



# OTTAWA VALLEY LAND ROVERS



July 2017

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Volume XXXIV, Number 7



*Great muddy trails made for happy OVL'R'ers*



P.O. Box 478  
Carp, Ontario, Canada K0A 1L0

## General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. 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 raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$50 CDN per year, Americans and others pay \$50 US per year (discounts available if you receive the newsletter by email). Membership is valid for one year.

## Radio Frequencies

VHF 146.520  
CB channel 1  
FRS channel 1 sub 5  
SW 14.160 MHz  
OVL R/Land Rover HAM:  
14.160 MHz @ 01:00GMT Tuesdays

## Online

<http://www.ovlr.ca>  
<https://www.facebook.com/groups/1477333665898918/>  
Land Rover FAQ: <http://www.lrfaq.org>

## OVL R Forums

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

## Newsletter Archive

<http://www.ovlr.ca/nl/OVL R.nl.freq.html>

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## OVL R Newsletter

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The OVL R newsletter 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 ([terrycking@rogers.com](mailto:terrycking@rogers.com)) or Dixon Kenner ([dkenner@gmail.com](mailto:dkenner@gmail.com)) 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. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

**Advertising Information:** \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. 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 director, 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 an independent verification. The Club, officers and contributors can accept no responsibilities for the result of errors or omissions given in this newsletter or by any other means.

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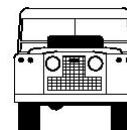
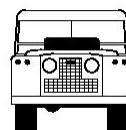
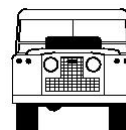
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# 34th Annual OVL R Birthday Party - June 23 - 25, 2017

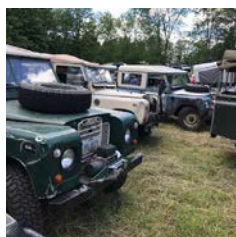
 A couple of weekends ago, the Ottawa Valley Land Rover (OVL R) club held its 34th Annual Birthday Party event. This is OVL R's largest annual event and normally falls on the third weekend in June. The event is near the town of Maberly, in Southeastern Ontario about 90 minutes North of the U.S. border.



Leading up to this year's event, the weather was somewhere between magnificent and mixed. For those who showed up early, the weather was wet from all the scattered thundershowers coming through the region. Despite predictions of a wet week, the chances were pretty good that you would not see too much rain, and if you did, it was short-lived during the day. The event did see more people showing up on Thursday, to be ready for some extra time on the trails Friday. All the rain did make for more water back in the forest. This Birthday Party was not one that will be remembered as dry. The trails in many places had a fair amount of water on them, leading to some challenges for the less amphibiously inclined vehicles. Overall, the temperatures were moderate with warmer days, then cooling off for sleeping at night. Perfect for some!



Quite a number of vehicles went out onto the trails. The Birthday Party offers trails for the neophyte, who is just getting used to driving off-road, to those who have nicer vehicles and do not necessarily wish to cause any future issues. From there, a couple of "light off-road" trails, one in use for twenty years, and another new this year starting at the main site and heading north. A third can be considered the Bolton Creek trail, where a rather large stream crossing is the central feature of this trail. Trying to avoid the semi-obscured underwater boulders makes for an interesting exercise in navigation for the driver.



For longer distance driving, there is the K&P trail which leverages the abandoned railroad that once ran between Kingston and Pembroke. For those who want a little more of a challenge, there is the Levant trail, more of an aggressive, yet passable set of trails farther afield. Finally, there is the "Heavy Off-road", a traditional exercise for the mud-bogging enthusiast. A winch and recovery gear are necessities. These trails all benefit running in a small group of vehicles, in case one wets out in a water crossing, or becomes stuck and needs a bit of a pull. None are deeply challenging and all are doable over a couple of hours between meals.



Unlike past years where limitations on trails led to some rather long convoys and delays, the rather large expansion of the number and lengths of the trails led to smaller convoys and the only delays being self-inflicted on the trail. Like with other growing events, the ability of the trails to absorb all of these vehicles and still make for a relaxing, yet challenging drive was remarkable. Groups of vehicles ranged from mixed to specialized. One group was led by a Series One 80 inch, followed by Series IIA's, then a Series III and ending with Range Rovers. That was a fascinating group to watch as you could see how the capabilities of the different vehicles changed over the years. Another group was mostly Defender 90 and 110s, where wheelbase difference and the capabilities and advantages of one over the other were apparent.

