



# TransferBox

NUMBER FOUR

WINTER 1978

Final Free Issue  
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VOILA!

HAIL! Our First Anniversary Number!

Finally we've put together an issue of Transfer Box which comes fairly close to what what we had in mind for it when, a year ago now, we sent up that kite to test the winds for interest in a Land Rover owners' association in Canada. For proof of the discovered interest one need look no further than these pages, because everything in this issue is a manifestation of that interest plus the glue of demonstrated support from a small but growing number of people sympathetic to what we're working towards. Better still, it is a mere smidgeon we are sure, of what is 'out there' lying fallow waiting to be cultivated for the greater good and glory of LR owners wherever they may be in Canada.

The potential for this Association is without bounds. That is the firm opinion of your Founder-Editor. With nothing more than what was in fact a low-keyed token effort in the first twelve-month, it is nonetheless quite astonishing at times to reflect on what was achieved through these efforts. For example our cover-page of this issue. Here we have the talents of two professional persons in the graphics field (Rod Huggins for the design of the page, Derek Carter for the inimitable line-drawing) working in our interests for the good of the cause. (Our thanks go to both Rod and Derek for their generous contributions and to member Paul Sochlotwic of Toronto, through whom Derek's impressive piece of artwork came about). For the first time to our knowledge, a major Canadian daily published a photo (big space, outside page) of LR owners with their vehicles, to be followed by a published letter-to-the-editor describing the group's aims and hopes. Again as we know, a much larger number of LR's from Canada were seen at the 1977 Rally sponsored by Atlantic British Parts Canada Ltd., (something like 14 as against a couple the year before). We like to think the increase was due in part at least, to the peculiar chemistry of Transfer Box, the enriched feelings of togetherness as it were, springing from our earnest which perhaps spurred more LR owners to attend the 1977 event. (Perhaps now would be a good time to start thinking of a similar kind of programme to be held in Canada). On several occasions we've been responsible for bringing together buyer-and-seller, including sales of two units -- in one instance the principals lived in cities at great distance from one another. As it should be, of course. That's what Transfer Box is all about. Best of all evidence, however, is to pore over the fat file of correspondence we've accumulated in the year (most of which deserves better replying-to than we've been able to give it, we regret to say).

Though the future of Transfer Box seems assured as long as it maintains good relationship with the field and continues to provide service, it is anybody's guess where we're at with the Land Rover Owners' Association -- if in fact such an organization does exist! Perhaps the best policy at this point in time is to let the Association idea rest where it is and not try to force it. In the natural order of things it is likely an official organization will emerge at the proper time and place like some Goddess from the Sea!

In lieu of any direction to the contrary, the Editor is taking it upon himself to make this issue the last free 'promotional' number. We appeal to all those who have not as yet sent in the nominal fee of \$5.00 to do so, using the handy coupon attached for your convenience. We think \$5.00 is both a bargain and a good investment.

There's too much at stake to be indifferent to what has been started. Some 70 good and true people have seen fit to contribute funds and we're not about to break the trust implied in that gesture. There's no greater satisfaction in life than performing a useful service or function to your fellow man/woman. And if that person owns a Land Rover through which this can be carried out, we're in business!

These pages are yours too -- please feel free to use them for the good of all Land Rover owners. Your criticism and comment will be appreciated.



(PAGE 2)

