



OTTAWA VALLEY LAND ROVERS

Giddy Eh.

No 4

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Come one, come all to the Great Land Rover parts sale at Peter Parson's house, 1966 Queensdale Rd. Saturday, Oct 6. The Parsons are hauling out all those new and used parts they've been hoarding for years to the envy of us all. You'll find steering wheels and relays, hand throttles, swivel balls, axle spindles, U-bolts, wiper motors, dash vents, lucas connectors, gas tanks, lights and lenses, door hinges, Series III grill, breakfast and pressure plate, windscreens and a dished hood and much more collected by Peter as an owner and parts supplier. Come out and save big bucks or just chat LRs and munch on free hot dogs, cake and coffee. Sale runs from 11 am to 2pm. For more info, call Peter at 521-5010.

The Labor Day excursion planned for Calabogie was shifted to the hills behind Perkins, Que. when only four Land Rovers showed up. Planners decided the Calabogie scheme was too tough for the equipment present but they didn't count on what lay in store in Quebec. Imagine mud two feet deep, huge boulders lurking like icebergs, torrents of water and everything uphill. It took the stalwart four more than 4 hours to traverse the 250-yard section using shovels, tow chains, winches and muscle power before they could rest for the night.

During the struggle, Bob Wood and Shirley DesBiens, riding Bob's military 109, snapped a half shaft and had to be winched and towed, front wheels spinning, to the summit. Fortunately, Bob carries spare shafts so, after a great dinner and drinkies and a good night's sleep by the flickering campfire, we arose refreshed next day, had breakfast, a set to work. The Dif was dropped, casing cleaned and everything re-installed in less than 90 minutes. What a team.

It wasn't all work though. We made a visit to the local hotel to test the ambiance and took a dip in the cleansing waters of Lac Rheume. Somebody said we left a ring. It was a challenging trip and the area hasn't seen the last of us.

Mike McD and Dave Smithers journeyed to Halifax recently on business and took with them the ALROC directory. Of eight in the book, only three remain in the area and one of them, Brian Dyer, found time for a little get-together. While the trio toured the town one night Brian related the sad tale of how the trusty LR is rapidly disappearing. Rusty frames and lack of enthusiasm appears to be the culprit. Brian, a part supplier, is winding down his LR business, a move that bodes ill for the rest of us who like to have a choice of suppliers.

Dave and Mike are off to the Vancouver area in late October and are lining up a visit to the Island Rovers. It looks like Harold and Elizabeth and about 20 LR owners will get together to exchange stories, slides and movies.. We'll have a full report in the next newsletter.

The club has made a bulk purchase of EP 90 gear oil for sale to members at \$6 per four-litre jug. It regularly sells for about \$8.60. Pick up your supply at Peter's parts sale.

Also purchased was a tool that all of us, one time or another, wished we had but couldn't justify buying alone. A spindle nut socket. It fits those two-inch nuts that hold the wheel hubs on and adjusts tensions on the bearings. They are most easily recognized by the cold chisel abuse on the edges

over....

Also in the works is a neat little device that aids in the rebuilding of LR steering dampers..the little devils with the 100-pound spring inside. Club tools and discounts items are available from McD's garage (224-8300).

To those tardy LR members who have yet to fork over their \$5 membership dues, please get it in to us. We want to get a membership directory out by X-mas, Make cheques payable to "Ottawa Valley Land Rovers" and mail to 1016 Normandy Cres, K2C 0L4, Ottawa.

The Ottawa Valley Land Rover executive meets the first Monday of each month. Meetings are usually held over some grub and a few beers in a local eatery. They're open to everyone so, if you've nothing better to do, join Mike, Jerry and Al for some chuckles and a little club business. Call one of the exec to reserve a place at the table.

*Jacques Delarmarche has headed for parts unknown with his Volvo-powered 109 wagon. John Pritchard and Co. mated the engine to the LR transmission after the Rover six proved unworthy of repair. It's believed Jacques is headed for the East coast.

*Mike Smithers, having been employed in the federal bureaucracy these many long years, is still unable to break free of the powers of procrastination and come to a decision on what to do about his rapidly vapourizing 88.

* Meanwhile, brother David, who several weeks ago hunkered down beside his 109 pickup to tighten a licence plate bolt and ended up stripping the body off, is working feverishly on his rebuild.It's got a new rear cross member, coil spring helpers and a Series 111 gearbox. Last weekend he and McD arcwelded the frame together. It should be back on the road by Thanksgiving.

*Al Pilgrim's 107 continues to grow. Jason has finished the 2 1/4 engine rebuild and McD has wrapped up the transmission. They're installed and the Bulkhead goes on next. It used to carry the 2-litre powerhouse.

*John Smiley just has the tail lights, tires and exhaust system to do before his 109-67 wagon is back on the pavement. He's been slowed lately by the construction of a three-bay heated garage. John could be a popular guy this winter.

*Bob Hussey back on the road after a gas tank fabrication, rear cross member and installation of coil spring helpers. He says they're great.

*Jerry Dowell replaced the rear axle casing and shocks on his 67-109 wagon (His LR has been dog-legged for years) He still has exhaust and brakes to do.

*The rescue team visited John Bennetts' 86 to solve the mystery of the vanishing brake fluid.Strangest thing you ever saw. It keeps going in... but never comes out. Maybe a job for GHOSTBUSTERS.

*Boob Wood and Shirley DesBiens get raves for the detailed questionnaire they put together for the club. You'll get your copy soon and we hope you complete it and send it back. It's all part of the effort to make the club what you want it to be.

*Mike McD is busy praising the merits of Series 111 seats he recently acquired from Peter Parsons. McD, who nearly needed a bum transplant after a lengthy trip on his Series 1 seats, tossed away purity for comfort.

*Thanks to Gordon Bernius for his donation of LR bits and pieces. Anyone interested in genuine yellow British headlight bulbs?

---We still need one volunteer for the Phone committee. Ron Tysick and Neil Brewer are waiting for you to join them. AND...get your parts lists in to Andy Graham..the rest of us are waiting for them.

Mike...224-8300

Jerry...731-5098

Al...731-6616

Boy, that was tight.....

<<<<Frame oiling and tuneup scheduled for Oct 6 will happen later..we'll let ya know <<<<