

LAND -  
- ROVER

# TRANSFER BOX

Published By The Association Of Land Rover Owners Canada

In The Interests Of The Proper Care And Feeding Of And  
The Furtherance Of Appreciation For British Leyland's  
Unique & Ubiquitous Land Rover, An Early Four-Wheel-Drive  
Vehicle Fast Becoming Legendary In The Annals Of The Motor-Car.





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EDITORIAL

The present seems to be a time to 'flaunt it'. VW says, 'If you've got it, flaunt it'. Pitney-Bowes, 'If you haven't got it, flaunt it'. Jumping on the whirligig then, TRANSFER BOX, eggbeater-like, twirls both ways. We flaunt our growing membership --- creeping close to the 200 mark of those who see fit to support ALROC. ('Al who?' 'ALROC -- Association of Land Rover Owners Canada.' 'Sorry, thought it was LROA'. 'It was. We changed it to avoid tripping over that trap of an apostrophe in owner's/owners'. Anyhow, it wasn't acronymic'. 'Acro who?' 'Forget it!'). What we haven't got, we flaunt too --- the large X number of LR boffins who chug around the flats and rises of this waxed country hoping, many of them, for some sort of kinship with LR to help keep their machines on the road forever and ever amen. Or to contact someone who just might know where a strasselbrog for the redunder could be found for cheap. For, in essence, that's what ALROC is all about. If in the process it works as soulfood for LR feelies, more's the better. We'll flaunt that too. We all know there is an arithmetical advantage in numbers and there is not one LR owner who has not got something to contribute to the proper care and feeding of these creatures. Our files abundantly demonstrate that point. (One Ottawa member told us he reckoned he'd get more for his ALROC money than for a recent political contribution). In our view, we can justify growth in numbers only in direct proportion to the level of help and service we can furnish our supporters. Right on! But hold hard. As we plump-out in numbers so we plump-out in response & feedback. Great. Like a headache. Because this must translate itself into ever-enlarging responsibilities. The point is ALROC is more, much more than merely TRANSFER BOX as we've tried to convey before now, particularly to those in the Ottawa-Hull region. Is there is or is there ain't an ALROC? Other than in name, that is. We are of strong opinion that it is hightime local members harnessed themselves up now for determined action in the very sensible and reasonable way they committed themselves, even if imprecisely at the time, in the very early days of the LR owners' scheme. Since then we've raised funds and planted trust in close to 200 individuals far and wide. We are clearly committed and as well, obligated. There are so many worthwhile things to be worked on, things like the LR T-shirt suggestion; a decal for members' vehicles; research into the literature and finding whereabouts of other LR groups which are believed to exist in other parts of the world; and closer to home, an annual Rally of some form in Canada, the early makings of which was manifested in the 1978 Wilderness Weekend in this region. If it is the intention of the sponsors of that worthwhile programme to have a 1979 show, then TRANSFER BOX makes bold to suggest that ALROC offer its help in ensuring it success through helping where it can. If those sort of items are just so much dandruff, how does this grab you, those close to Ottawa. Right now, as we write, ALROC is being offered, free of charge, a 1966 109" model LR just to get it off someone's property. What if it hasn't got a motor or gears? There's lots of goodies on it still that any number of LR boffins might want and would earn us a bit of change in return. Is this opportunity to wither on the vine all for the want of some very ordinary and usual kind of group <sup>action</sup>. Good heavens, when we know of one member who wants 16" wheels, another who wants a wiring harness for example, is it any wonder TRANSFER BOX takes on a strident tone for the want of a few heads getting together. As we imply, we've got it and we haven't got it both to flaunt. Move it, we urge.

TO ONE & ALL  
SEASON'S GREETINGS



DEPARTMENT OF THANKS & APPRECIATION

Breathes there a man with soul so dead  
Who never to himself hath said,  
'This is my own, my native land . . . .'

