

No. 9  
June 81

# TRANSFER BOX



Transfer Box is 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

# TRANSFER BOX:

IN FOUR WHEEL DRIVE AND PLOWING AHEAD

Well, it's been a while, but here we are again--bigger, better, stronger and ORGANIZED.

Transfer Box will be published three times a year, in the month of June, September and December. Special editions will appear when warranted.

Current memberships are extended to June, 1982. Membership renewal forms will be mailed with the June, 1982 issue.

The group putting Transfer Box together consists of Mike McDermott who handles most of the writing and photography, Jerry Dowell chases down the advertising dollar, Andrew Finlayson heads up a technical column and Andy Graham takes care of printing chores and licking the stamps.

Members may place personal ads free of charge. Separate ads must be submitted for each issue.

Display advertisements will be printed at a rate of \$5 each half page. We'll put them together for you but welcome pre-designed displays.

We need ideas, comments, stories and tall tales about Land Rovers and the people who live in them. If you've had an adventure, we'd like to hear about it. Got an interesting picture of you and your Land Rover??? Send it along and we'll print it. Questions about an engine swap or how to get rid of frame rot? Write us and we'll pass it along to our technical writer. We'll publish his answer and other tips and helpful hints he might offer.

## IN THIS ISSUE:

The Quebec hills, spring mud and Land Rovers combine for a tale of machine against the elements. We give you some tips on power winches, list equipment you'll need for summer expeditions and offer some suggestions on mounting your CB radio for best results.

Next issue, we'll talk about engine swaps, axle conversions, vehicle rebuilds and tuning for winter. We'll have a report on the Tweed Rally and coverage of other summer happenings.

So until then, enjoy the heatwave.

Special "thanks" this issue to Simon Skuse, Jason Dowell, and Kelsey Anderson.



# The Prez Sez:

"TIME TO BUMP FLOUNDERING FOUNDER"

by Harold Huggins

It is indeed odd that an organization for which there is ample demonstrated need; that demonstrates steady growth; has never known a financial difficulty and can boast of a small but dedicated body of men and women at its management core, should experience such chronic dis-ease in getting its act together once and for all. That is, to get itself firmed-up and stable enough to make its services punctual and regular; where we could depend on it to convene and publish on schedule, and set out some long-term intentions at least. This in place of present unrealizable goals, unkept promises and repeated falling between stools.

Hundreds of other unique organizations across Canada with similar goals and objectives order these matters very well, as everyone knows. It would be silly to place the blame as some would do, on the peculiarities of Alroc's Raison D'etre--- the core of our interest, concern and affection---a kind of mystical 4-Wheel Drive Chariot or Flying Carpet which, it sometimes seems, comes in 15,000 different varieties or models.

No, it isn't that which is at root of our problem. We submit that yodelling turkey freaks, old barn-sign and fossilized butter-ball collectors' organizations are not less or more fraught with administrative and performance bugs and foul-ups than is our Land Rover Community interest. Except for one major difference.

You see, dear reader, the turkey, the barn-sign butter-ball freaks possess a quality in organization which Alroc clearly lacks ---- inspired leadership.

For reasons too ottomantic to explain away without benefit of philosopher/priest/psychiatrist or all three together, Alroc's present chief executive is unequivocally the wrong guy for the task in hand. Period.

He has to go for the same reason that Chamberlain had to go, and did, in those dark, dangerous days of misplaced leadership which saw that lanky, top-hatted political boob bumped out of office and replaced by the baby-skinned, politically-skilled old winnie filling the parloos vaccuum with monumental effectiveness, as we all prayed and did see happen.

Therefore, we say Alroc must suffer no longer the ineptness of our present chief and his too often frank irresponsibility, We hasten to add in passing however, that we, all of us, do owe that person some measure of appreciation for the sheer pristine beauty of his romantic fantasy, his perhaps noble concept.

We do not agree with those among us who say if a job is worth doing, it is worth doing even badly. No way. That was perhaps acceptable during the swaddling-clothes stage of Alroc's developments but it won't do now or in the future.

So, to all those who share decision-making at the top, we say take the bit in your teeth, dig in your spurs and turf out the present man in the chair. Who knows? Maybe this is what he's waiting to hear!

You have all the power required for this action. Then between yourselves settle on the best replacement you can agree on. Take your decision to the members-at-large and then watch Alroc change its skin.

---

## Tweed Rally

The third annual Tweed Land Rover rally will be held Aug 1 to 3 -- that's the first week-end in August. This year's event promises trophies, some exploring and obstacle competitions' a barn dance and barbecue (bring your own wienies).

