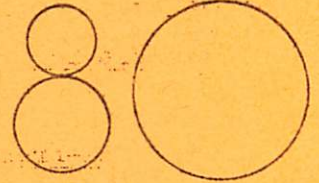


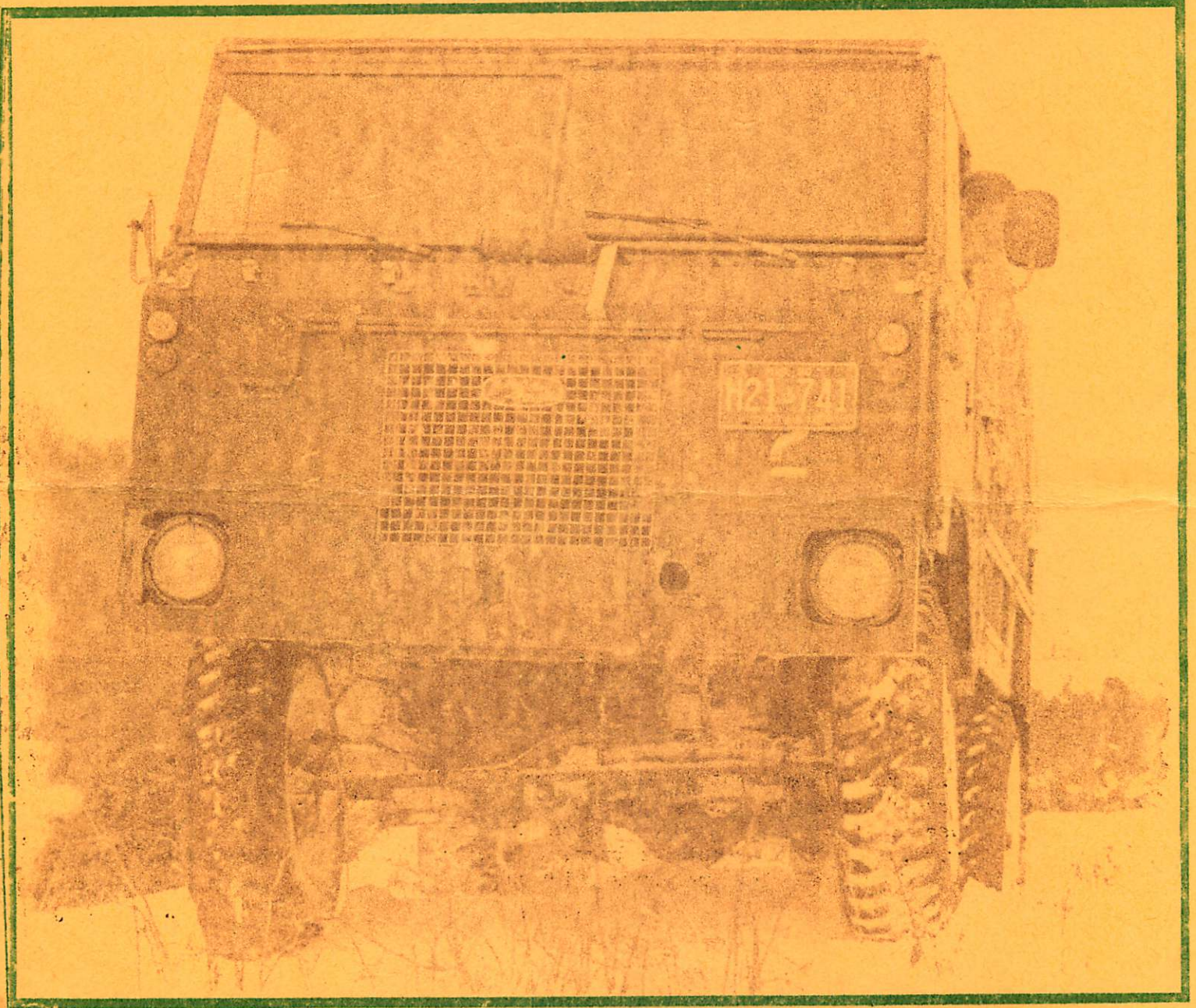
NUMBER



MAY



TRANSFER BOX



ASSOCIATION of LAND ROVER OWNERS in CANADA

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telephone: (613) 232 6204

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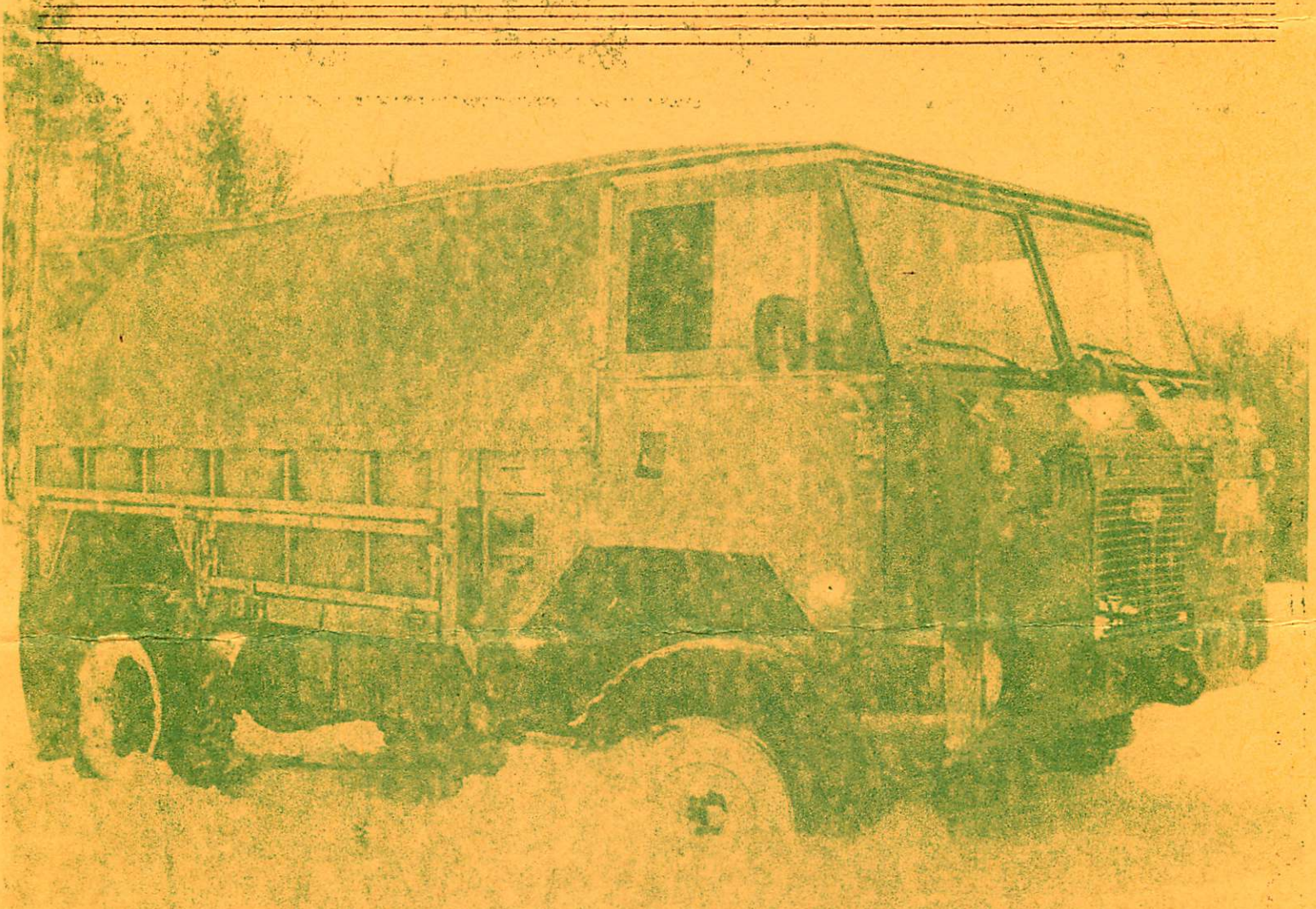
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John O'Neill
Ottawa

Paul Socholotiuik
Toronto



. . . frost-faced rooted to the vitrolite flats of coldforever
floors of landspace north, the battle-waggon-(Class'A')-canadian
moose mumbled mumbled his stomach bringing smiles to the planets
of bugs, the super-planets of bugs, the extra & the inner & the outer
& the off-shore & inshore bugs which walked the walls of his resonating tripes.

from "The Canada I Knew Before The Referendum"

THE
BRUTELY
BEAUTIFUL

COVER
STORY

L/R
101

There are few creatures that can out-boondoggle an 88 or 109 in bush trim. A mountain-goat can. A small army tank isn't too bad when the going gets rough. And Hannibal had to use an army of elephants to crawl over the Alps in his plunder of Italy.

But that was because, in the second century BC, nobody knew about the Land Rover 101.

That's the wheelbase designation of the forward-control, V8-powered mini-giant built for Britain's armed forces. Designed to power a $1\frac{1}{2}$ tonne articulated trailer and a wide variety of weapon and other military systems, the 101 floats over terrain that would stumble even the trusty short and long boxes.

The brute has a one-tonne payload, full-time four-wheel drive, constant velocity differentials and 120 cubic feet of carrying space.

The proven Range Rover 215-cubic inch engine and all-synchromesh transmission feeds 128 horse-power through 5.97-to-one differentials and 900 x 16 tires to give the 4,242-pound vehicle incredible traction and strength in the rough.

When the going gets really tough and other Land Rovers are buried to the axles, a vacuum switch locks a third differential (between the front and rear axles) and gives maximum traction to all four wheels.

The 101 can carry two people in the cab and another ten in the rear and still has room for a pile of gear down the centre of its six-foot-wide bed.

