

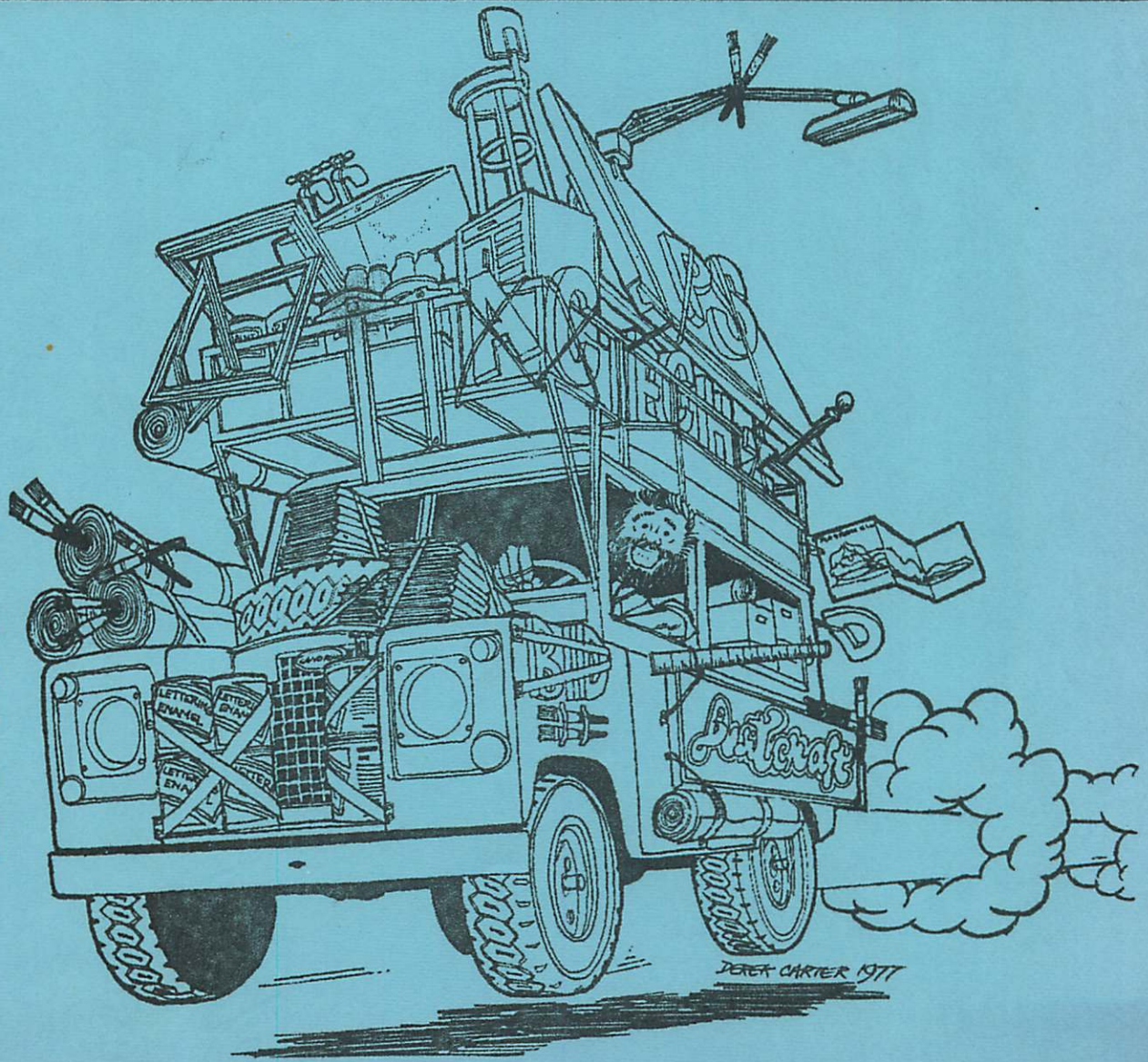


LAND - ROVER

TRANSFER BOX

Published by the Association of Land Rover Owners of Canada

(ALROC) c/o Apt. 1, 95 Fourth Ave.,
Ottawa, Ont., Canada
K1Z 2L1 (613) 232-6204



"OUR ARTIST RUSHING TO BEAT THE DEADLINE FOR THIS ISSUE"

Transfer Box will look a little different this issue. Harold Huggins T-B's mentor was unable to polish this issue as he went to the west coast after the sudden death of his brother. ALROC members extend their condolences to Harold and his family.

Some of the copy in this issue was prepared by Algonquin College Journalism students: Reid Masson, Marion Buttars, Bruce Stuart and Darlene Dempsey.

"YOUR EXECUTIVE 1979 - 1980"

ALROC will be charging into 1980 with it's first executive and a newly accepted constitution. At the wheel is president Harold Huggins, navigator is Gordon Bernius, bill payer is Andy Graham, and scribe is Andrew Finlayson.

These offices were filled by acclamation and the term will run until Sept. 1980.