- GAS TANK . . On the suggestion of a local radiator outfit, a leaky gasoline tank (1968 - 109") was repaired by having a metal shop weld a new bottom to the original sides and top, re-install the protective plate and spray-
- GAS TANK . . paint the entire tank (removed from the vehicle). The metal shop suggested fibreglassing the entire tank, which was done. Savings of \$100.00 plus-plus were claimed against the price of a new gasoline tank. ALSO
- SWIVEL HOUSING . . Jim Cleveland states that he solved his (Land Rover's) swivel balls by draining away any remaining 90-weight hypoid oil and re-filling with 'just the right mixture' of grease and oil. Jim
- SWIVEL HOUSING . . used water-resistant grease. Fit a grease nipple in the plug, suggests Cleveland. (I cannot recommend this method, being wary of anything other than manufacturer's recommended lubricants. Have recently re-placed swivel-pin, bearings, hubs, universal, and driving member that were destroyed by rust -- allegedly because the previous owner had filled a swivel ball with grease.
- SWIVEL HOUSING . . Best to fit new swivel balls and seals. Brian M.)
- HUBS HUBS . . from BRIAN MERRETT, 3699 Rue te-Famille, Montreal, Quebec, H2X 2L5. The Autopress handy book is WRONG on the topic of filling hubs with grease: use 90-weight, as per the shop manual, through the special fitting in the driving member on older models, or through one bolt
- HUBS HUBS . . hole in the driving member on newer models. Prod with a soft wire to locate the lowest bolt hole. (see above for reasons against grease in hubs. Ed.) ALSO . . .
- MAINTENANCE . . In salty climes, clean the swivels balls and smear them with grease or oil regularly. ALSO . . .
- STEERING . . The steering relay housing can be overhauled in place, by removing the innards and polishing the housing bore with an electric drill & wire brush extension attachment. The spring can be re-assembled on the shaft
- STEERING . . before insertion by using a hose-clamp on the fibre bushes at each end and compressing the spring with any suitable home-made tool. But watch our for weak hose-clamps. Write for details. (To Brian Merrett). ALSO . .
- GEARBOX . . When pulling out a gearbox on 88" LR's, one can avoid removing the front pipe by removing the transfer box from the main box. A one-man operation
- GEARBOX . . without a lifting-sling is thereby made possible. ALSO . . .
- ENGINE . . This owner does not like LR pistons, and has had Hepolite pistons fitted after a re-bore. Those little oilways on the original pistons clog up
- ENGINE . . with ash quickly, if you've been burning oil at all, thus causing faulty ring lubrication ALSO . . .
- TROUBLE- . . On pollution-control 11A's and 111's, a puff of white smoke at the exhaust
- SHOOTING . . at start-up may mean two things: either your valve seals are worn, allowing a dribble of oil to reach the chambers, or the crankcase ventilation
- TROUBLE- . . system is blowing a bit of oil and droplets are accumulating in the hose
- SHOOTING . . joining diaphragm to carburettor. Check out the hose and diaphragm first, and make sure you're not overfilling the sump. Then, failing all else, do a valve job and fit the older-type guides and seals.
- VIP VIP Very Important Point: when replying to 'reader ads' - sales, wants & enquiries - reply direct to the advertiser - - not to Transfer Box, please.

TRANSFER BOX TIPS TRANSFER BOX TIPS TRANSFER BOX TIPS TRANSFER BOX TIPS TRANSFER BOX  
PERFORMANCE . . from Brian Dyer, P.O. Box 64, Bedford, Nova Scotia. (Ed. note: this

(PAGE 3)

"one-man Land Rover parts and service" person, who labels his operation "The Home Of Land Rovers in the Maritimes" is a source of a multitude of useful tips and has a list of new and used LR bits & pieces ( see Services & Conversion section). Other LR owners in the Halifax area - - and there are many - - have referred to Brian & his operation. Perhaps, in a future issue, we shall feature them. His tips refer to trouble-shooting and modifications to all LRs, but especially to encumbered late Series 11A's & Series 111's).

PERFORMANCE . . To solve 'chronic gas and oil consumption', do the following:

a) throw out all that "anti-pollution crap". (See the USA manual supplement. Ed.)

PERFORMANCE . . b) fit back the previous distributor (Lucas 25D vacuum advance) and re-time to BTDC.

c) at the earliest opportunity fit the 'old-style' valve guides and seals.

d) if the carburettor is worn out, fit a Rochester (see Jim Cleveland's note below) ALSO

ELECTRICS . . The 37-Amp-type Delco alternator (Chevrolet) at \$40.00 is an easy replacement for the Lucas unit. The latter is deemed an 'overpriced nightmare that can get very costly in repairs.' ALSO

REAR AXLE . . . (All LR's) the cause of leaking rear hub seals is often a rusted or seized axle-breather. Built-up pressures blow out the seal. Remove the breather and clean it thoroughly. (Breather houses a ball-cum-valve; which must be free to function. If seized, let breather soak in solvent, when ball rattles when shaken you're home, free. Harold H.) ALSO

BRAKES . . . On older 11A's better braking can be achieved by replacing the VB master cylinder with a CV type. A separate servo-booster will add real luxury especially on old 109's. ALSO

OPERATION . . Starting off in 2nd (light load & on-the-flat conditions) will save axle shafts from strain due to high 1st gear torque. The 9½" clutch and gearbox can take it, according to Dyer. (Start off in overdrive first, those who have this extra to boast of . . . Ed.)

