada's service stations east of Ontario sells leaded gasoline.

John Plummer, Atlantic region public affairs manager for Imperial Oil Ltd., said the company is "still developing a strategy" to deal with the federal government's ban. Mr. Plummer said Imperial will "meet the government regulations and satisfy customer demands," but could not say whether the company is planning to phase out its production and sale of leaded fuel altogether.

In September of 1988 the government announced it had moved the deadline for the elimination of most leaded fuels forward to Dec. 1, 1990 from Dec. 1, 1993.

After Dec. 1, leaded fuel will be available only to owners of certain types of commercial, farm and marine equipment that require leaded fuel to prevent engine failure. Leaded fuel is more popular in Western Canada because there are more older cars and farm equipment there.

Most major gasoline producers supported the government ban on lead.



JOHN McNEILL/THE GLOBE AND MAIL

Leaded fuel will be difficult for Canadians to find after Dec. 1.



## CANADA CUSTOMS - THE BASICS

Why is going through Customs, or importing bits and pieces for your Land Rover, so traumatic ? Answer : It really isn't if you equip yourself with some basic information.

The information which follows is NOT official and is presented in an attempt to provide some very basic facts for your general guidance. When in doubt, or when you plan to import items of significant value, consult the information sources listed below. Remember, the Customs rules and regulations, rates of duty, etc. change from time to time. A telephone call before you travel or place your order can avoid a nasty surprise!

### 1. Tourist Exemptions

These apply only to residents of Canada and are yours to claim on your return from a trip abroad. The extent of your exemption from duty and tax normally payable depends on the length of your absence from Canada.

Your exemption limits are \$20.00 after 24 hours absence ( no booze or tobacco permitted ), \$100.00 after 48 hours (limit of 40oz. booze and 200 cigarettes), \$300.00 after 7 days absence (same limits). The 24 hour exemption and 48 hour exemption can be claimed as often as you like but the 7 day exemption only once per year. The 48 hour and 7 day exemptions also qualify you for a preferential combined duty and tax rate of 20% on goods valued above your exemption limit.

Exemption values are in Canadian dollars and exemptions cannot be pooled or combined. Customs may ask for proof of the length of your absence abroad (motel or gas receipts, etc.) and all items obtained abroad must be declared whether obtained by purchase, gift or any other means. Failure to declare your goods can result in seizure of the goods and the vehicle in which they were transported. Penalties for the return of seized goods and vehicles vary depending on the circumstances but can be substantial.

### 2. Y38 Cards

These cards are a convenient way to identify valuable items such as cameras, watches, radios, etc. before your departure from Canada and will avoid arguments over the origin of goods upon your return. They are usually issued only for items which carry a serial number and can be obtained in Ottawa at the airport or at the Coventry Road office. They can also be obtained at the border before you leave Canada.

### 3. Duties and Taxes

Imported goods are subject to the imposition of customs duties and federal sales tax. Customs duty varies by commodity and is a percentage of the value for duty (usually the purchase price) of the goods. The federal sales tax is 13.5% on most goods and is applied to the duty paid value of the goods (the total of the value of the goods plus the customs duty).

Customs duty on motor vehicles and parts is presently 9.2%. Vehicles more than 25 years of age and parts for these vehicles are free of the customs duty but remain subject to the federal sales tax. Proof of age may be required.

### 4. Postal Importations

Postal shipments with a value of less than \$40.00 (Cdn.) are duty and tax free but if valued over \$40.00 are subject to duty and tax on the full value. Ensure that the sender attaches a Customs Postal Declaration Form and accurately states the value (price) exclusive of shipping and insurance charges.

Customs will examine the parcel and, if no levies are applicable, will release it for normal postal delivery. If duties and taxes are applicable, an envelope containing an invoice and a return envelope will be attached so that you can conveniently return your payment once it is delivered by the Post Office. If you fail to remit, future shipments will be stopped.

As you can see, breaking your Land Rover parts order into a number of shipments valued at less than \$40.00 (Cdn.) each is to your advantage.