Friday evening saw the gathering of Land-Rovers split evenly between the Silver Lake Provincial Park and the main event site a few miles to the northeast of Maberly. It was an evening of communal meals cooked between the various campsites, and then campfires and beverages into the evening as people discussed improvements to their vehicles, challenges, and rebuilds over the past year, and generally catching up in ways that the Internet cannot yet supplement. Who is buying what, and where, and who is going to drive a Series one across half the USA in the near future.

Saturday evening was the traditional group meal at the main site where all of the members were gathered to tell tall tales about their exploits, or generally be ribbed in a good-natured fashion for their challenges when they got hopelessly mired. This was followed by the usual movie night, for both the adults and kids, to relax with a diversion, assuming they were not part of the night off-road group that went out on the trails. What's more challenging than doing an interesting trail in the dark? This is an interesting feature that has appeared in many other rallies in North America, from the Winter Romp to the Mid-Atlantic Rally.



The event concluded Sunday with the traditional auction of various goodies and items donated by club members or sponsors, of which Atlantic British is one of the longest running, consistent supporters of the oldest continuous running Land-Rover Rally in North America. After the auction, people either made their fare-thee-wells until the next event and headed home, or those with some extra time headed back out onto the trails for a quick run before also heading home.



Overall, the Birthday Party was another enjoyable event, that offers a lot of different off-roading challenges. For those preferring some comfort, there are nearby motels, or the Provincial Park to camp in. For the more independent, the main site offers very affordable (read free) camping. The club also provided breakfast Saturday and Sunday.