Past events have drawn close to 100 people with Land Rovers ranging from a 1954, 86-inch Series 1 to a military 101 wheelbase and dozens in between.

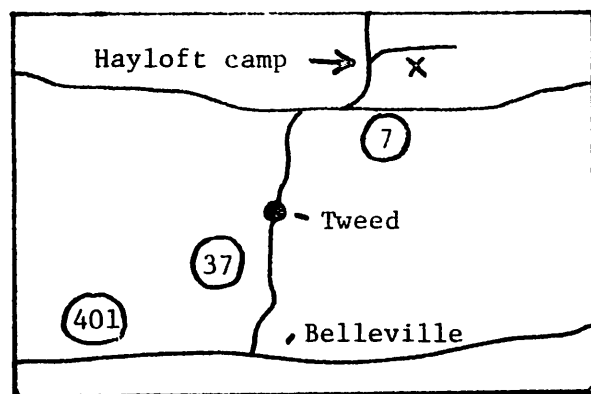
The three day affair is staged at the Hayloft Campgrounds about 5 miles North of Tweed on Highway 7. Maps to the campground, a calendar of events and a listing of services available in the area, can be found in the Tweed Tourist Information center located in an old converted jailhouse. Just ask for it when you reach Tweed.

And for the first-timers who don't know where the megaloposis of Tweed is -- look for Belleville on Highway 401, then go North on Highway 37 for 25 miles.

Rally organizer Paul Socholotiuk of Toronto has been on the telephone for weeks urging L-R owners to get out in the garage and start tuning up so they'll be ready for the Convoy.

Further information on the mid-summer weekend can be obtained by calling Paul at 1-416-384-7103 or writing him at 451 Adelaide St., West, Toronto, Ontario, M5U 1R7,

See you there.



# MUD, SWAMPS AND RIVERS — L-R BEATS THEM ALL.....

BY MARK VAN DUSEN

Ka-bang!

Teeth rattled, spine recoiled, knees knocked chin. The puggish machine shuddered, rebounded, churned ahead clawing, bucking, kicking up mud.

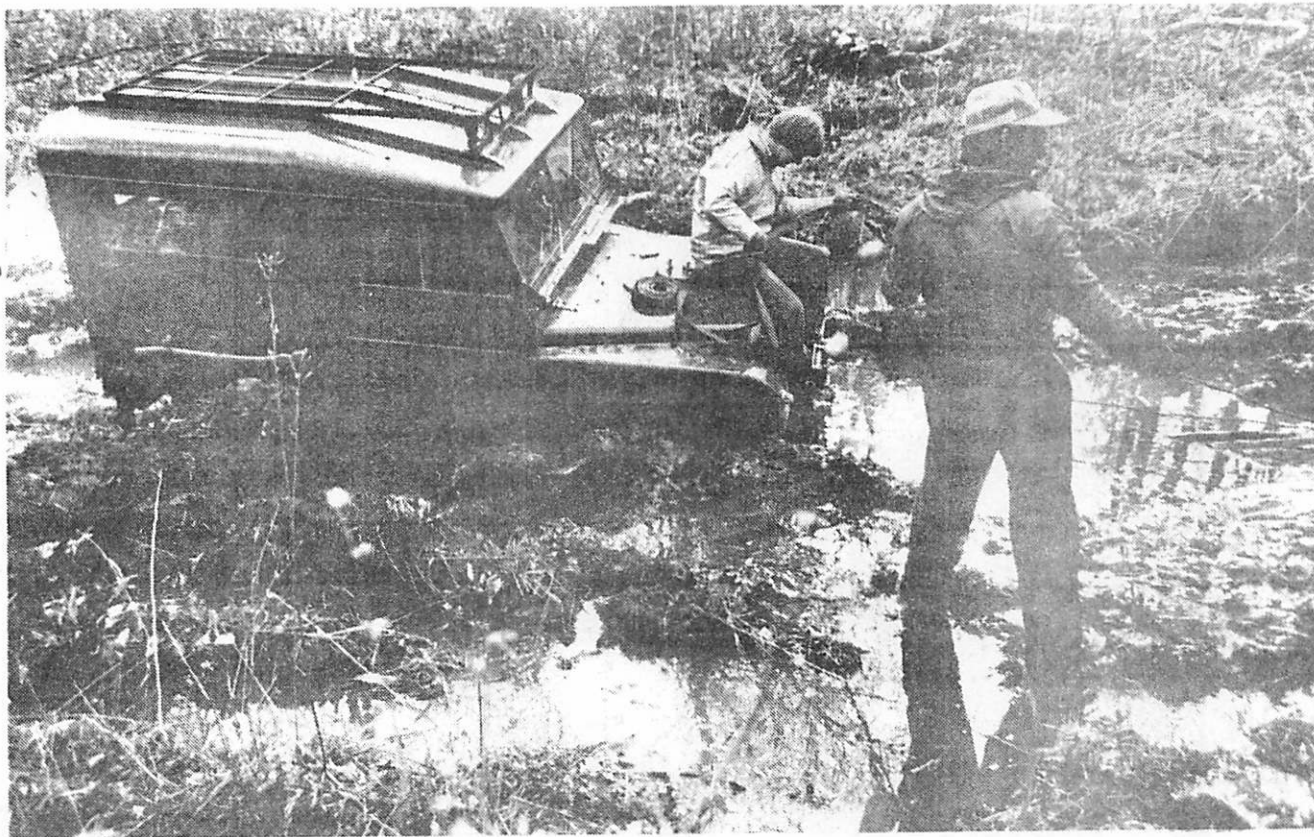
Mud nothing. This was something insidious, alien, a down-dragging sucking satan exuded from hell to enslave another soul. The Land Rover series 1-86 would disappoint its oozing assailant this time.