All that and the unit is still eight inches shorter than the standard 109.

As far as Transfer Box can determine, there are only two of these vehicles in Canada and they both live in Ottawa. They are the property of Simon and Graham Skuse, a father and son team of Land Rover buffs who purchased the pair from an area autowrecker in 1979.

cont'd

The machines were brought into Canada in 1972 for tests by the Canadian Armed Forces

The military apparently decided the number was a mite pricey what with its aluminium, anti-rust body and all, and, after several years of banging them round, sold them to the wrecker.

When the Skuses bought them, they also got, at no extra cost, a complete spare engine still in the crate, as well as differentials with no oil in them, a transmission filled with water and a cracked main bearing cap.

There was an assortment of dents, scrapes and generally butchered body panels, compliments of the Army testing teams.

On the plus side both vehicles came equipped with constant line pull winches, hardtop cabs and canvass tops on the back. One of them also had a complete canvass top which covered the cab as well. The winches, located under the bed on the driver's side, are the power take-off type.

Both models are equipped with 90-amp, 24-volt electrical systems which, along with the engines, have been completely waterproofed.

Because they were testing models, they're equipped with a tachograph -- a device which records road speeds and RPM -- and engine-hour meters.

The constant-velocity steering allows for a 35-degree steering lock and a 37-foot turning circle. That's about 10 feet shorter than the standard 109 with the usual universal joint steering method. In fact, the 88's have a 38-foot turning circle.

The Skuses added the Fairey overdrive for \$800 and, for a total \$3,000 above the purchase price, the pair of beauties was ready for the road and where there weren't any roads.

These are pre-production models. The vehicle was offered to the civilian market in 1975, but with a price tag now of close to \$48,000 sales are not all that brisk.

cont'd

The approach angle of a fully-laden 101 is 50 degrees. The departure angle is 46 degrees at the rear towing hook. There is ten inches of clearance under the axles.

With a 24-gallon (Imperial) or 110 litre capacity petrol tank and a top speed of 75 mph or 120 Km/h, the impressive 101 is just as much at home on the highway as it is in the bush.

The Skuses vehicle came with some options not offered with the civilian models, like a fire-extinguisher, shovel and pickaxe. Some of the military options they didn't get included a 105 mm. light field gun, a recoil-less anti-tank gun, anti-aircraft, missile, mortar or machine-gun or the mobile computer systems.

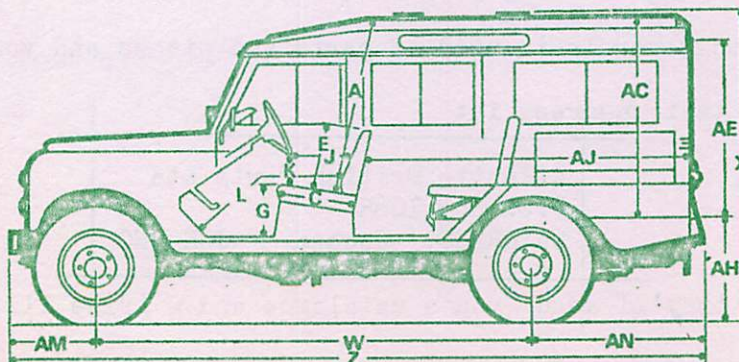
Well, you can't have everything.

But one thing is for certain. The 101 would have made Hannibal's mountain trip a lot faster and easier.

And compared to elephants, the brutally beautiful 101 is a lot easier to clean up after.

Atlantic British Parts Ltd., is operating an export office in Florida, USA for Land Rover users in the Caribbean and South America. . . . The office and warehouse, located in Lakeland, Florida, handles sales outside the U.S. only. . . . Friends of Transfer Box roving in the lands of eternal heat may now get their spares shipped to them without some of the U.S. taxman's added expense. . . The place to enquire is:
ATLANTIC BRITISH EXPORTS LTD 3616 Century Blvd LAKELAND, Florida USA 33803

10 & 12
SEAT
STATION



L/R
WAGON

ABP CANADA: *new owners*

Cliff and Bobby Cochrane are new to the Land Rover scenario. Before last October they didn't know the marque from a jeep-in-the-mud. Now the Waterloo, Quebec couple are up to their countertops in Land Rover parts - - - 1500 pieces of them.

The Cochranes are the new owners of the Canadian wing of Atlantic British Parts Ltd., taking over from Richard Hubert some eight months ago when Richard returned to the New York division at Mechanicville.

The Canadian operation was moved from Hemmingford, Quebec to Waterloo because that's where the Cochranes live.

Cliff is a veteran industrial salesman who sold automobile part stampings for years before taking over the Land Rover parts supply business. He says he's impressed with the vehicles and is catching on fast to the problems and frustrations of trying to find hard-to-get parts.

Most LR owners understand that feeling.

Sales arrangements and guarantees are the same as they were for the Hemmingford operation. The catalogue is produced by the New York office of ABP and each branch office inserts its own price lists. Mailing time from Waterloo, which is about 50 miles east of Montreal, is the same as from Hemmingford.