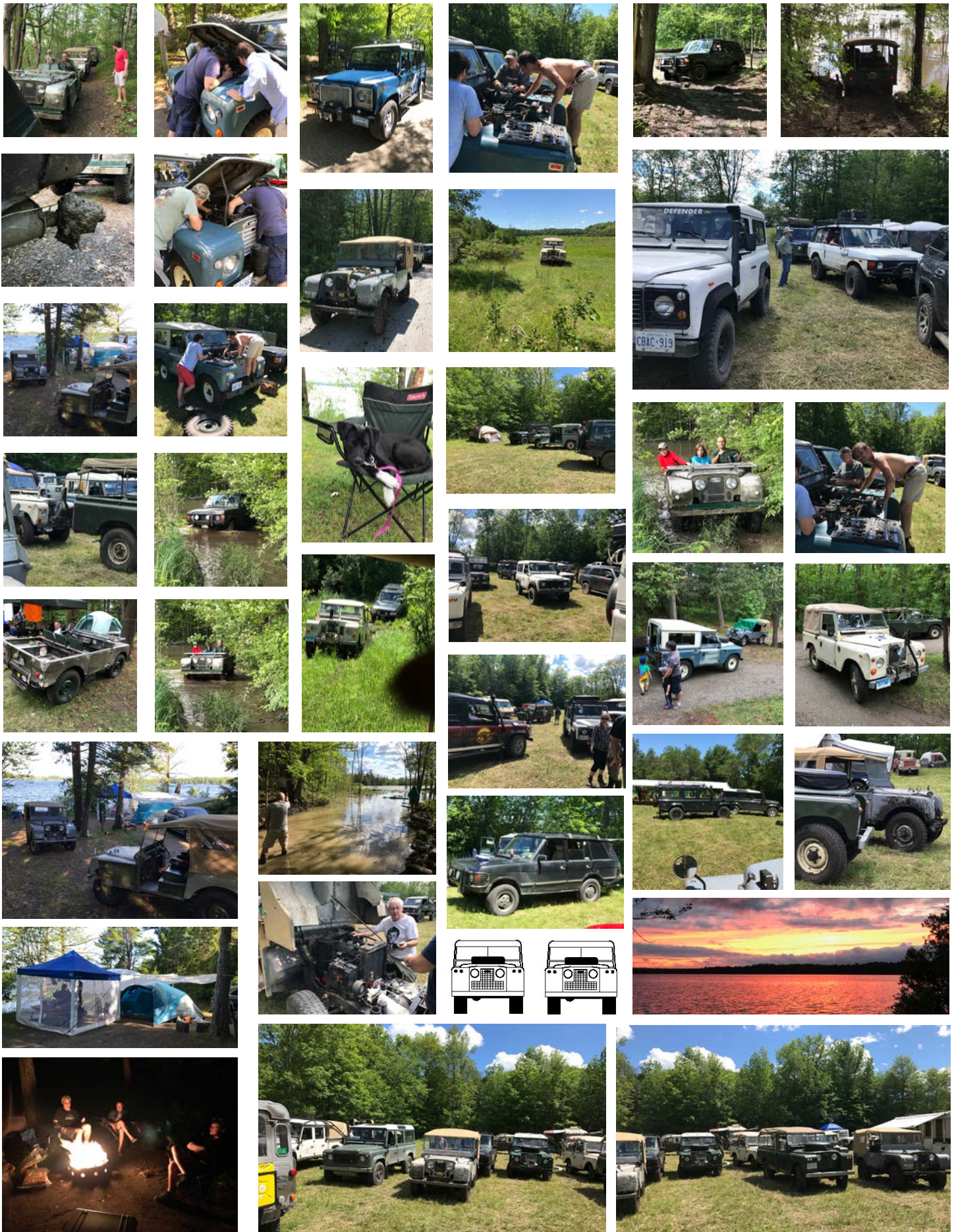


# 34th Annual OVL R Birthday Party - June 23 - 25, 2017





# 34th Annual OVL R Birthday Party - June 23 - 25, 2017





## Remember the adage about the duck?

If it looks like a duck, flies like a duck and quacks like a duck, it's a duck, right?

# WRONG!

Not if the "duck" in this effort at trouble shooting involves a Land Rover.

It began as a sputter crawling out of a bush trail at this year's Birthday Party weekend near Mayberly. A quick application of the "duck rule" suggested an obvious fuel problem since the gauge registered near empty. A little gas in the tank and we were off....for a minute or so...before gasping to a stop on the road back to Party Central and lunch.

A quick tow, thanks to Kurt Schmidt, and an inglorious and embarrassing arrival, lead to much sniggering and childish humour from old friends and strangers alike. It's a Land Rover tradition. So was all the help that quickly gathered around, like the wagons protecting the settlers when the Indians attacked in those old western movies.

The 55\86 (mostly) Series One (aka Uncle Albert) has been around since the days of ALROC and the birth of OVLR. It boasts a proud history of steady service and heroic rescue of others in the blizzards of winter, egg-frying heat of aluminium in the Summer and the muck of Ottawa Valley Spring and Fall rainy seasons.

Admittedly, while it's done its share of friendly giggling at the misfortunes of others, it still stings a little to be dragged in, especially by one of those new-fangled, shiny, computerized, plastic-grilled, posers.

No offense intended, of course.

As the rain began in earnest, Series warhorse Bruce Ricker and Michel Gagne joined McD in the tried and true detective approach to checking all the boxes that pointed to the problem. All suggested fuel.

So, we blew out the gas line, changed the filters, replaced the diaphragm in the fuel pump, cleaned the carb jets, reset the float level and confirmed a good gas supply at the carb connection. Young, Eagle-eyed Liam Schmidt kept track of the bits dropped into the long grass until one of the experienced among us remembered about spreading a "catcher" under the vehicle.

When there was nothing of a fuel-related piece to repair, replace or even name, we confidently fired it up.