We forget the rest of the poem and can't recall at the moment the author, which is inserted here to point up our new cover design. Though we abhor jingo-ism and all forms of pre-digested patriotism/nationalism, when it comes to the true fibres of the nation Canada, by which we mean just about everything except the endless cloud of babble-gas that offends our ears and nostrils all too often these days, then, maybe the poet's words are not lost entirely to our heart. Anyhow, our outline map of Canada is innocent enough surely in these respects and we take some pride in presenting it to you. We hope you will like our new cover. For it we have to thank Rod Huggins, Ottawa . . . for the lyrical Tough For The Rough bit of business our thanks to Derek Carter via Paul Socholotiuk both of Toronto. This is the second time this threesome has given of their talents to TRANSFER BOX . . . . Warmest thanks to The Rover Owners' Association of Virginia of Richmond, Virginia, USA, for their generous reception given our publication and mention of our efforts in their pages of JOURNAL in which copies of our application form and fact sheet were stitched! Additionally we received our first memberships from outside Canada -- from Virginia and California. . . . . Our thanks to Andy Graham, Ottawa member, for his volunteering to look after the finances and accounts of ALROC, and to those good souls who contributed the material which fatten up the pages of this issue of TRANSFER BOX. May their tribe increase! . . . . Likewise to John and Roy Parsons for their sustained help in collating and stitching all-of-a-piece these pages . . . . to Radio CKOY 1310 on the dial, for free air time in the interests of ALROC to the tune of \$60.00 . . . . to Scotty Flynn with the haggis and oatmeal in his vocal cords, who generously accommodated the Association with space enough for parts-storage at Laurier Motors . . . . . for the donation of 1000 sheets of duplicating paper from the member who wishes to remain nameless . . . . to Philip Turgose, Pt Claire, PQ for a packet of interesting LR printed matter from outside sources together with our apologies for not getting back to you before this; be assured everything is in good order and intact, Philip . . . . thanks but no thanks to the Ottawa 'Citizen' for publishing, recently, a CP photo story of two Argentinians who were in Vancouver, B.C. from Buenos Aires after 2½ years on the road living virtually free, 'bartering meals from restaurants for publicity'. Their only outlay of funds apparently being for repairs to their Land Rover. The 'Citizen' committed the unpardonable sin of labelling the vintage 109" a jeep. Just like that, lower-case 'j'. . . . Though it would not be published now, as a matter of principle we intend to write the 'Citizen' editor to point out this too-general gaffe . . . .

BACK NUMBERS - TRANSFER BOX

XeroX copies of back numbers will become available to members in January, 1979 thanks to a service provided at Carleton University at low cost. The four 'true' earlier numbers are priced as follows, postage paid:  
#1 -- 3 sides, .60¢; #2 -- 4 sides, .80¢; #3 -- 4 sides, .80¢;  
#4 -- 10 sides, \$2.00.

Present orders on file will be attended to after the Yule-tide. Sorry for delay.

GETTING IT TOGETHER IN TORONTO

By Paul Socholotiuk

It was a drizzly evening June 12 and as I looked at the weather out of my window of my studio at 451 Adelaide Street, I thought to myself of all nights to have a get-together for our local band of Land Rover clan. The weather had held reasonably fair all day and now, at the hour of our clanning it was beginning a drizzle. It was now 1800 hours about.

After phoning about 18 or 20 Land Rover owners in and around Toronto I waited to see what was shaping up as a turnout. I parked my 1969 109" out in front as a sort of decoy and lo, in came Land Rovers as bees to honey! Now I knew that the sack of doughnuts and the makings for coffee were going to be anything but 'return to stores' after all. We had a thoroughly satisfying clutch of Land Rovers within our range - - - models from the '50s through to '74s. The clan-members moved in and out of the studio to the rythm of the rain. They exchanged ideas, talked shop and inspected one another's machines, add-tos and modifications.

There were wives and girlfriends and an interesting cross-section of LR 'purists' as well as in the wide variety of their jobs and occupations.

The highlight of the evening no doubt, was the 1970 109" diesel belonging to ALROC member J.G. Godwin of Arva, Ontario. It was generally agreed that this was a rare one indeed, with its headlamps in the fender area and what all. Mr Godwin came with his family on the 401 - - 250 miles round trip - - to attend the get-together. Neither rain or distance were any deterrent to the Godwins. and their Land Rover.

The success of this first such LR event in Toronto growing out of the good feelings centred around the mortar of Land Rover fairly well guarantees that it will not be too long before the second event of its kind will be held here.

Through TRANSFER BOX I wish to convey warmest thanks to all who helped make the evening the success it was.

LAND ROVER ODYSSEY

Canada From Sea - To - Sea

By J. Monsieurs

Across Canada in a Land Rover without breakdowns and in a fair time? Well, I tried and did fairly well. Better still, my Land Rover did. I got the word from my boss that I was being transferred. From one 'book end' of Canada to the other, specifically from Halifax, Nova Scotia to Victoria, British Columbia. Instantly I made up my mind: I would drive there because I had already enough trouble in finding my present Land Rover, a 1973, 88" Series III and I could not be sure in getting another one in British Columbia.

I have for a long time 'championed' the Land Rover and in Europe I had one, as well as a Range Rover for a while, which is in my opinion, the best 4-wheel drive vehicle anywhere. It is really too bad that we can't expect them in Canada yet.

But on with the trip.