Richard Hubert says he returned to Mechanicville because that office was expanding: because it would prove too difficult to run the Canadian outlet from south of the border, it was sold to Cliff and Bobby Cochrane. "They can do a much better job because they're right on top of things. It is just too difficult to try and provide good service from a distance," Richard said.

If your Land Rover is in need of parts and pieces and you haven't yet dealt with the new owners, their address is:

Atlantic British Parts Ltd P.O. Box 1068 WATERLOO, Quebec JOE 2N0
--

514-539-2669

For \$2.00 they'll send you a catalogue and a price list.

L/R BACK ON NORTH AMERICAN ROAD SOON! *There are the news*

Glistening, brand new Land Rovers may soon be bumping down the roads of North America after a six-year absence.

Atlantic British Parts Ltd is importing 88+ and 109-inch models from Europe to its U.S. outlets. The vehicles will be brought up to U.S. federal emission standards and certified by an independent testing laboratory before delivery to customers.

A spokesman for Transport Canada said shortly before press time "If safety standards meet those of U.S. requirements and are so certified, there should be no difficulties in bringing Land Rover across the border from the United States." Or words to that affect.

Though the story is far from final so far as this country is concerned, Transfer Box feels that we of ALROC can afford the luxury of being hopeful at least.

Land Rover and the Range Rover -- which is also offered for sale by ABP -- were barred from Canada and the U.S. beginning in the 1975 model year because they failed to meet new Canadian and American emission-control standards.

Richard Hubert, in an interview with T-Box from the Mechanicville, N.Y. headquarters of ABP, said the vehicles were being ordered individually and will be allowed in the U.S. under recently-changed federal policy on importing foreign automobiles.

LR BACK TO NORTH AMERICA, cont'd

The vehicles will be purchased through contacts with several European dealerships with supplies of left-hand drive cars and emission control equipment similar to U.S. standards.

One drawback of the arrangement is that the vehicles will not carry any of the manufacturer's new car warranties because ABP is not an authorized Land Rover dealer. However, Hubert says ABP would ensure any vehicle was in proper condition before releasing it to the customer.

"We'll certainly allow the owner to thoroughly check the vehicle out before it is accepted to make sure there's nothing missing or wrong with it," he said.

Any additional equipment sold in the U.S., like the emission equipment or add-on options, will carry normal warranties.

Price for the 88-inch basic short-box is pegged at around \$15,000. At the other end of the scale, the 109 diesel will sell for about \$18,000, with the Range Rover listed at about \$31,000.

Because the units are to be purchased on an individual-order basis, Hubert says, the model variety offered is wide and includes the new V-8 powered, 109 station wagon priced in the "low \$20,000 bracket".

For Canadians, those figures translate into an additional 14.3 percent duty and nine percent sales tax, bringing the price of a stock 88-inch to around the tidy figure of \$19,000.

Delivery to the U.S. is expected within four to six weeks of the order date but the emission-control certificate could take an additional 90 days.

Hubert said ABP is awaiting promotion brochures before mounting a sales push but will feature the new models in the next issue of Land Rover Log, the company's quarterly newsletter.

(Ed. note: Transfer Box wishes to express thanks to Mr Richard Hubert and Atlantic British Parts Ltd for their co-operation in our assembling the above story. As well for permitting this release in advance of ABP's own planned release date).

ADVANCE NOTICE RING

UNDER LOCAL INITIATIVE OF ALROC MEMBERS IN THE TORONTO AREA, Paul Socholotiuk PHONED TO SAY THE GROUP THERE ARE BIG FOR ANOTHER WEEKEND EVENT AT THE SAME LOCATION IN TWEED, ONTARIO WAS HELD LAST SUMMER. DISCUSSIONS WITH THE CAMP-SITE MANAGEMENT HAVE BEEN HELD, ALREADY AND THE DATE SETTLED UPON . . .

W E E K E N D O F A U G U S T 1 S T 2 N D 3 R D

FOR A LAND ROVER-with-FAMILY TIE-IN may we suggest THAT LR-TWEED BE PART OF YOUR 1980 SUMMER FUN PLANS. FULL DETAILS BY SPECIAL BULLETIN TO YOU LATER.

TWEED IS SORT OF MIDWAY TWIXT OTTAWA AND TORONTO. THE SITE IS EXCELLENT. SPACIOUS, CLEAN, NEAR TO 'PRETTY' RATHER TWEEDY LITTLE TWEED TOWN.

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MEMBERS' SHOWCASE

FOR SALE

Land Rover 88" 1970 petrol Series IIA
'good condition' new radiator rear springs re-built
extra heavy-duty battery 'Rochester' conversion roof rack
radio 15" tires.

ENQUIRE: Gordon Erskine P.O. Box/C.P. 2000
Ste Anne de Bellevue, Quebec, Canada H9X 3L9
Tel. (514) 457 6610

FOR SALE

Land Rover 88" Series II 1960 Petrol 'Good running order'
ENQUIRE: Gerry Stewart Lac Guindon, Prov. Quebec, Canada JOR 1B0
Tel 1 514 224 2568
(optional: a considerable quantity of LR spares & parts).