#### ROCHESTER

CARBURETTOR . . from Jim Cleveland, P.O. Box 99, Greenwood Heights, RR#1, Armdale, Nova Scotia. (We wrote to Jim for details on his Rochester Carb conversion, since that seems to be the carb to convert to. Jim sent the following four tips, crediting Brian Dyer for help and advice. Ed.)

ROCHESTER  
CARBURETTOR On fitting the carb in place of a Solex, Cleveland filed the outside of the manifold bolts (other tippers suggest reaming the carb base holes; the amount of metal to be removed is small, a rat-tale file will suffice. Ed.) A gasket was cut from stock material. The linkage was left as before, although he says the job never got finished and the upper connection is wired in place. The Rochester has a hold-down for an American air-cleaner, so a hole was drilled in the elbow of the air-cleaner hose and the rubber end of the air-cleaner hose next pushed down over the mouth of the Rochester. Fit a washer and a wing-nut to complete. Choke connections work in reverse and the cold-start wiring was removed, since such an element is not present in the Rochester. Advice is to leave the accelerator pump as is, but do adjust the mixture after warming the engine. ALSO

#### ROCHESTER CARBURETTOR

#### ELECTRICS

When the generator light flickered and then remained 'on' constantly, a continuity test showed that the generator wires had worn through at a point where they were in contact with the block.

\* \* \* \* \*

WANTED - - sharp in-focus photos of your Land Rover for TRANSFER BOX. Prints only, black/white or colour. Send brief description - - Where, When, Who - on separate sheet. If you can provide blow-ups to fit cover-space, so much the better. Note: material submitted cannot be returned.



- REAR AXLE . . . if a half-shaft (rear axle) should ever fail you, front-wheel drive suffices 'quite efficiently'.--(ONLY, before starting off, pull off both rear driving members, withdraw the shafts and use a magnet on the
- REAR AXLE . . . end of, say, a broomhandle to withdraw the remaining broken bit, otherwise the un-supported loose end may very easily thrash about and destroy your differential. Brian M.) (If there is any documented evidence anywhere that a magnet was efficacious in removing the bit we'd like to hear from you; in my own case the 'magnet' was a 3.2 kg
- REAR AXLE . . . sledge at the end of my left arm plus one whole Saturday morning! Harold H.) The above submitted by Peter Ross, RR 11, Peterborough, Ont., K9J 6Y3
- TRANSMISSION . . . from Dave (surname undecipherable) P.O. Box 466, Manotick, Ont. On a transmission overhaul, it was found that a replacement main bearing was a loose fit in the aluminium casing, due to wear caused by a slipping (previous) bearing housing. The casing was heated, the new bearing cooled, and a brass shim pressed into place with
- TRANSMISSION . . . the new bearing. (Since this is an oil-seal area, it would be necessary to surround the entire housing with shim, that also ensuring that the bearing is centered. An alternative method of solving this would be to knurl the aluminium and use a generous
- TRANSMISSION . . . lashing of 'Loc-tite'. Brian M.)
- BRAKES . . . from J.G. Godwin, RR1, Arva Ontario, NOM 1C0
- BRAKES . . . When re-ground brake drums caused adjustment problems, a 3/8" hex nut with its corners smoothed off was slipped over the brake-shoe post. This gave the cam extra 'beef' or 'push' to get the shoe up to the drum. The nut is retained by the return spring. To round the hex nut, thread it onto a bolt, insert the bolt in an electric drill and turn it against
- BRAKES . . . a file.
- ELECTRICS . . . from Richard Trzebinski, 229 Eric St., P.O. Box 1075, Stayner, Ontario. On a 1959 Series 11, the old positive-ground generator was discarded for a negative-ground alternator and regulator from a Chevrolet. Fif-
- ELECTRICS . . . teen-minute job and ". . . ideally suited to the Land Rover's low operating r.p.m.". ALSC . . . a Rochester carburettor from a '60 or
- CARBURETTOR '61 Chevrolet 6 cylinder, with manifold stud holes reamed out and the jet replaced with a #54 jet gives more power at highway speeds. Richard
- CARBURETTOR T. offers diagrams and wiring changes.
- BODYWORK . . . from D.H. Lowe, 370 Jaybell Grove, Westhill, Ontario, M1C 2X5: When re-assembling body parts of aluminium onto steel frames, both the parts as well as the bolts and washers were coated with undercoat spray to mini-
- BODYWORK . . . mize metal-to-metal contact and thus eliminate as much of the Galvanic corrosion as possible. (Many little plates in the fender/wheel-arch assemblies are steel sheet pop-riveted onto aluminium. Replacing these with aluminium sheet, popped-on with aluminium rivets will help imm-
- BODYWORK . . . ensely here. Brian. M.)
- HEATER . . . from Rick Weitzel, 1223 Parker Avenue, Winnipeg, Manitoba, R3T 029. An offer of information on a supplemental heating system, using ". . . an old automotive heater".