I left on a Monday morning from Halifax. It was 0700 hours and believe it or not, at 1830 hours local time, I was in Quebec City. The weather had been fine all the way.

cont'd

Next morning I got wheels turning at 0530 hours, at least that's what I thought. Later I found I'd forgotten to set my time back the official one hour, which of course was nothing but a gain in the long run. I stopped off at Atlantic British Parts at Hemmingford, Quebec then continued south through New York State, then west to enter Canada again at Cornwall, Ontario. The next jump was to Port Colborne, Ontario, where I halted for five days. It was my observation that Land Rovers were conspicuously few around southern Ontario, though the importer is located there, at Burlington.

It was another Monday morning when I headed up to Sault Ste Marie, which I reached in fair time. Over-night there and up and moving early next morning for what I opined was the most boring section of the entire trip - - - the Sault Ste Marie-Thunder Bay link of the long chain. Here the country is pretty well a seemingly endless run of minor woods. The monotony is relieved however, by the fairly frequent crossing of the highway by small animals which seem to make their decision to cross just as you approach them. The scene Thunder Bay to Winnipeg took on a less boring and more interesting aspect as the miles rolled away beneath me. It was good news for the Land Rover and me at the end of this stretch, for here was recorded a most encouraging fuel-consumption figure for the LR - - - 22 mpg, the highest of the entire trip. Perhaps this is a good point in my odyssey to let TRANSFER BOX know that this LR has a Fairey Over-drive unit as well as Warn hubs which I think, to put it in very few words and without elaborating, makes quite a difference.

The link Winnipeg to Moosejaw came off as a kind of 'dozey' drive through the rolling prairies with lots of gopher to be seen on the side of the highway. Between Moose Jaw and Calgary a lot of road construction was in progress which can never be anything but destructive to one's planned schedule, as we all know. The general state of mobility was not improved in any way when I say that, looming on the western horizon was the soon-to-be-opened Calgary Stampede, with all roads humming with vehicles converging on this busiest of all spectacles in Canada West. With the prospect of Kamloops, British Columbia next on our planned stopoffs, it was coming clear we were well into the western 'bookend' of Canada. And so were the mountains. I was pleasantly surprised at how the Land Rover 'took' them all. I had anticipated a lot of changing gears but the only radical shifting I did was from 4 over-drive to 4 normal and twice to 3 over-drive. Now that can be a little bit tricky because you need actually two hands, but after a while one catches on to the routine. The scenery is pretty well beyond description in this region of our vast country and fortunate are they who are not bound for time when in these parts and who may have a love for working with the camera, for the land is richly photogenic.

Now for the attack on the last link in the long chain, Kamloops to Nanoose Bay, Vancouver Island. Truly a big day in my feelings which ensured our getting up and moving early-on. Soon I was in for quite a surprise as had many before me who perhaps fail to know that in the Rockies highways are more or less on the 'floor' of the land and you travel through passes, low and relatively level. Not so on the western half of this beautiful province. A couple of pretty steep upsandowns convinced me this was not the best of places in terms of mpg. Now I do have a vacuum meter. And it works. I consider this an investment and would recommend it to any LR driver who wants to get the most out of every gallon.

It was a mid-morning when I slipped out of Vancouver for the final few miles of mainland Canada to board a dogwood-crested ferry out of Horseshoe Bay which would land me at Departure Bay, north of Nanaimo on Vancouver Island in a couple of hours. My home-to-be for a while was in Nanoose, a mere half hour distant from the B.C. Ferries landing.

My Land Rover Odyssey was ended. The actual road time was nine days which added 4538 miles, bringing the odometer into the 71,000 mile figure. Not once did the machine fail to deliver or let me down. The wheels continued to turn tires which at no time went flat.

With the bonnet open and contemplating all that must have gone on in the engine during those 4500 and more miles, I kind of nod my head and say yes, it would be a good idea to overhaul the beauty. # # #

(Ed. note: We're just about in tears after laying out member Monrieurs story. As an ex-British Columbia patriot we know what it means to be in the Land of the Lotus-Eaters at the wheel of a Land Rover. Very sweet and heady stuff).

SUCCESS -- ACCORDING TO LORD NUFFIELD

Early to bed,  
Early to rise,  
Make a good product  
And advertize!

This little ditty, it is alleged, was the response by the wealthy English philanthropist Lord Nuffield and sometime Director of the Austin-Morris motor-car industry, when he was asked what was the key to his success. Now for all your Editor's acknow-

ledged philanthropy over the years, funny thing is nothing ever happened to him on the way to the bank except to get stuck in a revolving door. So let's try it for ALROC!