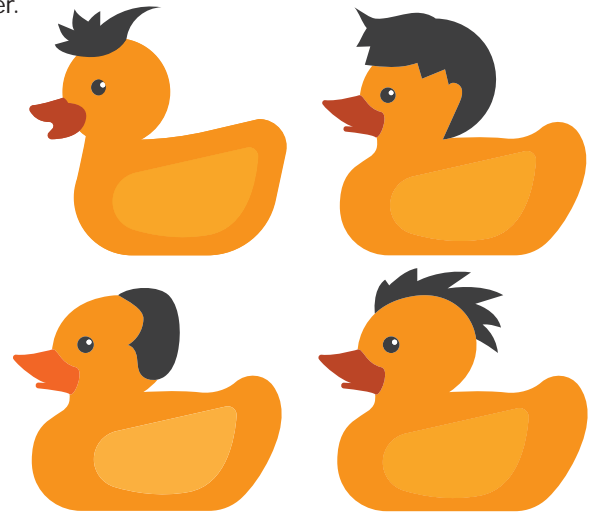
The round of congratulations was almost over before the engine stumbled and died. Several more minutes of jiggling hoses, tightening other things and heavy thinking led to more starts and the same sad endings. Each time the RPMs would climb steadily to 3,500 only to plummet into silence. The "duck" plan was flawed.

As the hours passed, the off-road tours left and returned and the rain continued. In spite of all indications, we had to face a simple truth: Fuel was not the problem. The soggy trio began to reach way back, almost to creation of the internal combustion engine. What made it run? Well, air. It was wet but we had lots of it. Fuel? We had plenty of that too. Electricity? Yes, supplied by....OH NO ...

LUCAS!

A quick swap of the distributor innards and Uncle Albert sprang to life. The condenser, which had earlier tested good at rest, had become intermittent when it warmed up. While we fiddled with the fuel system, it cooled enough to work for a few minutes upon startup, then failed again.

- Mike Mcdermott



**New selection of hood ornaments!!!  
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Photo credit - Dave Place, Manitoba



# Many thanks to the volunteers and event supporters!

**Volunteers:** An event like the Birthday Party cannot function in a vacuum. Every year numerous volunteers come forward to assist in various ways. Apologies for errors and omissions. This year, they included:

**Cooking:** Sue was cooking both days and Bruce Ricker Saturday. William helped cook Sunday morning. Peter Gaby played the role of overall chef extraordinaire. Paul Davids provided the coffee, or elixir of the morning.

**Off-road sessions -** William Ficner led the Bolton Creek afternoon run. Dave Pell got in the creek and directed trucks and guided on the tight turn through the trees. Ben Smith led a group on the new light off-road, Dixon Kenner led a second on the same trail. Dixon Kenner and Francois Juneau both led groups onto the Traditional Light Off-road (Dodes Lake),

though both entered from opposite directions at the same time. Ian D. ran a heavy trial run in the morning I believe. Dave Roberge led another trail run.

**Expedition Trailer, or the Albatross:**

- Tent set up and breakdown by helpful members and some exec.

- Trailer towing was William Ficner, although initial positioning in the field was by David R. as William's D110 was challenged at that moment (read broke down).

- Michel Gangne was helping a fair bit with everything, including cooked Saturday morning.

**For Movie Night:** Bruce Ricker brought the generators and projector. Terry King brought the movie and DVD player.

- Kevin, Terry and Dave liased in advance with Fall River.

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## Event Sponsors and donors to the Auction

- Shore Motors (Ottawa, Ontario)
- Three Brothers Classic Rovers (Paris, Ontario)
- Alloy + Grit magazine (Queens, NY)
- Atlantic British Parts (Mechanicsville NY)

Donations to the OVL R Auction included: Deborah Sevigny, Patrick Findlay, Nathalie Tremblay, Kevin Newell, Pascal Rousseau. The Auctioneers were Kevin Newell, Dave Pell and and William Ficner with Peter Gaby playing the role of Vana White.



# The Cause, Prevention, and Cure of Vapour Lock

Vapor lock is often a problem with older carbureted cars, but not a problem with modern electronic fuel injected cars

Vapor lock causes a car to stop running when the fuel in the system overheats. It is most likely to happen when driving on hot days and in extreme cases you can even hear the gas boiling in the carb float chamber.

Many older carbureted engines had fuel pumps located near the engine. This often caused the pump to become quite hot. Sometimes the fuel gets hot enough to vaporize it and the pump can't lift it up to the carburetor. In older Series Land Rovers, the pump is low down and of course you can't pump a vapour with them, only liquid.