Land Rover. Piston-pounding packhorse of the British Empire, darer of deserts, tamer of jungles and mesmerizer of backwoods muck.

The old war-wagon 1-86 was one of five Rovers and one International Harvester Scout which formed the ambitiously-dubbed Jim's Lake Expeditionary Force '81 in mid-May.

Jim's Lake is nestled in the Pontiac County wilds of Quebec, 150 kilometers north-west of Ottawa. It is accessible by relatively comfortable dirt roads but comfort, I would repeatedly be reminded, is not the way of the Rover.





The way was 35 kilometers of overgrown, rock-riddled, roller-coaster bush trails which had more often held the imprint of deer and moose than that of a tire.

As a novice to roving, I had been here the previous spring. I was achingly aware these ridiculous roadways could be back-breakers at the best of times. When it rained, they were frenzied, insatiable gobblers of both men and machine.

This trip it rained steadily the first day out.

I rode shotgun--and would mercifully wish I had one -- with Mike McDermott, owner of the 1-86. Other Alroc Ottawa members, their vehicle types and riders were Simon Skuse (101) and Al Pilgrim, Jason (series 111-88) and Jerry Dowell, Mark Pankhurst (series 11 A-109) and Ted Weagle, Andrew Finlayson (series 11 A-88) and Bruce Ricker, Gerry Janda (series 11 A-109) and Joe Hajda. Jimmy Beaton in the Scout drove solo.

Ka-Bang!

So here I was slam-spinning through another satanical sludge pit in the rainy chill within minutes of rumbling forebodingly out of base camp (Ron Tysick, veteran of other Jim's Lake safaris, generously donated his log cabin tucked in the trees above the Coulonge River. He then cheerfully skipped to Florida).



Ka-splat!

Bogged down, the devil had us. You could see him leering out of the black depths of the gaping mud hole. But just as those slavering jaws seemed set to close, gutsy winch yanked us free. Those shrieking powerhouses would haul us all to salvation many times over the next three days.

And they would even hold body and soul -- or rather engine and chassis -- together. When Mike's 1-86 blew its third motor mount, Andrew ingeniously suggested "self-wincing". Cable appropriately hooked, tautened and presto! Engine secured.

The snapped mounts would come back to haunt us though. Next day, when the 1-86 nosed bravely into three feet of water at the washed-out bridge, the displaced clutch flooded. But the engine prattled steadily on as the rover was reeled to dry land.

By camp the first evening, we had lost one team and a separate machine. Gerry and Joe had only signed on for the first day anyway and had backtracked to base camp -- and home -- when the going really started getting rough. Even then, most of us fully expected them to appear at fireside with a tale of how a quagmire had swallowed their long box.

The rear differential in Andrew's short box had simply disintegrated and the "celebrity rover" -- she was once owned by a radio personality -- had to be side-roaded until she could be escorted out at the end of the trip. But then Andrew had driven her that far with no clutch. You can only ask so much!



Camp branched out with a thunderous crash when some of the boys zealously winched a dead "firewood" tree down into the makeshift kitchen. The slapstick faux-pas fueled both a cozy blaze and much banter and joking into the wee hours. Sizzling barbecued steaks, rum babas and Tia Maria laced with coffee also helped keep the frosty night air at bay.