It is perhaps best to state here the following is addressed to those who live in the smaller communities for reasons which we're sure will be obvious. . . . There is not a newspaper or radio station in the country which has not got space or time for good causes. Literally thousands of dollars of publicity is available without charge to those who will go after it. The weekly newspapers and local radio stations are the main focus here. You won't win them all of course, but every mention of ALROC is grist for the mill of helping to flush out Land Rovers from the Canadian bushes. If you are on nodding acquaintance with one or more persons from the media in your community, so much the better. In any event, a call on them would not be amiss. Know clearly what it is you have to say. Be clear, brief and precise. Observe the Who - What - When - Where and Why principles. It might be good to work in the 'abandoned' status of LR in Canada/North America leading up to ALROC's prime concern of owners co-operating to learn from one another how best to keep LRs in shape and safe on the roads, locating parts and as bush-beater to flush out what is believed a goodly number of LR owners who need the support of the kind ALROC is capable of. Say nothing to confuse ALROC in any way/a muscle-bound ecology-destroying outfit. The bottom line is to make LR owners aware of our existence and to invite them to write for a free copy of TRANSFER BOX at this address. Take along a copy of TRANSFER BOX for re-enforcement (don't expect the person to read it however -- he/she won't have that kind time). For what it is worth, in our car-conscious society the word 'car' itself is value-rated highly and will work for you. a few facts: ALROC was launched circa March, 1977 out of Ottawa; its range is Canada-wide; it has at time of writing 182 paid-up members from all provinces and territories; there are more members in the central and eastern section of the country than west of Ontario; membership fee is \$5.00, annually. Any efforts in these directions in the interests of ALROCS' growth and service will be deeply appreciated.

SPECIAL NOTE: Peter Hirst, MUSKOKA LAND ROVER CENTRE, DWIGHT, Ontario announces his shop will be closed for winter vacation from Dec. 15 to Jan. 15, 1979

For a brief period last summer around these parts, LR rear-axle half-shafts were snapping like crisp celery, including our own rear-right, the short one, for the second time. Incidentally, this gave way on the flat after getting the green and moving off in bottom gear. Just prior to this, Peter Parsons and the writer were discussing the subject and wondering among other things, how it was that one never heard of the problem in the regular run of conventional vehicles and, more to the point, had we ever used the hand-brake to stop or while the vehicle was moving under power. Therein, it seems, hangs a tale. Out of our curiosity came the article which follows from Peter Hirst, Muskoka Land Rover Centre. We like the ring of authority which Peter gets into his words which it is our pleasure to pass along to our members:

Why do Land Rovers break rear-axle shafts? That is a question I have been asked quite often recently. My answer to the question is that it is not LR which is at fault but the driver who breaks them. Of all the broken axles I have seen about 90% were broken through driver abuse, the remaining 10% the result of fair wear and tear.

All the cases brought to my attention recently were the result of simple bad driving. A good example of this is starting off on an up-grade with a full load, using first gear high range, instead of using low range and, say, 1st, 2nd or 3rd gear. Here someone is bound to say that, by using a lower gear you increase the torque which is transmitted to the axle shafts. Yes. That is of course true, but by using low range you engage four-wheel drive and therefore you split the torque between the front and rear axles. By adopting the practise of using low range more often the costly problem of snapping rear shafts will be almost eliminated. To point this up I cite my knowledge of one major bus company in England which used the 109" 1½ ton Forward Control Land Rover to tow their broken-down double-deck buses, and also the high number of garages and towing services which use Land Rover as their main towing unit yet do not experience an excessive number of axle shaft breakages.

A very important aspect of this axle phenomenon is the use of the hand-brake to stop the vehicle. (Stop and reflect on this, dear Reader, as your Editor wishes now he had done some time ago. So, you've applied the hand-brake and have introduced stopping power right through your propellor shaft as far as those vital gears in the differential (rear). Right? What about the wind-up factor contained in the moving wheels? Something's got to absorb that, does it not? Guess who. Right on!). Use hand-brake for parking only.

Then of course, there is that remaining 10% lurking somewhere; these are the axles which give way while driving down the highway with everything normal and for which there is but one good and honest reason -- plain wear and tear. It is only reasonable to expect and accept the fact that any working part that is subjected to the stress and strain that an axle shaft is subject to must, almost inevitably, break at some time in its life. It is not generally known apparently, that a heavy duty type axle is available in the LR range. I would recommend this certainly. It may cost a bit more but my professional experience convinces me it is worth it. It is difficult to estimate how long a half-shaft should last when given the consideration deserved by a conscientious driver, as you cannot very well measure wear and tear. However, from personal experience with my 1962 109" Land Rover it has three pairs of axle-shafts in 300,000 miles which includes considerable trailer-towing as well as towing heavy trucks. In summary, the cause of broken axle half-shafts rests more with bad driving practise than with the fault of the product. An eventual snapped axle should be anticipated. A high-grade heavy-duty axle-shaft is available and is recommended by the author. It is emphasized that the hand-brake is not to be used while LR is moving.