For those of you who have not seen the constitution, this is it;

1. The name of the Association shall be the "Association of Land Rover Owners of Canada"
2. The Objects of the Association shall be
 - a) to promote, support and protect the interests of Land Rover vehicle owners and operators and their vehicles
 - b) to raise, receive and hold contributions of money and property to support the objects of the Association
 - c) to do all such other things as are incidental or conducive to the attainment of these objects subject only to the laws of Canada and its provinces and territories
 - d) to function without purpose of gain for its membership and to use all profits or other accretions to the Association for the promotion of its objects
3. The membership of the Association shall consist of owners and operators of Land Rovers and persons sympathetic to the objects of the Association who shall have paid all dues as determined by the Association.
4. a) The Officers of the Association shall be a President, a Vice-President, a Past President when applicable, a Secretary and a Treasurer who shall serve without remuneration or profit from such positions
 - b) Officers shall be elected annually by and from the membership of the Association

5. Meetings of the Association

- a) the Association shall meet annually for the presentation of Reports of the President; Secretary; Treasurer; and Standing Committees when applicable; Amendments to the constitution and By-Laws; consideration of Resolutions; installation of Officers; and any other business pertinent to the welfare of the Association

6. Amendment of the Constitution and By-Laws

The Constitution may be amended or repealed only by a two-thirds majority vote of the eligible members voting by mail. Notice of Special Resolution to amend shall include details of amendment and shall be distributed to all members in good standing not less than thirty (30) days prior to the date of the Annual General Meeting.

A.L.R.O.C. MEETING

The meeting in Ottawa on Tuesday, Sept. 25, 1979 got underway with the members agreeing to send a letter of appreciation to Mr. Nethercott for the artwork he had done for Transfer Box.

Secretary/Treasurer Andy Graham then gave a report on A.L.R.O.C.'s funds. The balance as of Aug. 31, 1979, was \$651.39 (a more complete report follows).

Graham Skuse suggested that members of The Technical Committee offer their services to A.L.R.O.C. The members of the Technical Committee were then contacted and they agreed.

Members decided that all publicity would be done through Transfer Box and Harold Huggins agreed to be the Publicity Chairman.

Huggins then brought up discussion of election proceedings. It was decided, upon recommendation by Ivor Symons, that members present at the meeting be the nominating committee. Huggins was nominated for President, Gordon Bernius as Vice-President, Andy Graham as Treasurer and Andrew Finlayson as Secretary.

Ottawa was selected as the site for the archives. The nomination of Chairman for the Archives will be held through Transfer Box.

Andy Graham moved that Graham Skuse look into the production of an A.L.R.O.C. t-shirt, and a decal for the member's vehicle.

The members decided that a directory of A.L.R.O.C. members will be put together and distributed among the membership.

Jerry Dowell announced that a price list of all the Land Rover parts obtained from Sudbury will soon be published in Transfer Box.

FINANCIAL STATEMENT

Opening Balance

CREDITS

Membership	\$1,261.41	
Bonations	5.00	
Parts	163.90	
Advertisements	44.50	
Back Issues	39.20	
Cancelled Cheque	95.00	
Misc.	5.92	
		Total Credits <u>\$1,614.93</u>

DEBITS

Transfer Box	\$387.24	
Postage	352.81	
Telephone	79.07	
Stationery	22.24	
Misc.	122.18	
		Total Debits <u>\$963.54</u>
		Closing Balance <u>\$651.39</u>

ROVERING LATIN LOVER

Land-Rovering Latin America can be an unforgettable experience, says Ottawa native, Jean-Marc Felio. After spending a year and a half doing just that, he should know.

Jean-Marc began to prepare for the trip in the summer of 1977. The first major change was to install an eight cylinder engine in place of the standard six cylinder in his vehicle. He says this is not a necessity, but his old engine didn't run, so in his case it was.

His Land Rover had many changes on it which involved rather unique parts. These went from Willis and Cherokee axles to Ford Falcon brake shoes. .../4

Other changes necessary for the trip included a different fuel pump. "It can be surprising what is found in the gas in South America", says Filio. He also installed a different air filter, reinforced the axles and put on heavy duty air shocks.

Jean-Marc planned to live in the Land Rover so he set it up as a home. It was equipped with a refrigerator, stove, bed and all the comforts possible. He also brought along a boat on the roof.

He left Ottawa Oct. 2, 1977 to start on his journey.

The Land Rover ran well until he got into Mexico. On a rough dirt road the rear shocks literally exploded, leaving the Land Rover driving down the road at a 45 degree angle.

To compensate for this, Jean-Marc took the boat off the top of the truck and got rid of it. He also got rid of his bed and numerous other articles inside the camper. He slept on the board for the rest of the trip.

This was only the start of his troubles. "Everything broke at least once", he said but he pressed on ^{to} Central America.

One of the more enjoyable parts of the trip was driving down the beaches in Mexico and Guatemala. Jean-Marc often slept on the beaches in the Land Rover. "Guatemala is fantastic, and easy to tour in a Land Rover."

He went through Colombia, Venezuela and down as far as Bolivia, before starting back.

In Colombia he went into a restaurant to eat. When he came out 20 minutes later, the doors on the Land Rover were open and everything inside was gone, including all his photography equipment and more than 300 films.

In May the Land Rover suffered its final problem in Colombia; the motor parted company with the chassis. At this Jean-Marc decided to sell it.

Somebody came to see it one evening, and without even taking a test ride, gave Jean-Marc \$1,300 for it. At this time, besides the motor problem, the tires were shot, the suspension broken, the transmission had its problems and the doors wouldn't close. But it looked good! "I took the first plane back to Ottawa in the morning."