In the older Land Rovers everything conspires against keeping the fuel cool. Often we have converted our carburetors to single barrel GM carbs to get better gas mileage or we have gone over to newer Weber or other style carbs. This often meant we removed the metal baffle that Land Rover originally installed to keep the engine heat from getting to the float chamber so the fuel is constantly kept very warm.

One other problem I have seen in rebuilt or modified Land Rovers is that the plastic radiator shroud ring and the semi-circular metal ring has been removed to give greater access to the water pump and belt driven fan. This has reduced the efficiency of the engine driven fan. Add some stop and go traffic and perhaps a winch in front of the grill and you are looking for trouble. One other thing to check if you bought your Series Land Rover from someone else is to see if they replaced the fiber spacer below the carburetor when they replaced the unit. Especially when modifying the engine to use the GM carb, people had to file the holes a bit wider and the base of the carb was thicker than the original carbs. They removed the spacer to allow putting the nuts back on. This allowed the heat from the engine to "cook" the fuel in the float chamber.

## Preventive Measures That Can Be Taken To Solve the Problem

- Install a Low-pressure Electric Fuel Pump near the Fuel Tank. This is probably the easiest fix and in most cases that is all that is required unless you live in the extreme hot areas of the U.S. You don't have to remove the old mechanical pump, it will still move the fuel it gets from the electric. One article said this was dangerous and could result in you pumping gas into the oil sump if the old pump failed. I have done this modification to all my old Land Rovers and so far I have had no problems. Some people put a blank plate over the old pump hole and seal it up. I leave that to you to decide.
- Insulate the fuel line with tin foil or wrap with plumbers foam.
- Install an electric fan with a switch inside the cab. Notice I said install a switch inside the cab and not just put a thermostatic switch under the hood. In Manitoba where we reach temperatures well below zero, I have mine set up so I can disable the electric fan in winter and turn it on when needed in summer. I also found that by reducing the amount of air being pushed against the fire wall in winter helped keep the cab warmer. At -45C you want all the heat you can get.
- Install a Fuel Line Cooling Can. This is an old trick a friend who drag races told me about. In their sport they often run the fuel line into a can of ice or even dry ice to cool the fuel before a run. This gives the fuel extra "bang" and increases HP. It also prevents the fuel vaporizing when it is near large block engines. He suggested I make a copper pipe coil to fit into a can that can be closed and fill it with antifreeze. This will lower the temperature a bit more than water but it will also prevent freezing in winter. This should prevent the fuel from vaporizing in hot weather. I haven't installed this yet but I am going to build a can with fins on it and put it in the air flow from my electric fan. I am sure this is going to really make a difference.
- Make sure your Fuel Line is well away from the Block. My problem started when I replaced the fuel filter that is mounted on the fire wall with a plastic in-line type commonly used on things like riding mowers. I let the fuel line drape over the rocker cover and then my problems started. I have moved it and things improved after I moved it and did the things above.

## What to Do if You Are Experiencing Vapor Lock

- Cool the System Down. Turn the ignition off, pour cold water over the fuel pump, carburetors, and fuel lines.
- Some say to gently restart the engine. By this they mean to put the accelerator about half way down and turn over the starter. Be careful not to flood the engine or you will really have problems. Once the engine turns over and starts, don't race it. Let the vapor locked area clear from the line before you attempt to give it more fuel.

I think this is a joke but in a book on the Pink Land Rovers the OAS used in the African desert, there was a passage that said in one case the men got out and urinated on the fuel pump. The author said it worked but I am old and don't drink enough beer anymore to be very effective!!

The Cause, Prevention, and Cure of Vapour Lock

Dave Place, Manitoba Land Rover Club



## All British Car Day, Manitoba by Dave Place

Back in the late Eighties and through the Nineties, one of the clubs that the Association of Land-Rover Owners of Canada (ALROC) spawned was Prairie Rovers. Based in Selkirk Manitoba, it has a small, yet enthusiastic following. Following the retirement of its newsletter editor, and the rise of the internet, the glue that held this club together weakened and vanished. However, the editor was also a friend, as well as a member of OVL R.