FOR SALE

Land Rover power train from a 1973 Series III 88" vehicle
ENQUIRE: Piet Nobel 1309 18th Ave North West, Calgary Alta
T2M 0W5

FOR SALE

soft or 'rag top' for 88" Land Rover. Complete with windows,
loops, mounting hardware, rated 'new'. \$425.00
ENQUIRE: Chris Donald P.O. Box 86356 North Vancouver
British Columbia V7L 4K6 Tel. 604 987 4602

NEWS AND VIEWS COMMENT & OPINION FROM ALLOVER

"I have half-solved my problem (rust) by fitting in new steel with a Rent-All arc welder. But I did not get it totally finished before winter; so to protect the frame against the coming winter I undercoated it for \$6.00 (1 gallon CTC product)."

Jeff Wright 45 Lola Road Toronto Ontario M5P 1E5

"Have installed a heavy duty heater blower from an air conditioned Ford(1974). Required fabricating a new housing but improvement is considerable. Estimate that I get 50% to 75% more air than before."

Fred Dawber 321 Place Ladouceur Ile Bizard P.Q. H9C 1T3

"I distribute LR parts particularly in Newfoundland & Labrador. I have been in the Land Rover business for over 20 years. I carry a complete stock of parts (new & used) for all models."

E.P. Murphy 144 New Cove Road St John's Newfoundland A1A 2C8

"If anyone is having to replace the rear check-straps but can't find them, I found that a wide seat belt (I used Renault seat-belts) work fine and are longer-lasting than canvass or whatever the stock straps are made of.' (Speaking of his 6 cyl. Rover motor): I've had this Rover for one year and have gone through two 1st gears (I'm working on number 3) and would be interested in finding out if other people with 6 cylinder Rovers have had similar problems."

Keiren Chapman 203 West Innes Street Nelson B.C. V1L 3H6

"I am a member of the British Cross-Country 'All Wheel Drive Club'. This club recommends that the ground wire be run to the body and not the frame. This is purported to ^{make} body less vulnerable to attack by rust."

Serge Morneau P.O./C.P. Box 12 Ste- Elisabeth Prov Quebec JOK 2J0

"Am converting to advance-tape 25D distribution, and my vehicle has capacitative ignition (50,000 volts) making cold starts a non-problem."

Richard MacLachlan 1686 Edward Street Halifax N.S. B3H 3J3

"I have added several features to make the LR more comfortable at highway speeds in the winter. These include: 1) insulated partition between cab & rear section 2) fibreglass insulation in behind door panels, 3) 'ensolite' and indoor/out-door carpeting on the floor."

Duncan Norrie 212 Waberley Street Winnipeg Manitoba R3M 3L2

"Trem-Clad" not satisfactory (against rust). Brushed-on oil treatment probably superior for under-side, with hot-spray into frame members on periodic basis a possibility. Will readers please comment."

Dave Perry P.O. Box 466 Manotick Ontario KOA 2N0

"For rust problems involving the rear cross member (rear 'bumper') clean out well, coat inside with 'Ace of Spades' using small mop head. This solution dries within 4 to 5 days but vehicle may be operated during this period. . . . CRC 5 56 (trade name) is a great anti-corrosive and lubricant for rusty nooks and crannies (cheaper by the gallon)."

Shari Daniels #51 R.R.2 Telka Hi-Road Smithers B.C. VOJ 2N0

"Folding camper on back of 109 pick-up. Roof rises 4 feet, sides fold down and canvass covers. Air powered by PTO compressor. Stove, furnace, fridge, table, etc built-in. Sleeps 5 in comfort, seven in a pinch. 4600 lbs wet."

D.A. Peters K666-4020 37th Street, S.W. Calgary Alberta T3E 3C4

R

"SULPHUR & MOLASSES"

Here we are again. Another spring of fresh flowers and muddy trails beckoning the ever-challenging Land Rover. Another summer of lazy field trips, swimming-hole picnics and chatty get-togethers. Another run to the bank for a short-box full of gold to get the old dear in trim at your local garage.

Well, two out of three on the fun scale ain't bad.

It doesn't have to be that way.

With a little do-it-yourself talent, a few tools and ^{an} afternoon with your favourite libation if this be your style, you can do the average spring tune-up for a fraction of the cost charged by your 'friendly' corner garage (the same applies to those in the middle of the block as well).

A spark-plug wrench, a couple of 'spanners' and about \$30 in parts and you can save yourself half a 'C' note against service station charges.

If you're really serious about saving money - - - and doing a reasonable facsimile of a certified professional job - - - buy a shop manual for your model. They're available from the dealer, Atlantic British Parts or several automotive book publishers.