Jean-Marc says the Land Rover is a real workhorse, "they use it to plow the fields in Venezuela" but it is not designed for long trips. The trip cost him \$20,000 including \$6,000 to prepare the truck and \$2,500 in repairs along the way.

The end result? Jean-Marc is planning to take another trip over the exact same route, within two years.

"The good times more than made up for the problems. It was an incredible experience."

TOURING TO TWEED



Above are some of the vehicles that made the trip to Tweed sit on a bluff overlooking part of the main campsite. At night this knoll was transformed into a haven from darkness as the warm glow of the campfire drew L-R owners in from the scattered tent sites for laughter, libation and, by morning, laryngitis -- the price of a song well sung.

Land Rover owners roamed to the Actinolite area for a weekend of fun and good fellowship among this association on July 21st weekend.

The 75 to 100 people that went, came from as far away as Montreal and the Hamilton-Toronto area.

The weekend organized by Paul Socholotiu from Toronto had good weather and an exceptional campsite, however, there were a few dusty problems.

The weekend was unstructured with no agenda planned and while some ventured off to explore the area, others remained close to the campsite. An obstacle course was the only event scheduled and it was set up around the campground.

On Saturday night, everyone sat around the hearth for a typical campfire scene.

On Sunday, a small meeting was held and members talked about the weekend. They decided it was quite successful and a similar get-together may be held next year in the same area.

The types of rovers were as varied as the owners. Models ranged from 1954 to 1974. There was diesel four cylinder 88 and the seldom seen 101 inch wheel base forward control model.

The V-8 powered 101, owned by Simon Skuse, was one of two the family owns. They were purchased from a garage near Carp, Ontario which obtained them from the Canadian Army. The vehicles, brought from Britian, were for testing by Canadian forces, were unused as the Canadians decided to go with American made models.

V-8 CONVERSION

Martin Jenson of Crystal Bay, Nevada, has always been a Land-Rover enthusiast. His first experience with Land-Rovers came when he obtained a badly wrecked 1974 Series 111 88". However this machine didn't have power and Jenson began to look elsewhere.

After trying, without much success, to obtain a Range-Rover, Jenson decided that he would build his own. He first traded his old 88" for a little white Series 111 88", a 1973 model.

A friend of Jenson's introduced him to the owner of a 109". This was not an ordinary 109", for under the hood was a clean Ford 289 cu.in. engine. Jenson and the 109" owner agreed on a plan in which the 289" would be placed in Jenson's Rover. In return Jenson would obtain another 289 for the 109" owner and have it rebuilt and balanced.

The old engine was taken out of the Rover without much difficulty. Then came the tedious task of installing the 289.

The new engin mounts were cut using cardboard as templates. The engine was then set in place. A new radiator was installed, a new starter fit into place, and finally a new throttle linkage was hooked up. Still there was more work to do and many problems were encountered along the way.

Finally, six months later, the time had come for a trial run. Jenson couldn't begin to describe the excitement and happiness he felt as he drove along with a beautiful hum coming from beneath the hood.

Now, a year and a half later, he can give an encouraging report on the vehicle's progress.

Gas mileage is around 15 mpg, but Jenson feels that what he lost in gas mileage he has more than made up for in power. The Rover can maintain a speed of 60 to 65 uphill and speeds of 75 mph along the flats are not hard to reach.

Jenson has added 15 x 18 Jackman white spoke wheels, a set of Fairey hubs, a tilt hood arrangement in which the entire front swings forward, an overhead console for radios and instruments and an auxiliary fuel tank which fits underneath the bed.

In short what began as a dream for Martin Jenson, has now become a dream machine, and as Jenson himself admits, his Land-Rover has become the story of his life.

HOT STUFF

I am a proud Land-Rover owner but have found one defect in the vehicle. The original heater will not even take the frost off the windshield on a cold morning. To solve this I suggest a) use a spray urethane and cover the interior with carpet or b) use heavy rubber-backed carpet to glue or screw to the body. Place a heater in the rear of the vehicle and connect the water lines (insulated with waterpipe insulation) in series with existing heater.

The urethane method is not recommended for the driver's compartment as it interferes with repairs. Instead, insulate with standard fiberglass bats behind the dashboard and with heavy mat material around the finewall and under seats.

All this not only helps to keep the Land-Rover warm, but cuts down on engine and gear noise.

In relation to repairs, I find Mr. Peter Hirst of the Muskoka Land-Rover Center to be an extremely qualified mechanic. He has numerous ideas and products to improve a Land-Rover's performance, as well as hard-to-get parts.

Robert A. Harland
Box 281
Iroquois Falls, Ontario
POK 1E0

"FWD TO 2 WD AT SPEED"

(This tip courtesy of Graeme Shelford, 3471 Bamfield Dr., Richmond, B.C. V6X 3B3)

Here are the details on modifying the Land-Rover to change from four wheel-drive (high range) to two wheel-drive while moving. In other words, how to avoid having to select low range to get out of four wheel-drive. This is applicable to the Series IIA and earlier standard transfer boxes (not the all-helical).

Remove the gear selector control shafts dust cover. Push in the lower of the two visible selector shafts. Rovers do it by interconnecting to the transfer lever in a typically British overcomplicated way. My modification simply introduces another lever (making four in the cab) to push the shaft back in.