After more than fifteen years in the doldrums, and to help the Land-Rover community in general, we are recognising the small and enthusiastic community that exists in Manitoba as a chapter of OVL R. As a chapter, we can help nurture and rejuvenate it until large enough to go forward on its own. Those interested can contact David Place at [davepla@mymts.net](mailto:davepla@mymts.net). Here is the beginning of some action on the Manitoba site that David has initiated. <http://www.alrom.ca/forum/index.php?topic=516.new#new> What form all of this will take, is anyone's guess, but encouraging the preservation and use of Land-Rovers has been part of ALROC's and OVL R's mandate since 1974.

By the way, If anyone has any copies of the Prairie Rovers Newsletter filed away somewhere Ben Smith and I would appreciate scans of them to put up on the RoverWeb for others to enjoy.

The annual All British Car Day was again held at Britannia Park this month. Land Rover was the featured marque and this attracted quite a few Land-Rovers and Land Rovers out of the woodwork. For spectators (admission is free for the general public), there were a pair of 80 inch Series Ones in attendance to show the humble beginnings of the marque.



Dixon Kenner in his newly rebuilt 1951 and Keith Barrett from the Belleville area in his 1953. While there were no Series II or IIA's in attendance this year, Ted Rose and Alastair Sinclair both came in their Series III 88 inch station wagons. To complement the civilian Series were Roy Parson and Andrew Jones, both with ex-military 109's. Andrew also brought along a matching Sankey trailer, which helped him secure the people's choice award for Land Rovers.

On the modern side of things, post the 1974 to 1987 gulf created when British Leyland abandoned North America for the Land-Rover marque, there were three Defender 90 (Terry King, Tyler Barban, and ???), four Defender 110's (William Ficner, Kevin Newell, Mohammed Manan, and ???) and one Defender 130 (Michel from Vaudreuil) in attendance. Rounding out the modern Rovers were a pair Discovery's (Scott MacDonald had the G4) and pair of Range Rovers (Linda Scott).



Though we note one Range Rover parked downwind from the assembled line-up, and was noted to be polishing and cleaning his Range Rover with quite a zeal. One person was heard to quip that it was lucky that he was down wind. All of those cleaning products will probably cause a spike in cancer amongst the British car owners downwind of him! Finally, Nader Mishriky broke down in his Plushie (again) somewhere on the 417 and Joseph Sfeir stopped in his MG to offer assistance, but I believe a tow truck was required.

As is becoming traditional, OVL R was there with the club Expedition Trailer, affectionately named the Albatross. The trailer was used to feed the owners of the nearly two hundred British cars in attendance. This Herculean effort was lead by Peter Gaby, our ABCD chef extraordinaire, assisted by Andrew Jones, Terry King, William Ficner and others. What would ABCD do without OVL R's Expedition Trailer and continued support?

OVL R also managed to assist Peter winning second place with the People's Choice awards this year. His 1958 Jaguar Mark I, an official OVL R Tow Vehicle, was tastefully set up near the club trailer with various artifacts of an age long gone, namely period picnic basket, British driving shoes and oriental carpet. This second place showing was an improvement upon last year's third place showing, demonstrating that OVL R has the ability to provide both bread and circuses to the British car loving public!

Apologies to those who's names I missed or forgot. One must note we are deliberately forgetting the names of several OVL R members who forgot ABCD was that day!



# Rovers & Parts for Sale

**FREE ad space to members**

**Send information and/or photo to the editors**

**Ads run for one month--please notify the editors each month to extend**

**FOR SALE:**

1957 Series One Land-Rover. There is no rust on the chassis, totally solid, also an excellent bulkhead. The vehicle is in pieces and is a project. \$1,750. Located in Calgary. 10,000km. For more information go to <http://tinyurl.com/y9pvhdyv>



**FOR SALE:**

RHD vehicle, used to be my daily driver in the UK, Imported and registered car in Ontario in 2009. Not plated currently but still has FIT status on ownership. Started rejuvenating it a couple of years ago but spread myself too thin on several projects, will never have the time to finish this. All the bits and bobs are there to put it back on the road, except for the steering box (current one needs to be resealed and rechromed) and the swivel ball housings (current ones are a bit pitted, doesn't leak badly but I wouldn't wait too long). Most of the ancillaries are still out of the engine bay (heater box, water pump, alternator) so you won't be able to run the engine at this time. Asking for \$6,500. Obviously this is not for the lad who never had an old land rover before. Text me on 905-394-9450 if interested. Vehicle is in West Lincoln Ontario. Kijiji ad - <http://tinyurl.com/y7f784vn>