But remember. Work on the manual first, before you touch the vehicle. This way: cut and fit a cover to the manual from the stoutest quality grocery bag you can find, secure it with lashings of masking tape and establish your own scale of punishments for those who as much as breathe on it without first washing their hands.

The rest is simple.

Spark plugs for example. Out with the old, in with new. Plug-gap gauges and files are available for less than the price of even one plug.

Changing the oil? Just as easy and equally cost-saving: place a five-quart pan under the engine, remove the drain plug and watch the sludge dribble out. Let it drain! Let it drain! "Five-Minute Oil Change". Who wants it? Replace the oil filter while you're at it. Return the plug, fill with fresh engine oil and count your savings. At this time of year, use a high-grade summer weight of 'engine gold' like 20W50.

If your LR has an oil-bath air cleaner, dump the dirty stuff and refill with the same kind of oil you just put in the engine.

While you're busy on the matter of lubrication, check the front and rear differentials, steering damper, swivel pin housings and gearbox and transfer box. Fill to the level plugs with 90 EP (hypoid) gear oil. Remove the breather valves which sit on the axle housings, immerse in petrol or varsol, shake them vigorously to ensure the ball inside rattles, and replace.

More savings in your jeans.

Greasing the old dear is easy and very satisfying. A simple but efficient grease gun can be bought at most discount (whichever that means) stores for around dollars 7. If low 'frustration level' is your Cross, the little extra for a flexible pipe will help to ease your personal pain of the job. Just shove it on the grease nipples in turn and squeeze. Gently. As in woman.

Now's the time to switch to a summertime thermostat for those high temperature days in the impregnating Sun. The thermostat is located where the top radiator hose leads into the engine. Seize the golden opportunity to flush the radiator and dump all that rust and scale that's been captive inside your LR's motor all winter.

Open the petcocks in the engine and bottom of the 'rad' and, with the engine running, keep the 'rad' filled with the garden hose until there are no more dirties draining out.

Check the hoses while you're waiting. If they're cracked or mushy, now's the time to replace them. That done, close the cocks and refill system with coolant.

Check the fan belt. If it is slipping to any degree, the battery might not be getting a proper charge. If cracked or frayed, it's not far away from fan-belt heaven.

To replace or adjust belts, slack off the mounting bolts on your generator/alternator and stretch the belt until there's about one half-inch movement under your thumb between the gen/alt and pulley at the bottom of the motor.

Turn on all the lights and take a trip around the Idol (next to your wife, husband, family or other soul-source, of course). Replace the bulbs which don't do as they're told.

Exhaust systems getting old? Stick a potato -- one you don't intend to eat -- in the tailpipe and watch for leaks between the engine and the vegetable while the old dear idles a few minutes.

Don't rev the engine. You're liable to put the spud into orbit.

Now's an ideal time to clean or replace the fuel filter. In-line filters can be purchased for about dollars 2 from auto parts stores and easily installed into the fuel line with the hoses and clips provided.

You can replace the condenser and rotor in the distributor but the points might present a problem if you don't have a timing-light and dwell meter.

But then, if that's all you have to pay a service station to do, you're still way ahead in the savings department.

One more thing. Shop around for your tune-up parts. Automotive stores often sell engine oil, light bulbs, hoses, sparking plugs and other parts you'll need -- all brand-name (see under 'brain-washing') products -- for prices far below those of 'authorized' Land Rover agents. And some parts for other British vehicles, like Mini and Austin for example, drop into the Land Rover, bless them, like Brits into Embassies.

So if you've done everything right, your revered Land Rover should issue a happy hum when you start it up.

And maybe this year, you can make a deposit when you go to the Bank at tune-up time. Like tip-toe through the tune-ups.

It makes for a nice change and good feelings.

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"WORKING IN THE BEST INTERESTS OF LAND ROVER PERFORMANCE SINCE 1952
-- TEN YEARS AT OUR PRESENT LOCATION"

DIRECTORY OF ALROC MEMBERS AND THEIR VEHICLES . . . as we move into our fourth year of activity with membership still growing if slowly, while the majority of members continue to stay with the ship, the consensus here is that ALROC is stable enough to warrant production now of the promised ALROC DIRECTORY. So be it. 'Keep it simple' were the instructions we got. So just as soon as we've recovered from the trauma of this issue of T-Box we'll be beavering over a plain and simple directory giving the name, address & phone number of the owner of a Land Rover & member of ALROC. In addition there will be just 5 points of reference to the vehicle in question, sufficient information we think to enable members to locate one or more 'soul mates' to their own LR for whatever reason where an exchange of information would prove helpful. We hope the DIRECTORY will prove functionally useful and a means of fostering friendly relationships between LR owners.