When driving in four wheel-drive, simply push the lever forward, ease up on the gas pedal and CLUNK - two wheel-drive. Selecting four wheel-drive and use of the transfer lever is the same as before.

Ron Williams our Technical Editor Comments:

The four wheel to two wheel diagrams look quite feasible. The gears are initially selected through spring pressure. I would presume this is done to have the gears intermesh at their convenience, so to stop breakage. In theory the gears should come out the same way or by stopping the vehicle to relieve pressure, on the gears. However by using the lever in the diagram you are shoving the gears apart manually. This is not bad as long as the load on the gears at separation is none or very little. The more load on the gears at time of separation the more chance of chipping an edge of the gears as they part. The only other problem that I could see was you have now exposed a sliding shaft that may allow corrosion and rust and dirt to enter the transmission.

Thank you! Lise Desmarais, a student of Graphic Design at Algonquin College, drafted the following drawing of the gearbox assembly.

New lever added to push selector shaft

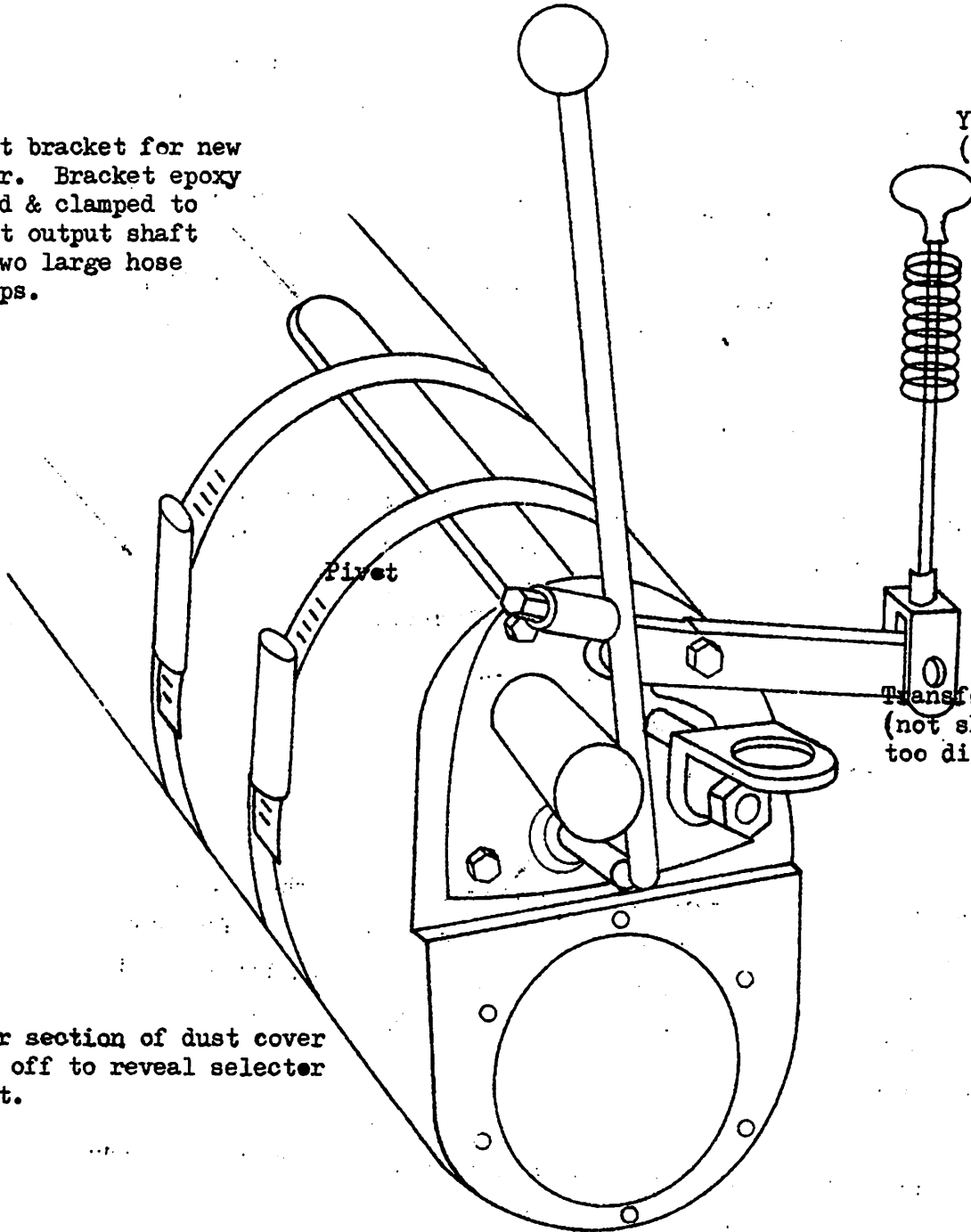
Pivot bracket for new lever. Bracket epoxy glued & clamped to front output shaft by two large hose clamps.

Yellow-Knob
(Standard)

Pivot

Transfer lever
(not shown because it is too difficult to draw)

Lower section of dust cover
sawn off to reveal selector
shaft.