- from: D.W. Richardson, P.O. Box 363, Malibu, California, USA, 90265  
An aluminium adaptor to use spin-on type oil filters instead of the paper element Rover filter. For all 2 $\frac{1}{4}$  litre engines. Price is \$37.50 US funds, plus \$2.00 handling & shipping.
- from: Brian Dwyer, P.O. Box 64, Bedford, Nova Scotia. Has new U-joints, brakes, clutches, axles, springs, exhaust systems, valves, rings, bearings, tie-rod ends, rebuild kits, electrics. Has re-built differentials, transmissions, electrics. Has used springs, body panels, drive shafts, electrics.
- from: Atlantic British Parts Canada Ltd., P.O. Box 295, Henningford, Quebec, JOH 1L0. A catalogue of seemingly all Land Rover parts, price list, books, maintenance log, etc. Also, with their parent New York office, an annual rally has been organized. Rally is a week-end event held usually in September, includes workshops on LR maintenance/operation, field trials, etc.
- from: D.C. Challice, 1001 Hyman Drive, Dollard des Ormeaux, Quebec, H9B 1S7. Has three 12/24 volt motors for winch use. Priced at around \$250.00 each.
- from: Terry Franklin, P.O. Box 16, Site 21, RR#3, Sudbury, Ontario, P3E 4N1. Write to Terry for ". . . a list of parts, all new, mainly for Series 1."
- from: Peter Ross, RR #11, Peterborough, Ontario, K9J 6Y3. Has available the mold for a casting used as an adaptor for a Mercedes diesel conversion. (Peter doesn't say which model engine, but that 5-cylinder diesel would no doubt be very welcome to a lot of LR owners who do not mind anatomical mutilation of their machines.
- from: Brian Merrett (address elsewhere). "I believe that Jeep, Scout and Bronco rims will fit the 10" brake drums on LR, so certain magazine conversions available at 'speed & custom' shops should also fit . . . try them first."
- from: the Editor . . . I know! I know! I am not a scientist or a metallurgist or whatever, though I could be tagged a pragmatist! To wit:  
If as I believe, the essence of rust prevention is, in its simplest terms, the erecting of a barrier of some sort between the attacker and the attacked (a kind of chastity belt, as it were) then, it is my firm conviction so far as frame and other ferrous metal under-pinning is concerned, that every LR owner has it within his/her power to fight rust to a standstill at no greater cost than time, physical inconvenience, and a soapy hot shower after what I call my twice-yearly Great Oiled Carnival! The needed materials are close at hand . . . old crankcase oil to be had for free; used paint brushes (one broad, the other narrow); your best 'scare-crow' clothing as becomes the Carnival spirit, and someone to help supplement your catalogue of cuss-words! Now with your First Love (i.e. next to your Wife & Family or Lover) lifted as high as safety permits on blocks repeat on block, hose down copiously with a strong virile jet aided by stiff/wire brush, all surfaces you can (painfully) reach. Do this on a fine warm-ish day and by time you've had lunch, most water will have disappeared and you can begin to be downright prodigal & free-swinging with all that free rust-vaccine OIL. Hark you now! For the inside of the frame members, scrunch up newspaper or any kind of rag-material (which you'll let sit in a bucket to get thoroughly soaked in OIL meanwhile). Poke this mess into every end-opening you can locate as you lie on your protesting back with OIL in your eyes! It hurts not to include the leaf-springs in this prescription, contrary to what some practitioners recommend. For obvious reasons, this must be done when the weather is soft and warm for the OIL to be friendly and co-operative so as to run freely on its own just everywhere. OK, so you can't get the stuff into 'everwhere'. Neither can the commercials, for that matter!