### 5. Importations By Courier (UPS, PUROLATOR, Etc.)

This method should be avoided. The process is not much faster than mail and is more expensive. In addition, a customs brokerage charge will be added. You will have to go further to collect your parcel if you are not at home when the courier delivers.

### 6. Importation Of Motor Vehicles

This is a complex area. You must be aware of both Customs regulations and Transport Canada requirements.

Transport Canada requires that any vehicle less than 15 years of age must conform to Canadian safety and emission standards in order to qualify for importation. Age is calculated from month of production, not the model year. Vehicles which satisfy U.S.A. standards normally are acceptable.

The Customs regulations permit the importation of a new vehicle during the calendar year in which it was manufactured. Duties and taxes apply.

Residents of Canada cannot import used vehicles which are less than 15 years old except in certain strictly defined circumstances. As a result of Free Trade, used vehicles which are 8 years old or more can be imported from the U.S.A. Regardless of source, duties and taxes are applicable.

No foreign registered vehicle can be reregistered in Canada without a document from Customs which certifies that the vehicle has been properly imported.

Motor vehicles more than 25 years of age are duty free but subject to federal sales tax. An excise tax of \$100.00 is applicable if your Land Rover has an air conditioner !!! Check any provincial sales tax implications before you buy.

The value for duty of a vehicle will be your actual purchase price (if reasonable). If the purchase price cannot be used, Customs will assign a value to the vehicle by using an objective source of information. Ensure you have a proper Bill of Sale and previous registration documents.

#### 7. References

Further information on Customs matters can be obtained from the Customs office at 360 Coventry Road, Ottawa, telephone (613) 993-0534 (8:30 to 4:30). A number of brochures are available including I DECLARE (personal exemptions), IMPORTING A MOTOR VEHICLE INTO CANADA and PERSONAL IMPORTATIONS BY MAIL.

For information on Transport Canada requirements, contact Road Safety and Motor Vehicle Regulation, Transport Canada, 344 Slater Street, Ottawa, telephone (613) 998-2174.

M. JACKSON  
OVLIR

November, 1989.



Dear Friends,

As you know, Atlantic British of Mechanicville, New York began a new service to our Canadian customers last fall to provide you with the right parts, at the right price, and in a timely fashion. As with any new venture, we experienced some difficulties with our shipments and there was some confusion regarding the price discounts we are offering. We think we have the solutions and we hope to clear up your questions with this letter.

**\*PRICING\*** Canadian customers receive approximately a 22% discount from the list price. This 22% will allow our Canadian customers to pay duty of 9.2% and federal sales tax of 12%. This reduction in price is reflected on the invoice. Discounts on sale items may be slightly less than 22%. Items such as full engines and chassis or other very large ticket items will be quoted on a per item basis. If in doubt, please ask us.

**\*SHIPPING\*** We have met with limited success shipping items via U.P.S. We will ship via parcel post unless you specifically request U.P.S., or the size and weight do not allow us to use parcel post. When you receive a shipment from Atlantic British the duty and federal sales tax will be calculated by Canadian Customs. The amount you owe will be forwarded with the shipment along with a self addressed envelope. Remit this amount directly to the government as per their instructions from the discount you have already received from Atlantic British.

**\*DUTY\*** The Canadian Government does not charge Duty on parts for vehicles 1963 and older. YOU MUST TELL ATLANTIC BRITISH WHEN YOU PLACE THE ORDER THAT YOU HAVE A 1963 OR OLDER VEHICLE. This way we can prepare the proper paperwork. Customs may contact you and require proof of the age of the vehicle. Orders less than \$40 CANADIAN are not subject to customs duty or federal sales tax.

**\*ORDERING\*** You can call us TOLL FREE at 800-541-9875, 518-664-6169 or fax us at 518-664-6641. Visa, Mastercard and American Express accepted.

We hope this answers some of your questions and makes ordering from Atlantic British, Mechanicville, New York easy. We try to have all the parts, all the time. Thanks and have a good day!

Sincerely,  
Atlantic British Ltd