MEMBERS' SHOWCASE

Trading Post Market Place

FOR SALE

Land Rover 88" 1959 Series II A petrol tropical roof
completely re-built power train re-built swivel-pin housings
all hydraulics & brakes re-built quartz headlights and
backing light (all lights have wire mesh covers) etc etc

ENQUIRE: Mr Kurt Greenwood #117 - - 1050 Springfield Road
KELOWNA, B.C. VLY 8J7 604 860-1767

READERS IN BRITISH COLUMBIA, ALBERTA & BORDER U.S. STATES:

Mr K.D. Chapman of 203 West Innes Street., Nelson, B.C. V1L 3H6
'phone 604 352 9990 has this to say: "LR buffs are invited to get in touch with
me with a view to putting together a Rally. I have 20 acres of land avail-
able for free camping (without washrooms or adequate water) but there are
many campsites in the area. I'd like to think we could get enough interest
to a social and LR chat-up, perhaps a dance too." ALSO Mr Chapman would
appreciate hearing from T-Box readers who could give him information on
the how of Engine Conversions.

WANTED

Parts for a 1948 ROVER Automobile (our note includes the symbol 'P3'
and the words 'Rover 75'. please write or phone Mr P. Whitworth, R.R.3,
Manotick, Ontario KOA 2M6 613 997 2958 (office), (613) 692-2770 (home)

FOR SALE

Land Rover 1973 Series III 109" tropical roof petrol Fairey
hubs grille-covered lamps a rack

ENQUIRE: M. Boucher Michel 6495 du Geai-Bleu St Rose Laval H7L 3V2
tel: (514) 622 9315

WANTED

Readers' advice on how to avoid exhaust manifold from breaking every 20 to
25,000 miles. 'I have tried gaskets in every possible arrangement. I keep the
studs at 10 lbs but still the casting breaks.' If you can help, please write
Mr R. Low, P.O. Box 6336, Station 'C', Victoria, B.C. V8P 4G0.

WANTED

Fairey Over-Drive. Contact Mr Tim Keenan, 2 Flamberg Court
Dundas, Ontario L9H 4Z3

WANTED

Parts for a front capstan winch from a 1964 Land Rover. Apparently/⁸parts need-
ed as marked on a photo-copy of the equipment but which we cannot reproduce at
this time. The page is numbered "T-20 Optional Equipment-- All Models; the
illustration is Fig. T-18. Layout front capstan winch, mechanical.'
Please write Mr Graham Bailey 4114 Shelbourne Street, Victoria, B.C. V8N 3E7
ALSO: Mr Bailey wants 'bench type' rear seats for an 88" LR.

FOR SALE

Original bumper (front) from a Series IIA 1969 88" with over-riders,
(or 'bumperettes' to the genteel) (as seen in those TV news stories from
Northern Ireland). ENQUIRE: Mr Bruce Taylor General Delivery, Drayton
Valley, Alberta TOE OMO/403 542-2529

FOR SALE

Land Rover 1973 Series IIA 43,000 miles; 88" New Brake Linings
Good rubber (lots of deep tread) May be seen at Laurier Motors
295A Richmond Road, Ottawa. To deal call Mr Bill Drake, 2196A Halifax Dr.
Ottawa, telephone (613) 733 5542

WANTED

Motors for windscreen wiper units, or complete units. Mr Donn Swifts will
buy. Write West Coast Four-Wheel Drive Co., See advertisement this issue.

TOO LATE TO CLASSIFY

TAIL GATE

STOP PRESS

THIS SOUNDS A BIT OF OIL RIGHT . . . front bumper oil storage reservoir made from 4" square tube, filler/outlet plugs and all. Bruce Taylor, General Delivery, Drayton Valley, Alberta TOE OMO will tell you how it's done.

WANTED IMMEDIATELY . . . practical help including 'cautionary tales' on how to install 'slant six' Chrysler motor in Land Rover
Mark Prent

tel (514)935 7216

IF YOUR LR IS POWERED BY A CHEVROLET 250 c.i.d. 6 cylinder engine TIM KEENAN of 2 Flambere Court, Dundas, Ontario wants to hear from you to compare notes with particular reference to best possible fuel mileage.

TO REDUCE RATTLE OF THE HIGH-NEUTRAL-LOW RANGE SELECTOR & GEAR-SHIFT LEVER: fill the ball-seat area with fibrous wheel grease then running on a length of rubber hose (heater or garden variety) over the shift shaft: Liquid detergent smeared on the shaft makes an excellent lubricant to fight the friction when slipping hose on shaft. So says R. LOW Box 6336 Station C Victoria B.C.

WANTED . . . tires for 16-inch wheels, Land Rover. Please contact SCOTT YEULET, Box 181 Fort Fraser, B.C. VOJ 1N0 (112) 690 7442

ATTENTION PICK-UP OWNERS . . . R. LOW (see above for address) is anxious to hear from members with experience with this model. Mr Low is rebuilding a 1957 109" and has questions to ask.