## OVERDRIVING

### The Joys and Facts

By Brian Merrett

SCENE You're pushing along in your '74 88" LR, feeling pleased about the 80 Km/h (50 mph) you've worked up to when, in the rear-view, you spy a familiar shape churning out of the cloverleaf and pulling up on you. It's an older machine -- perhaps a '62, and the driver gives you a friendly wave as he pulls abreast, de-clutches and WHAT? He shifts into fourth. Still smiling, he leaves you scratching your noggin in his dust. End of Scene.

That '62 that cruised by you was not 289 conversion -- but another Land Rover with overdrive, and all current LR are adaptable, with minimum exertion and maximum benefit.. From Series I through III.

The Fairey Overdrive (Kit Part No. RTC 8020) is a unit available to all LR owners and can be installed in about three hours. It offers the operator a third full-range of ratios and reduces engine and gearbox revs, noise and wear. Depending on conditions, one may leave the overdrive engaged and use the gearbox as usual. The effect is a somewhat chunky start in first, but long gears very suitable for city driving (2nd & 3rd overdrive ratios are ideal for traffic). Similarly, low range ratios may be modified with the overdrive to hold engine revs slightly while plowing, hauling or climbing.

Essentially, the overdrive is a bolt-on two-speed box, giving either direct (un-modified) drive or a step-up ratio of .728 to 1. It is fitted in place of the rear gearbox-mainshaft bearing and housing and acts as the final drive into the transfer box.

Fitting is almost as easy/simple as Rover-Fairey describe -- the obstruction which causes the most problem is the hand-brake cross-shaft on the left-hand-drive models (that's us). I attempted to fit my unit from above and found that the weight of the unit and the size of the centre seat-hatch didn't allow my arms to manoeuvre properly. Lying on my back below the vehicle and doing sort of a prone press with the overdrive balanced over my face achieved the results, but many times did I have to lower it onto my chest to clean the speck of crud from the output gear because, in all its wavering, it had come in dirt-collecting contact with the frame of the vehicle or the cross-shaft.

The remainder of the installation is by the book, including the drilling of the tunnel-cover. The dimensions given as a starting guide were spot-on for my 4 cyl. 109". This 2" diameter hole can easily be cut with a hole-saw on an electric drill. I have discarded the shake-proof washer between the locknut on the operating lever and the pivot arm, simply because it was immensely frustrating to go to shift and have the lever swivel away from me! Speaking of which, the operating lever adds mightily to the appearance of the driver's compartment. There is a veritable forest of sticks and things in the overdrive'd LR cab, and passengers wonder about all these things you're doing when merely going through the gears. As I've said, you can shift into or out of overdrive in any gear, at any time. You may want to use it as 2nd gear when climbing out of a standing start. (Usually, a resounding clunk results from double-de-clutching into second when climbing -- I have trouble co-ordinating sound to speed).

Or, shift into overdrive after reaching third gear for a good urban cruising ratio. For a power play, my 109" gets best acceleration by using normal first, second, then overdrive, then third and top. The ratio actually splits the normal range, so one doesn't get a 'full' gear using the units in this manner, more like '2nd-and-a-half'.

On a recent trip from my Montreal home up, through the North Shore region of Quebec to Sept-Iles, it was a great thrill and driving challenge to really learn the overdrive operation. Having the IR's relatively low power under non-overdrive conditions, I wasn't too upset at the manner in which road speeds fell off in hilly areas with the overdrive in operation. Power is noticeably reduced. The trick is not to push the vehicle up hills, but to shift to a lower range as soon as possible. At times, shifting out of overdrive in fourth would see me up the hill, whereas other climbs would require first dropping to third, then out of overdrive. At the crest, I would allow speeds to pick up and then shift all the way up barrel down the far side at up to 100 Km/h. Very similar to tractor-trailer operation. For that trip, my IIA 109" averaged 31 Km (19 miles) per gallon petrol, for 2500 Km.

In overdrive, I find that shifting the main box could be done at the following speeds: 1st to 2nd: 30 Km/h (18 mph); 2nd to 3rd: 50 Km/h (30 mph); 3rd to top: 80 Km/h (50 mph). Of course, more conservative operation will prolong the life of the machine, but this is not harsh work. Down-shifting the main box can happen at the same speeds (getting a pre-Series III into first, however, needs a finely tuned but somewhat deaf ear), but down-shifting out of overdrive in fourth shouldn't occur above 90 Km/h (56 mph) and then should be double-clutched. I feel that the unit's synchromesh isn't strong enough to get the main box spinning that much faster in the brief moment it's allowed and some powerful grinding has been heard from the innards of my overdrive during such an operation at moderate speeds. At lower speeds, and in other gears, the unit shifts up and down with the smoothness of a VW.