from: Derm English, P.O. Box 1274, Chatham, Ontario, N7M 5R9 - 519 682 0378  
(in his remarks about an insigni. for our organization) ". . . if I may  
argue in favour of the Union Jack:"

- . . . Rover does enjoy Appointment to the Queen
- . . . we are 'colony' in which the Union Jack has all but disappeared
- . . . it lends an air of exploration & conquering
- . . . I have a thing about it. . . and Land Rovers

ALSO Derm is looking for a Bonnet Spare Wheel Mount. If you can help, write him. Older Volks wiper arms and blades are readily adaptable to LR wiper shafts. Drive-shaft universals are readily available from most heavy truck centres. (they're used in power-steering linkages & sell for \$8 Canadian!) The addition of a fabricated 'scoop' to the side-facing air intake will eliminate the need for blower use under most circumstances. Amtold the Carburettor from a 6-cyl. (GM or Chrysler) motor is readily adapted with a round file, and gives the smallest jet available. This would eliminate expensive re-built units, and in some cases the very expensive carb heating unit.

from: .. Atlantic British Parts, P.O. Box 295, Hemmingford, P.Q. JOL 1H0 , we learn ". . . . LR plans to come out with a V8 engine for the 1978 year in England, to help compete with other makes of 4-wheeled vehicles . . . we think they plan to export to North America again, . . . hard to say exactly when. . . . engine power has always been a complaint, and the V8 engine as used in Range Rover would certainly solve that."

ABP has available their Land Rover Maintenance Log, 48 pages, 5½" x 8½" which at time of their letter, December 14, 1977, was expected to sell for \$4.00. This handy little booklet has a great deal to recommend it and coming from a source as dedicated & experienced as ABP with the marque, the Maintenance Log must be pretty complete. Certain it is that if such devices are faithfully kept up and entries methodically made, the cost of the item becomes a minor consideration. ALSO . . . if any reader has or knows of bulk-lots of LR parts that are lying idle when they should be out in the open to be used, ABP would welcome hearing from you with a view to purchase. The same goes for auctions or sales of LR parts from any companies or dealers.

from .. member Peter H. Hirst R.R. #1, Port Cunnington, Dwight, Ontario, POA 1K0 (formerly Huntsville, Ontario), comes the good news that he is in LR business trading under the name MUSKOKA Land Rover CENTRE. Peter informs TRANSFER BOX he is a Land Rover owner and licensed mechanic with Rover apprenticeship to his credit (in England). Muskoka LR Centre has capability for engine conversions using Scotty's famous cast aluminium adaptor. Peter also states he has much experie. with diesel-in-Land Rover. Best of luck, Peter, TRANSFER BOX takes this opportunity to wish you every success. Keep us advised of your progress. Peter will welcome a visit to his shop from fellow LR owners, we are sure. His phone number is 705-635-2968.

Addenda: "we keep a stock of fast-moving parts, and as we have some odd models which neither British Layland or ABP keep parts for, we're worth trying for parts." Peter has a stock of Timkin, Federal, F.A.G. bearings as well.

Mail is being received back from member Ben Mavis addressed 4431 Cowichan Valley Road, R.R.#2, Duncan, British Columbia V9L 1N9. Any one knowing present address of Ben, please advise TRANSFER BOX at 2 - - 95 Fourth Avenue, Ottawa, Ont. <sup>KLS</sup> <sub>2L1</sub> (the same address for sending material you want published and for \$5.00 membership dues).