WANTED . . . one rear door lock with key complete, for LR Series III 1974
PIERRE RICHARD 64 - - - 20 Rang Est, St Gervais, Province Quebec
GOR 3C0

HERE'S HOW THE SAME MR LOW ATTACKED THE PROBLEM of wheel lugs pulling out of hubs: (LR 88" 1965) "I removed the drums, cleaned them up and took one to the bolt house. I got bolts with $\frac{1}{2}$ " un-threaded shank costing .27¢ each. Next to the Ford dealer for part number C7TZ-1120-A right hand, 3-ton truck wheel lugs - - \$7.50 for 5. Next to the vise with a piece of steel pipe just long enough to completely cover the bolt. I pressed the bolts into the hub through the old threads so that the head of the bolt was flush with the back of the hub. The $\frac{1}{2}$ " shank before the threads begin give the brake drum a good solid purchase. I spot welded each bolt to the hub so that in the unlikely event that the bolt should offer to turn instead of releasing the lug nut (the cause of the problem to begin with) this it would not do. I now had to replace the wheel-wrench to the larger 15/16 rather than 11/16 but the larger nuts look good and surely are less likely to pull through the wheel holes. COSTS: 20 bolts @ .27¢ \$5.40 - - lug nuts Ford 20 for \$30.00. Total \$35.40 COMPARE LR prices: 20 bolts @ \$2.45 each & 20 lug nuts @ \$1.85 ea. which adds up to \$86.00. A difference of \$50.60! (Hey! No wonder we continue to get letters telling us TRANSFER BOX is doing a job!)

MINUTES OF ALROC MEETINGS . . . all Members in good standing, of course, are entitled to a copy of official proceedings in the form of our Minutes. It is not our intention or desire to deny any member of his/her copy and yet we consider it wasteful (as well as taxing our secretarial services heavily) to send the paper out to where it may not be all that important to the Member. Too, the added pages could add to mailing costs through enough additional weight to cross the cost-line to a higher postal rate. We hope it is agreed that ALROC Minutes will be mailed only on request to this address.

THE FINAL PAGE . . . it has to be: this is the last stencil in the box, the clock reads going on 01.00 hours and if we don't get it through the duplicator before sun-up the job will have to sit for a further delay we can't conscientiously afford. Our main regret is that we'll not have space for two advertisements which local parts and service garages contracted for this issue. We hope to see their advertisements in an early issue of TRANSFER BOX. The Companies in question are:

MANOTICK MOTORS LTD 17 1/4 Bank Street, Ottawa Ontario

STEVE'S AUTO SERVICE 'Sunoco' 793 Richmond Road Ottawa Ontario
"British Leyland Trained Technician"

WITH REF TO REVERSE SIDE . . . here is the address for MARK PRENT re: slant six! item.
#54 -- 1610 Sherbrooke St West, Montreal P.Q. H3H 1E1

EARLY ALROC MEMBER JIM CLEVELAND . . . writes from Europe to say his LR 109 is still unsold in Canada and has asked us to repeat the information: tropical roof spare on bonnet 2 1/2 litre engine petrol Rochester car conversion flip-down rear seat jack box of extra parts Please address enquiries c/o Transfer Box for this item.

IN OUR NEXT ISSUE --- Gordon Godwin's well-told tale of experiences of the Godwin's trip to Whitehorse, Yukon Territory in the Summer of '79. Gord's 109 is powered by a Perkins Diesel. An interesting point.

SOME EXPERTISE FROM BRIAN DYER, Bedford, Nova Scotia

1: Replacing rear layshaft bearing in non-synchronized boxes: this can be very difficult unless a small hole (1/8" is sufficient) is carefully drilled in the main gearbox casing. Choose a point in the periphery which will subsequently be covered by the gasket. This hole will enable the bearing housing to be driven out easily. (Note that Series III synchro boxes have this facility).

2: Moisture leaks in Series III . . . "water leaks dripping down the dash in Series III had me puzzled for some considerable time until I had occasion to dismantle a windshield frame recently. The frame has two small pillars used as pivot points in the lower section. These pillars pass through the lower section and are quite often the point of entry for rain, etc. The simplest solution is to seal them on the outside with a silicone sealant."

(To Mr Dyer: please know your 'handy hints' are much appreciated by T-Box. Ed.)

WITHOUT WHOSE HELP . . . ; . . . thanks to Mike McDermott for the '101', the ABP and 'Sulphur & Molasses' stories . . . to Andy Graham, for his hard work in tidying-up and cleaning out deadwood from our membership list and coming up with all the raw material for the Members' Directory superbly organized . . . to John Parsons for typing services . . . to ABP for plugging ALROC in its mailing pieces . . . and to the 50 or more LR owners across the country who have seen fit to write us since the first of the year (and for not grumbling because they didn't receive a prompt-reply!)

TRANSFER BOX is published by The Association of Land Rover Owners in Canada (ALROC) In The Interests Of The Proper Care And Feeding Of British Leyland's Unique & Ubiquitous Land Rover, An Early Four-Wheel-Drive Vehicle Which Has Become Something Of A Legend In Its Own Time. Land Rover Owners Wherever They May Be Are Invited To Make Application For Membership In The Association.

DRIVE CAREFULLY PAY YOUR DUES SEND US YOUR LR STORY OR HAPPENING HAVE A GOOD SUMMER