Towards the end of my excursion north, I was waved off the road by Land Rover builder and fan Pierre Lemieux, Working out of Mont Carmel, Kamouraska County; Lemieux has installed overdrives from their inception in vehicles which he has built for customers and he told me a tale of woe regarding the earliest units: it seems that insufficient hardening (metal) resulted in spline wear on his overdrive, and Richard Hubert (Atlantic British Parts) relates that Fairey recognized this problem very early in the game and now, as Hubert writes, ". . . we have received endless praise from purchasers of overdrives, who are very pleased with them." He goes on to say, "From our experience, they have proven to be the most durable part of a Land Rover, their durability far exceeding that of the transmission . . . . In fact, I personally know of no overdrive unit which has failed at all, except where it was allowed to run out of oil." Certainly this praise is justified, my unit, with over 14,000 Km of operation in the past nine months, is in like-new operating condition. I do, however, as a pessimistic precaution, carry the original gear, bearing and housing in a little bag, ready for a roadside re-fit! Finally, and this is important, speeds should be kept to a minimum before shifting into overdrive when backing up.

# # #

ROCHESTER CARBURETTOR CONVERSION . . we are indebted to Robert Harland, P.O. Box 281, Iriquois Falls, Ontario, POK 1E0, for the following: I found the Rochester carb conversion a relatively simple operation except for the accelerator linkage. The carburettor was from a '69 Chevrolet which replaced the Zenith on the Land Rover. Using a file, I reamed the manifold stud holes at bottom of the Rochester unit; the fit was perfect. After much experimenting with lengths of several pieces of heavy coathanger wire, I eventually came up with a satisfactory linkage arrangement. It is to be noted the throttle lever of the Rochester model was reverse to that of the carburettor it replaced. The conversion in this instance works very well and has resulted in improved gas mileage and power. Cleaner burning of fuel is also reported. (Ed. note: in re Rochester carbs readers are cautioned against assuming any carburettor of that name will be compatible with IR. Richard Hubert of Atlantic British Parts says, ". . . catalogue lists over 3000 approx. models and variations . . . many will not come close to fitting IR. Even those which do fit will not usually work out. It is wise to first make sure the Rochester unit can be modified to work correctly.")

BRIAN DYER, Bedford, Nova Scotia whom we've come to look upon as an anchor-man to ALROC on the Atlantic side contributes the next three items for the benefit of our readers. Many thanks, Brian.

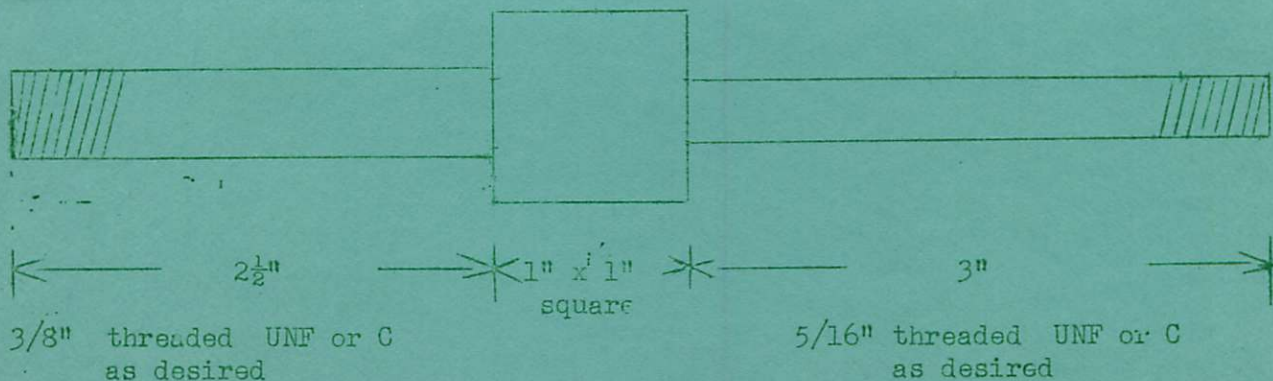
MORE ON PARKING BRAKE . . . Now where else but in these pages would you expect to run across this gem? Brian tells TRANSFER BOX that in the conversion process RHD to LHD, the parking brake on LHD Land Rovers tends to remain on and thus wear out faster. To improve both service and shoe life locate the vertical rod which is to the right of the transfer box. (The part number of this rod is not known because, Brian writes, the parts books ignore LHD conversions, but, inspection will make it quite obvious. Chances are that it will still be as it left the factory. Note the two nuts ( $\frac{1}{2}$ " AF) forming a lock-nut at top of the vertical rod. . . . Remove nuts and place one each side of the relay lever; now adjust relay lever to original position. . . . This simple and logical change will ensure that the brake shoes are positively applied and released at successive operations of the parking brake without reliance upon the return springs.