When It's Help You Want For Your Land Rover It's Hard Not To Think Of

(with apologies  
to The Bay)

TRANSFER BOX



FOR SALE . . . Land Rover, 1974, 88", Series III, 41,000 miles. Warn hubs, Lucas fog-lights, radio and four Firestone HR 78 x 15 tires. This vehicle, which is painted hi-gloss Green, was re-finished in 1977, around the same time the four Firestones were put on. Call Stephen Adler, 335 Metcalfe St. Ottawa (Ap't #30, Telephone 234 6294)

FOR SALE . . . Sides of an 88" -- two of them, with Glass and Seals in good condition; shoes for emergency brake, never installed, in original box; One pair Seal Beam headlights which are claimed by the owner to have had not more than two weeks' installation when replaced by beams of another system. Enquiries to Transfer Box. Make an offer.

## LAST

THIS IS THE/FREE ISSUE OF TRANSFER BOX

\$5.00 make your cheque or money order payable to Transfer Box \$5.00

FOR SALE . . . Land Rover 109", 4 cyl. petrol. Said to be in good condition. May be seen at 7 Lake Street, 'Wychwood', AYLMER, Quebec (across Champlain Bridge from Ottawa), phone first. Mr T. Vandenberg. (819) 684 3964

FOR SALE . . . Land Rover 1966, 109". No information on this unit as to its condition. In fact, we're not certain if the unit is still available. Worth trying. Enquire to Mike Nekochok, East of Highway #31, R.R. 6 in the Metcalfe area. Phone (613) 821 1260.

WANTED . . . Wiring harness for 1968 Land Rover, suffix "D", Series IIA. The need is great says Peter Parsons, who seeks the harness. Peter's address: 1966 Queensdale, Ottawa, Ontario. Phone (613) 521 5010.

FOR SALE . . . Land Rover, 1956, Series I, 86", 4 cyl. petrol. This machine is 'new allround', the owner has, reportedly, much experience in reclaiming motor vehicles, Enquiries to W.J. Beeman, 2022 Bel-Air Drive, Ottawa, Ontario. Home phone 225 4008; Business 996 8669.

FOR SALE . . . Land Rover 1972, Series IIA, 88", 2 $\frac{1}{4}$  Litre Petrol. White, good condition, new Carb, muffler, gas pump, manifold. Has mudflaps, Warn hubs, locking hasps, Frame reported to be in 'very good' condition. Has other extras. Enquiries: Ronald Labelle, 614 Outremont, Montreal, P.Q. H2V 3M7 (514) 270-3065

FOR SALE . . . Land Rover, 1972. Reported to be in 'good condition'. Approx. \$2500.00 Enquire: Louie Contant, 409 Msgr. Lhauraux, Wotton, P.Q. GOA 1N0

FOR SALE . . . " . . . badly banged-up 1972 Land Rover, 88" with 28,000 miles on the odometer." We don't know in which way this machine is banged-up, but with such low mileage and so young a machine, if the price is right this sounds intriguing for the person handy with the tools. Enquire: Tony Pierce, 47 rue Ste-Anne, St Anne De Bellevue, P.Q., J2B 1N5 phone (514) 457 3589.

FOR SALE . . . Frame for a 109" 1962 Land Rover

WANTED . . . 4 Fire-wall -- from any Land Rover model 1953 to 1958

WANTED . . . Used Hubs

In respect to the above 3 items, the person to contact is:

Mr Brian Kennedy, 1729 Rutherc Street, SARNIA, Ont.



FOR SALE . . . Grille panel for pre-'68 IIA Land Rover. Bead-blasted and Acrylic primed. Enquiries to: LROA, Montreal Branch (see below)  
\$50.00

FOR SALE . . . 1959 Land Rover Station Waggon 109". Condition unconfirmed  
Price is reportedly \$ 1500.00. Enquire: Montreal Branch, LROA.