**FOR SALE:**

Ground up restoration 10 years ago. Everything works great. Expanda cab hard top. Rocky mountain over-drive. Parabolic springs. Webber carb. Custom aluminium roof rack. Very few miles on professionally rebuilt motor, 2.5 ltr cam and hardened valve seat. Please call for details there is a lot of upgrades and recently replaced parts. a very well maintained classic. No extreme off road use. cell number 1 250 203 2393

Kijiji ad - <http://tinyurl.com/y8fr6ylh>



**FOR SALE:**

I have for sale an excellent running 300tdi, transfer case and transmission pulled out of a lhd Defender 110, complete with rad, intercooler and most everything it would take to make a swap. The motor starts right up and shows 50 lb. oil pressure when cold and 60 when revved up. it has a new starter and lift pump. I'm looking for \$5,000.00 CDN for the entire package Fob Grimsby ON. If you need more info, you can call me at 905 719 1208. Thanks John McCollum. Rock Science Landscape Products  
445 Main Street West, Grimsby, ON L3M 1T4  
[rockscienceco@gmail.com](mailto:rockscienceco@gmail.com)



# Rovers & Parts for Sale

**FREE ad space to members**

**Send information and/or photo to the editors**

**Ads run for one month--please notify the editors each month to extend**

**FOR SALE:**

Here for sale is a 1957 Land Rover Series 1. These vehicles are very rare and hard to find. This is a great project, I just don't have the time. It has a Ramsey Winch, Also has the original Smiths heater, which is very rare. The Land Rover is sitting on a trailer, and we can deliver within the city. \$2100 OBO. The Vehicle is in Calgary Alberta. 75,216 miles.

Kijiji ad - <http://tinyurl.com/yuczprhw>



**FOR SALE:**

Here for sale is a 1957 Land Rover Series 1. These Here are the description and some pictures of my 3 discoveries that are for sale as a lot, for CA\$4500.

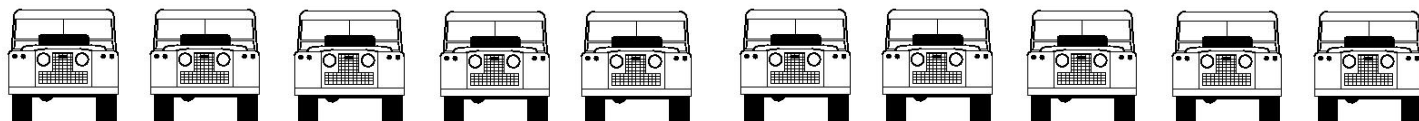
- 1996, Discovery 1, green: Was used a few years ago as a daily driver, then for some light off-road. Then it was supposed to have an engine swap (Chevy LS1) but the project was aborted. The Rover V8 is back in, but the interior trim and front grill not fixed yet. Fitted with longer springs and shocks (Rovers North) and also ARB diff locker at the rear. Engine starts, transmission ok.

- 2001, Discovery 2, green: Fitted with longer springs and shocks (Rovers North), and has 265-75R16 all-terrain tires and winter tires. Was used as a daily driver until recently. There is a leak of automatic transmission fluid from the pipe where it attaches to the cooler. Otherwise it is a fine running truck. ARB front winch bumper. Beige leather seats.

- 2002, Discovery 2, black: bought for spare parts, mainly the ARB front bumper fitted to the 2001. Engine runs. Gray leather seats. 7 seater.

The trucks are located in Grenville-Sur-La-Rouge (J0V1B0 - QC). I am very rarely in Canada lately, so I'd appreciate to receive any inquiries by email.

In case someone is interested, I can send them the number of a contact person who can show them the vehicles and proceed with the transaction. Email is - [jmr@veosprings.com](mailto:jmr@veosprings.com)







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to Her Majesty Queen Elizabeth II  
Manufacturers of Land Rovers  
The Rover Co. Ltd.*



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