RE-CONDITIONING BRAKE DRUMS . . . Brian reports that he gets many LR owners who have allowed their brake drums to be machined. Observe -- it is clearly cast on the casting that machining is not to exceed 0.060", a figure which is placed there as a warning. However, the warning is rarely heeded because most scores go way beyond or deeper than 0.030". . . . Failure to observe this precaution results in poor brakes since the high spots in the linings have bedded in; inability to utilize snail-cam adjusters. The problem does not confine itself to that point however. It extends to the CB cylinder and its inability to deliver the increased volume of fluid required. . . . There are 3 remedies:

- 1) fit new drums or,
- 2) fit large-size CV style cylinder or,
- 3) fit thicker-gauge shoe linings

MOUNT FOR DELCO-STYLE ALTERNATORS ON LR 2 $\frac{1}{4}$  BLOCKS . . .

This device enables direct mounting of Delco-style alternators to the blocks of all 2 $\frac{1}{4}$  LR engines. It fits directly into such blocks where the generator bracket now goes.



USE M/S or TOOL STEEL STOCK

(Ed. note: much to our regret due to shortage of time, we missed seeing Brian Dyer on his late-summer stop off in Ottawa. It is noted that he took back with him, to Nova Scotia, several pounds/kilos of parts from ALROC's deposit of LR parts, located at Laurier Motors here. Greatly appreciated).

From the on-set of frost through to tiptoe-through-the-tulips time in this deepfreeze country (Yes, Virginia, there are red flowers as well as Red Coat in Ottawa), your editor makes like Atlas at the front-end of his 109, which means sometime around Halloween when the 'Do Not Disturb' sign is hung on the starter-push and 'Insert Here' on the front bumper. (So there's a near one?) The technique is adopted in the belief that 1) it conserves energy and prolongs life of the battery, 2) reduces wear and tear on the starting motor, 3) progressively increases risk of cardiac arrest even in layabouts and pipe-smokers, 4) that eventually his right arm will be found hanging from a tree. In fewer words your editor hand-cranks to start.

Trouble is as the girl said<sup>to</sup> the sailor, having to genuflect in front of the icon and, as it were, peer up under its skirts to make connection with the female end of the business all in public like, requires a kind of leaden coolth given only to the likes of males in centre-fold. Furthermore, your right knee gets wet.

The solution to the problem if you are at all interested that is, rests in devising a fitting to guide the rather heavy male member to the slot built for it, at the front end of the crankshaft. With this fitment, we now do the job standing up. The fitment comprises 2 pieces of 3-ply about 3" x 6" in which a fairly steep 'V' is cut in each to a depth of, say, 2½". Drill holes to take 2 carriage-bolts with plate washers, at the widest points possible of the PTO tunnel in the frame member. Quarter-inch bolts serve very well for this. Connect up the crank handle, and install the 'V' pieces to the level and touching against the cranking member. Tighten well the nuts. Smooth intromission will be facilitated if, after the crank handle is through the bumper slot for it, it is quarter-turned so that the key-piece, at point of crank-handle<sup>is</sup> perpendicular to avoid meeting resistance which must occur with the key-piece at any other angle. We believe there is much merit in this technique. Even if one is not disposed to making regular practise of hand-cranking, we are convinced the mere turning over your engine on very frozen mornings, afternoons or evenings with your LR un-sheltered particularly, has a lot in its favour. Proof of this may be actually felt even --- feel how much softer and freer are the moving parts after a round dozen or so of cranks. Here we must utter a caveat in the interests of personal safety. It is of the utmost importance that the timing of the motor is correct period. Unless this is so, there exists a very real risk of your motor kicking-back with possible serious injury to the person with the crankhandle. It is also recommended: thumb of cranking hand be kept parallel with the handle and not around it, as when you are carrying a suit-case, say. The parallel position makes for more positive break-away in event of a kick-back. As Thomas Campbell has it in 'Hohenlinden', "All bloodless lay the untrodden snow". Let's keep it that way!