"CLUTCH DEGREASING" (Graeme continues)

Incidentally, I developed a method of degreasing the clutch. I fitted a nipple to the threaded drain hole on the clutch housing and, via a length of polyethylene flexible piping, pumped in a quart of "Dunk" degreaser. ("Dunk" is water-soluble, unlike other volatile degreasers that risk explosion or fumes.) Remember to first work the clutch by revving the engine in gear, and slipping the clutch with foot on brake.

Continue to do this, leaving the engine idling, and pump in "Dunk". Wait 15 minutes with the clutch depressed by means of a suitable piece of wood. (Note: put the transfer lever in neutral as well.) Drain out the "Dunk" and pump in water. Alternate until the water appears clean.

AVOID HALF SHAFT BREAKAGE by Ron Williams

Drive with caution - do not allow wheels to spin and then stop or get traction suddenly. If you think there may be a problem with traction or loads go to 4 wheel drive sooner.

MOVED ----- Atlantic British Parts of Canada Ltd.
is now at: P.O. Box 1068 Waterloo,
Quebec JOE 2N0

1-514-539-2669

The Rovering Collector

ALROC desperately needs an interested volunteer to assume the role of archivist, historian and general collector of all things Land Roverish. The task would entail contacting other L-R clubs and arranging exchange of newsletters and technical tips and collecting and maintaining a resource library of sorts on our beloved vehicle and its family tree.

NOTICE

The company which manufactured the positraction unit for Leyland has gone out of business - so no parts are available for this unit.

RUSTPROOFING - The following article is reprinted from Rover Owners Association of

Michigan newsletter.

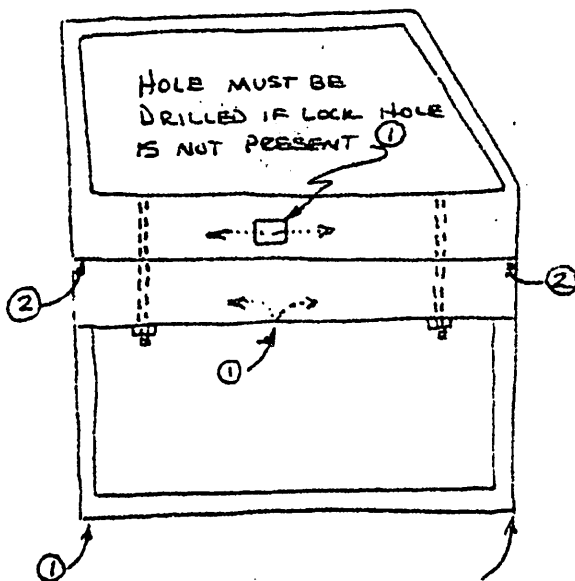
LAND-ROVER RUST PROOFING

THE PURPOSE OF THIS EXERCISE IS TO COVER AS MANY INTERIOR AND EXTERIOR SURFACES AS POSSIBLE TO PREVENT MOISTURE AND SALT FROM ATTACKING YOUR LAND ROVER.

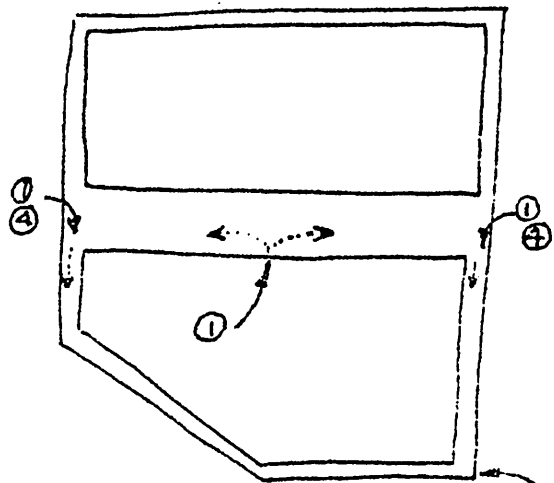
SOME DIFFERENCES MAY EXIST BETWEEN THIS DIAGRAM AND YOUR SERIES I, II, III, 88 and 109, BUT THE PRINCIPLES INVOLVED REMAIN THE SAME.

ARROWS DEPICT HOLES TO BE DRILLED. PLEASE REVIEW DIAGRAMS AND NOTES BEFORE STARTING. ALL HOLES ARE TO BE DRILLED WITH A $7/16$ " TWIST DRILL. SOME HOLES, AS NOTED, MUST BE ELONGATED TO PERMIT BENDING THE HOSE IN CONFINED SPACES.