FOR SALE . . . Drive-train assembly -- Front axle assembly with differential  
Rear " " " " "  
reported as '1956-'59 Series I' Land Rover units. Make an offer.  
Enquiries to: Andrew Jones, Pte., CFB Petawawa, Ontario, K8H 2X3.  
(Unit F16 Room 240) Phone (613) 687 5511 Local 441

WANTED . . . leads on sources of BIRMABRIGHT alloy sheet (or its equivalent)  
some 16" rims -- presumably 5 of them, since he'd have trouble  
with a 15" spare! Write direct to: John Morel, 208 Sennerville Road,  
Senneville, Quebec.

WANTED . . . an owner/writer francophone to provide French-language texts for the  
Montreal Branch. Volunteers should contact the Montreal Branch for  
details of what is involved.

A FEW WORDS about the Montreal Branch of our Association, the existence of which  
will come as a surprise to most of our readers no doubt.

For the development of the Branch we have to thank Brian Merrett of Montreal and an early subscriber to our cause. Brian perceived a need for the Land Rover connection there and went ahead and did the logical thing. Interestingly enough Brian's headspace was harbouring a scheme for a kind of LR Co-Operative around the time he got sight of that kite we flew. He considered it was the better part of wisdom to merge his thinking with ours and this he did. Brian is good at the job of communicating and reporting the LR scene in and around Montreal and seems to be tuned into just about every visible and subterranean LR theme. He designed his own card for evangelizing as many LR's as he can stop even to the extent of standing in the middle of the road at sight of the familiar front-end to carry out his missionary work. His energies spill over in all kinds of directions like designing a 4-page Observer's Report On Engine Dis-Assembly, if you can feature that, Dear Reader. In addition this appears under the label of our organization! As if that weren't generous enough, Brian sent along a handful of letterhead with our name which he had produced for us when he had nothing better to do! The man talks very knowledgeably about the innards of LR engines, the result it appears of his own mechanical aptitude and the determination to 'come to terms' with LR through the do-it-yourself school of learning. Readers who read the story in WEEKEND MAGAZINE in late 1977, on the so-called recreational aspects of 4X4 vehicles, will be interested to learn that Brian on his own initiative responded with a lengthy letter to the Editor with a number of basic facts about Land Rover, and a description of our Association and its purpose and philosophy. Of sovereign importance was Brian's compliments to the author for not mentioning LR in his article. "Instead of identifying with the motorized-jock image of boozing, mud-slinging over-powered wilderness-wreckers, our outfit exists as a community of people who swap information and services," wrote Brian among a number of other punchy things. Sad to state, WEEKEND did not see fit to publish Brian's letter. Many thanks, Brian.



MAIL FOR THE MONTREAL BRANCH should be addressed as follows:

Land Rover Owners' Association/association des propriétaires  
Montreal Branch/ Section Montreal Land Rover  
c/o 3699 rue ste-Famille, Montreal, Quebec, H2X 2L5

(Brian Merrett may be reached through (514) 844 9069)

PAID ADVERTISEMENT

PAID ADVERTISEMENT

A N N O U N C E M E N T

LAURIER MOTORS - OTTAWA

Change of Location

Laurier Motors -- the shop that understands Land Rovers\*\* --  
is now located at

295A Richmond Road, Ottawa  
(in the general area of Churchill-Richmond)  
Turn on to WINONA Street from either Richmond or Scott Roads,  
then turn east onto Picton.

Our sign LAURIER MOTORS is easy to spot at the bottom of PICTON Street.

phone (613) 722 2524

(formerly 369 Slater St.)

\*\* "We respect the concern LR owners  
have for their unique vehicles."

READERS ARE REMINDED . . . Transfer Box sees part of its function to serve as  
an archive vis-a-vis Land Rover literature and  
graphic material and will welcome copies of articles,  
stories, advertising material, etc which you may  
care to entrust to TRANSFER BOX.

IN GOOD FAITH . . all information contained herein relevant to services, equipment  
and vehicles for sale or wanted, is published in good faith and  
is accurate as humanly possible. Due to delays in publishing it  
may be that some items are not now available. We are sorry for  
any inconvenience this may cause. (Ed.)

IN REMITTING MEMBERSHIP DUES . . please use the enclosed application form;  
please print - for legibility

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Editor-in-Chief: Harold C. Huggins

Good grief, Genevieve, we've nothing more to say!