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

#### TRANSFER BOX

WE TAKE PLEASURE in extending compliments to Robert Grenier, early and loyal supporter of ALROC from Hull-Gatineau area, for his recent achievement in the discovery of a 16th century shipwreck in 30 feet of water in the harbour of Rod Bay, Labrador, believed to be the San Juan, a Basque whaling galleon. Robert was the leading member of the Parks Canada Underwater Archaeological Research Team responsible for the discovery. The find was reported in Maclean's, December 4; an expanded story will be found in the December, 1978 Canadian Geographic Journal. Robert told TRANSFER BOX he got a charge out of the reporter who said he knew he had the right address the moment he saw all those Land Rovers out front. A natural for an archaeologist!

This Space Is Your Space -- FEEL FREE TO USE IT

Please Deal Direct With The Person Advertizing

Members are respectfully requested to keep TRANSFER BOX informed of results accruing from Market-Place advertizing. Our dream for ALRCC includes commercial advertizers from all over. Written proof that this publication encourages sales and service will be invaluable to us when that time comes. All you need do is to drop us a line.

SHOWCASE 13     FOR SALE     Engine hood or bonnet complete unit with spare wheel mount & fittings. Condition 'excellent' \$75 freight collect  
 replies to:     Brian Dyer     P.O. Box 64 BEDFORD, Nova Scotia

SHOWCASE 14     WANTED     The benefit of your experience please, in the conversion of a Buick 215 to Land Rover. Brian Dyer as per #13 above will welcome letters from anyone with first-hand experience with this job.

SHOWCASE 15     WANTED     used S 40 power take-off propellor shaft & gearbox for an 88" Land Rover  
 replies to:     Niels Holbek, U.B.C. Research Farm #2 R.R.#1 Campbell River  
                   British Columbia V9W 3S4 phone 604 923 5853

SHOWCASE 16     FOR SALE     Land Rover 1966 88" Station Waggon tropical roof twin canoe rack grill guard tow-bar brackets VW seats (considered more comfortable than LR product)  
 replies to:     Phil Johnson P.O. Box 18 R.R. #1 Site 1 Morinville  
                   Alberta TOG 1P0 phone 403 939 2775

SHOWCASE 17     FOR SALE     LR wheel-rims 16" with tires (used) 5 of them  
                   "     Bumper front  
                   "     Roof Assembly to fit 88" LR (top part only)  
                   "     Snow Plough 6 feet complete & ready to install will fit 88" and 109" units

replies to:     Paul Socholotiuik 451 Adelaide Street, West Toronto Ontario  
                   phone 416 366 3633 or 416 284 7103

SHOWCASE 18     WANTED     information with respect to converting LR to camper. If you have experience in this please share it in a letter.

                  "     any six-cylinder engine with NADA specs

REPLIES TO:     Donald C. Beckett R.R.#1 Waterdown Ontario LOR 2HO

SHOWCASE 19     FOR SALE     Land Rover 1959 88" for parts  
                   includes engine 'engine is good' engine only \$ 200.00

replies to:     J.G. Godwin 'Winsley Farm' R.R. #1 Arva Ontario NOM 1RO  
                   phone (519) 666 0295

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A REMINDER . . . Transfer Box sees part of its function to search for material of value as an archive of Land Rover literature and graphics. We will welcome print matter of every kind bearing the words Land Rover. All material will be acknowledged and carefully preserved.

In this particular we are anxious to learn whereabouts of other tribes of LR boffins anywhere in Christendom and out of it. Readers would confer a favour by asking friends overseas to report back any LR activity and postal address for an exchange of drum or smoke signals.

ALROC MARKET PLACE continued:

SHOWCASE 20 WANTED road wheels 16" 'standard' Series IIA 4 needed  
replies to: W.O. Pruitt phone (204) 453 5572  
220 Wildwood Park Winnipeg Manitoba R3T 0E3

SHOWCASE 21 WANTED engine 6 cylinder Land Rover (2.6 litre petrol model)  
replies to Klaus Wittann Apartment #114  
1716 Main Street, West HAMILTON Ontario L8S 1G9  
phones: (416) 526 9932 (416) 528 8811 local 420

SHOWCASE 22 WANTED re-built transmission Land Rover Series II  
" engine LR 2½ litre petrol or deisel pref. re-built  
replies to: J. M. Hughes 661 Pimlico Place KINGSTON Ontario K7M 5T7  
(phone number not furnished)

SHOWCASE 23 WANTED Land Rover pick-up S or L wheelbase petrol or deisel  
would consider engine not in running order  
replies to: Paul Burgis 4086 #7 Highway UNIONVILLE Ontario  
phone (416) 297 1328 L3R 1L4  
# # #

TRANSFER BOX is a programme of Association of Land Rover Owners Canada c/o Ap't 2  
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