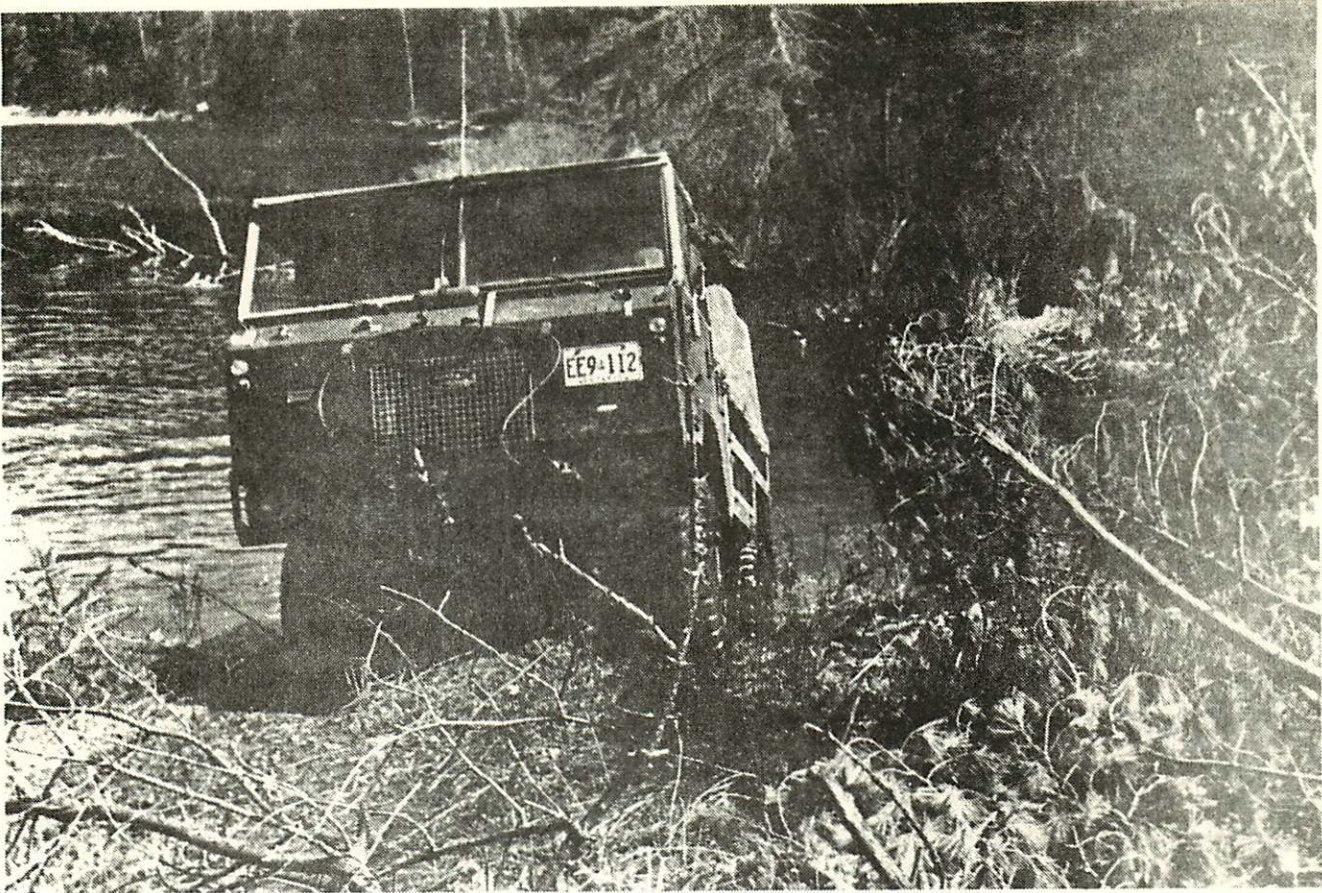
The next day fairly bristled with sunshine. Whopping breakfast of pancakes, sausages, home fries, toast, coffee, the works as only Al Pilgrim could rustle 'em. Ted provided the levity by pushing off for a post-gorge paddle and immediately flipping into the drink.

There was talk of staying put, of there being too much water above the nearby beaver dam for the four-wheelers to make it across. So while Simon led off a foot patrol to investigate, some of us more relaxed -- others would say older -- types cleaned up camp, drank a cold beer and laid back to the sweet strains of Glenn Miller on tape.

Short-lived. The boys were back and raring to go. Road higher and drier on the other side, they panted in their exuberance.