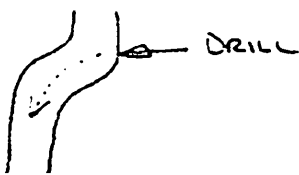
DOORS, FRONT L+R (3)
88 and 109



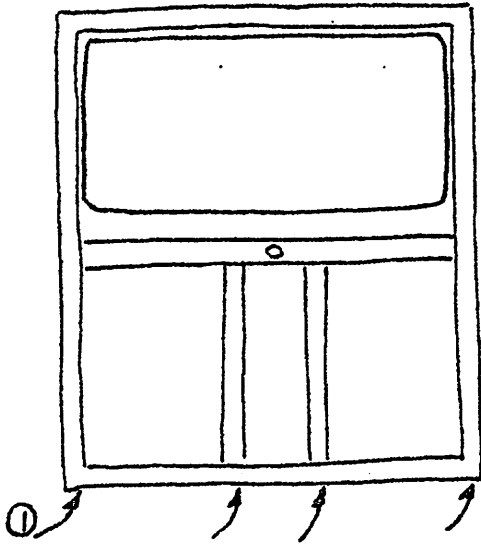
DOORS REAR L+R
109



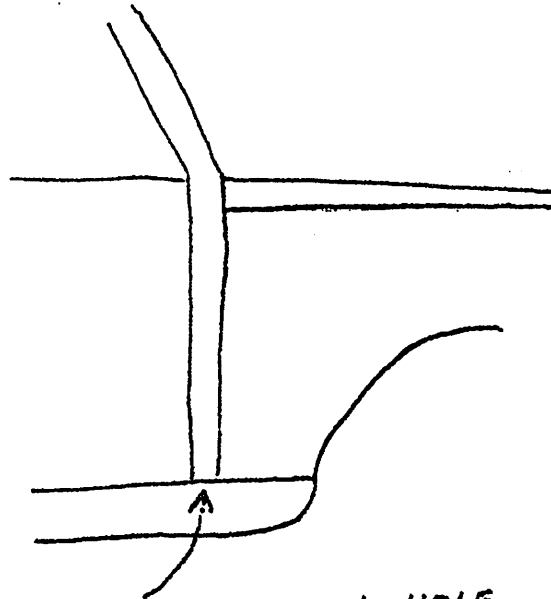
- ① HOLE MUST BE ENLARGED TO APPROX. $3/4$ " LONG.
- ② DOOR UPPER HALF MUST BE DISMOUNTED TO DRILL HOLES IN LOWER SIDE OF UPPER DOOR. HOLES SHOULD BE DRILLED NEAR THE END TO ALLOW PASSAGE INTO UPPER FRAME.
- ③ UPPER TRIM PANELS MUST BE REMOVED FROM DOORS
- ④ HOLES ARE DRILLED IN CURVED SURFACE OF DOOR FRAME TO ALLOW PASSAGE INSIDE FRAME TO BOTTOM OF DOOR.



REAR DOOR ③

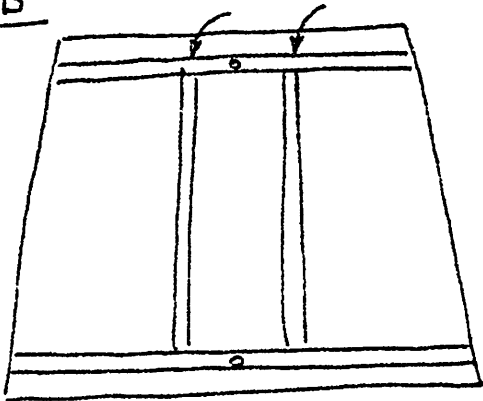


BULKHEAD



ENLARGE EXISTING HOLE TO 1/2". PUSH FOGGING WAND ALL THE WAY TO WINDSCREEN.

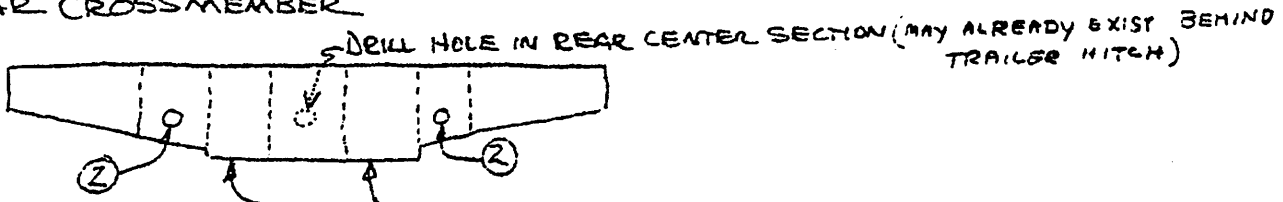
HOOD



FRAME

THE VEHICLE FRAME SHOULD BE STEAM-CLEANED OR WIRE BRUSHED PRIOR TO RUST PROOFING. THERE ARE NUMEROUS HOLES IN FRAME AND CROSS MEMBERS THAT ALLOW ACCESS WITHOUT FURTHER DRILLING. COATING INTERIOR SURFACES OF ALL FRAME PARTS IS DESIRABLE.

REAR CROSSMEMBER



- ① ELONGATE HOLE TO 3/4"
- ② HOLES PROVIDE ACCESS TO LONGITUDINAL FRAME RAILS
- ③ REMOVE TRIM PANEL

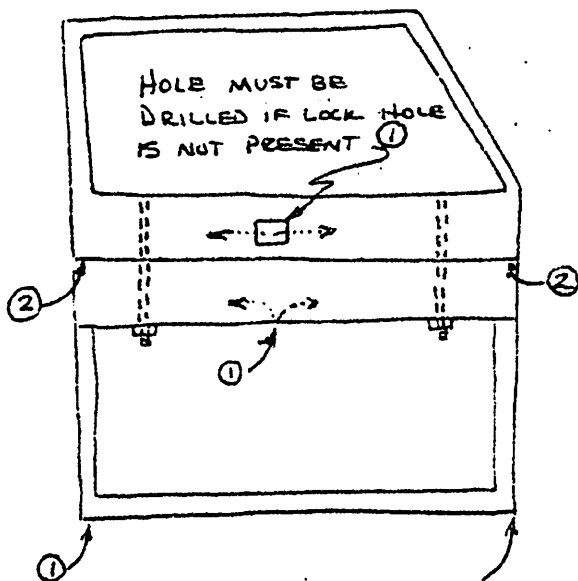
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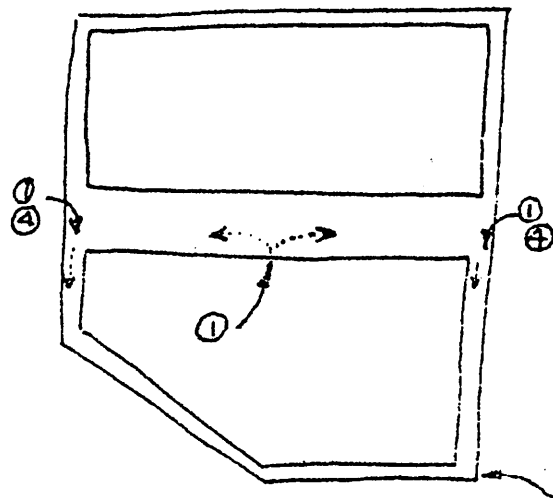
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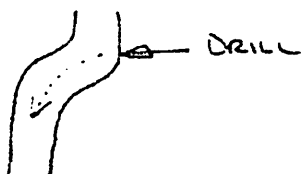
DOORS, FRONT L+R (3)
88 and 109



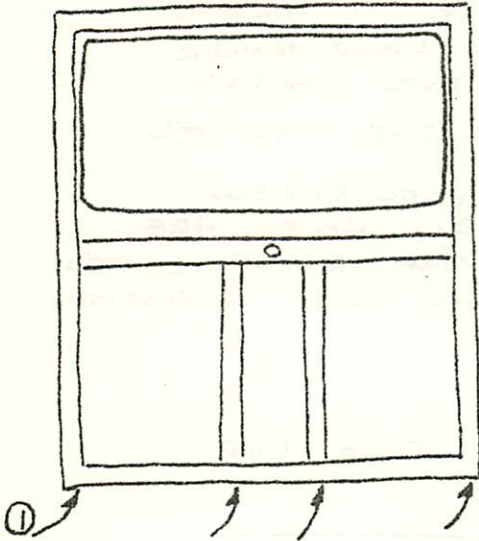
DOORS REAR L+R
109



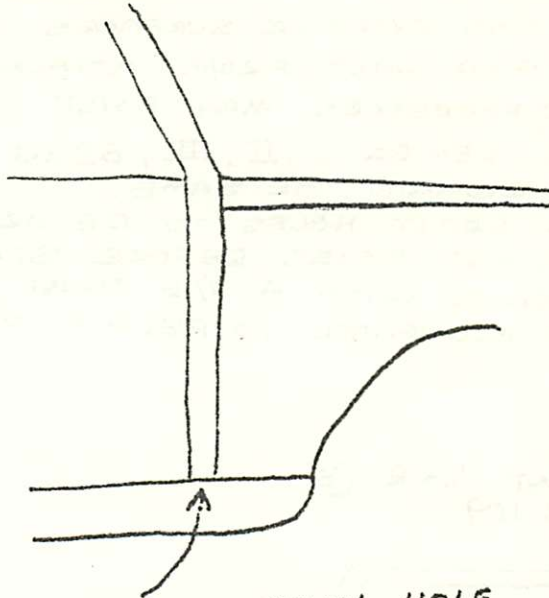
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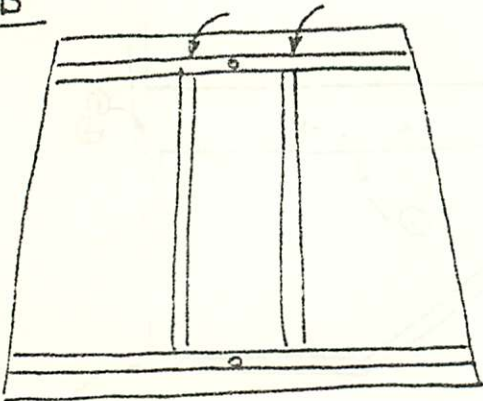


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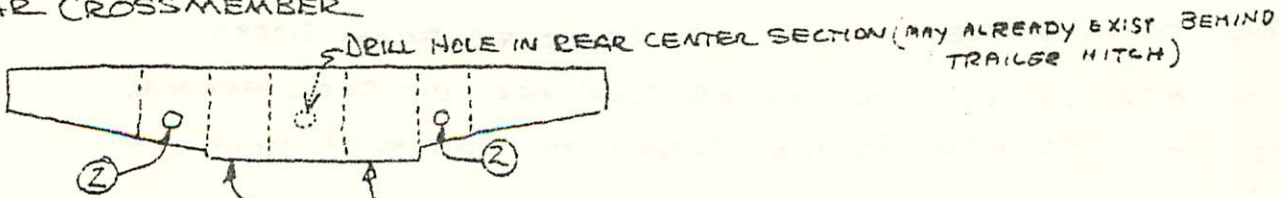
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- ③ REMOVE TRIM PANEL

Sleigh Bells mistletoe, sugar plums and Land Rovers. If you haven't yet had the old dear in for its fall tune-up, you're already pushing your luck. But whether you're a do-it-yourselfer or take it to a professional with the proper tools, there are several little extras particular to the Land Rover that should be done to assure constant chugging till Tulip time.

For instance those beastly little pressure release valves in the front and rear axles. You know, the one with the damn little ball bearing that keeps getting stuck with road crud. When that happens, pressure builds up in the differentials and axle casings and poof --- gear oil squirts past the oil seal and does a number on your brake shoes.

Simple to remedy that. Unscrew them and soak for several hours in a strong solvent, if they're really clogged, throw them away and pick up new ones. Atlantic British parts lists them for around \$4.00 each. Cheaper than oil seals and brake shoes.

Don't forget to make sure all your tires have valve caps. Salt and road sand don't do the little stems any good.

Now's the time to check fluid in those hard-to-get places. Like the front steering link box. Rather than lose half a can of 80 weight gear oil on the driveway trying to get it into that little fill hole, pick up a tube of outboard motor lower end lubricant. You can even squeeze it uphill. No spillage.

If your Land Rover has a heat riser valve, check to make sure it's free. It has to move freely if your L-R is to heat up quickly on those freezing January mornings. To lubricate, use some penetrating oil. NEVER, use motor oil because it leaves a residue that will bind the valve shaft. And if the rubber weatherstripping around the doors is getting a little old and absorbing moisture -- the kind that freezes the door shut then pulls off when you rip the door open -- spread a little silicone lubricant over the offending porous rubber and live happily ever after.

Let's not forget the hinge like looking "reverse stop main gear change lever" - it should be liberally lubricated with penetrating oil for any rust inhibiting oil. If it is not well lubricated the gear lever will wobble and be hard to put in gear.

WANTED: Parts for Zenith Carburettor
Bill Houlihan, 540 Melton St., Pembroke, Ont.
613-732-7463

WANTED: Series III Land Rover
William Lewis, 3676 Revelstoke Dr., Ottawa
613-731-3756

- WANTED: Land Rover Pickup, preferably running but at least towable
and
- TRADE OR SELL: 1967-109" tenpassenger station wagon, six cyl. NADA engine, rebuilt
trans and rear end, two sets of tires, new gauges. Needs paint.
Will trade for above-wanted pick-up. Trade for above mentioned
pickup or sell for trade for above-mentioned pickup or interesting
car. Then again I might sell it if the price is right.
K. Chapman, 203 W. Innos St., Nelson B.C. V1L 3H6
- FOR SALE: Four 15" wheels, two back seat for Series III 88", One Smiths Oil gauge,
and
- INFO: Information on the importation of Range Rovers. Martin Jensen, Box 454
Crystal Bay, Nevada.
U.S.A.
- FOR SALE: 1960-109" Petrol, with plow and back-up lights.
- FOR SALE: Landrover 109 Series 2A, 1964 4 door Station Wagon with tropical roof,
16 inch wheels, 2 $\frac{1}{4}$ litre gasoline engine, (30,000 miles since engine
overhaul). Recently restored frame and body. Asking \$3,000.00
Also for sale, following new parts at 1977 prices. 4 only 15" rims,
Fairey Hubs, main leaf springs with bushings and "U" bolts for 109.
John Hoppe, Ottawa, Ontario 733-7314
- FOR SALE: One Red Land Rover 1962. Ser. No. M023296; brake lines shot, frame rusted
motor runs smoothly, new generator two years ago, exhaust system in good
condition, body good, repainted some bad spots. To be sold "as is" in
Morrisburg, Ont. Call Collect (613) 543-3300
- FOR SALE: Two--11 inch brake drums for a 109" four cyl. L-R. One unused clutch
master cylinder (Girling) for a Series 11A Without reservoir.
One 16" wheel rim (Type Fv 607510)
One Series 11A heater complete (fan and rad together)
Peter Parsons, 1966 Queensdale Ave., Ottawa, K1T 1K1
- WANTED: A thermostate for a 1960 Land Rover. Part number 513465
Barry Scalnik 1-518-792-6192 20 Harrison Ave., Southglens Falls, N.Y.
12801
- WANTED: A dished engine hood for tire mounting (He didn't say what series)
Fred Daubar, 321 Place Ladoucer, Ile Bizard, Que. 1-514-626-0521
- FOR SALE: A 1960-109" petrol with plow and back-up lights. No other info on this
one but interested parties can contact Chas Bolieau, Concession 2, RR 1
Bourgetum KOA 1EO
- FOR SALE: Land Rover in perfect running condition is being taken off the road due
to severe corrosion of the longitudinal under frame members.
Series No. A 109" 2 $\frac{1}{4}$ litre, 4 cyl., 1970 engine 264153289, Warn Hubs
16" wheels- 5 Michelin XC 7.50 x16 tires - 5, Heavy Duty Battery (6 m
months old) New exhaust system (6 months old) Towing Pintles (Front &
rear) Windscreen washer
Vehicle in A1 Mechanical condition As is - where is - if of interest
Keith Woolnough, 4528 Mayfair, Montreal, P.Q. H4B 2E5 (514) 484-2739