"What about the beaver dam," I winced as I envisioned another fling of butt bashing.





"We're out for Jim's Lake. That's what this is all about," Simon said simply.

Ah, a true rover boy. I could not argue. Besides, he lured, forging ahead meant eventually returning to base camp by good dirt roads. The alternative was the way we had come. If that was not convincing enough, he noted the black flies were beginning to swarm with the warmth. Camp was packed as if automated.

As it turned out, crossing the dam was an easy dicker what with Simon's swamp ladders -- 10-foot lengths of gridded steel slabs for traction -- and Mark's advance drainage work.

The washed-out bridge was the only real challenge remaining and Mike's was the only vehicle that could not cross the stream under it's own power. There were good words for Jimmy's Scout which amply demonstrated the value of position.

And so we reached Jim's Lake, or close enough to consider it done, and the feeling of achievement lent even more spirit to that night's closing candlelight feast. Tie, of course!

Sound de-sliming of all brakes next morning and homeward.

Total cost for the Victoria Day weekend -- \$60 a head, including food and libations -- and plenty of it -- and \$20 gas for each vehicle.

I call it celebrating the Queen's birthday with a ka-bang.

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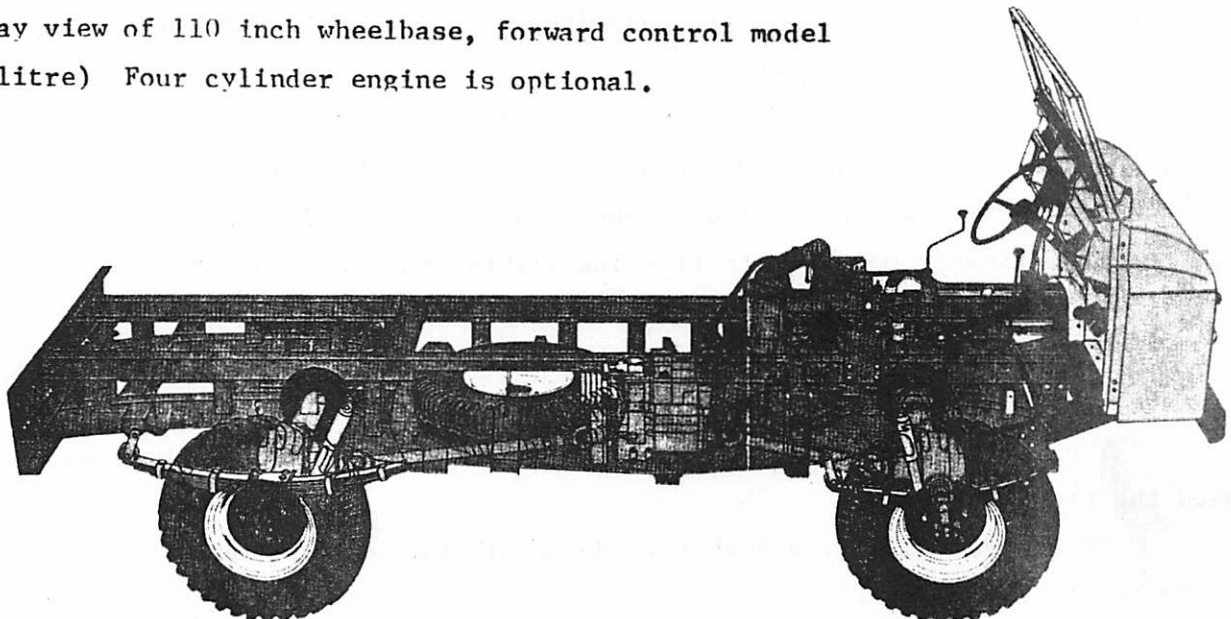
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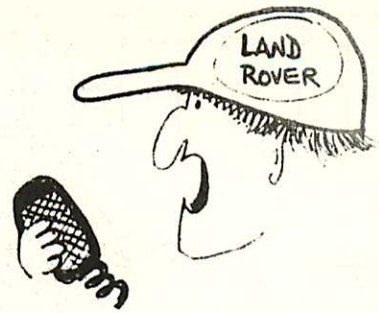
Cutaway view of 110 inch wheelbase, forward control model  
(2.6 litre) Four cylinder engine is optional.



# CB

10

# radio



Remember the telephone company as about "That long distance feeling"? It usually touches us all at one time or another when we're away, cut off from friends and family, alone in a sometimes uncomfortable environment.

Like the inside of an 88', trapped helpless to the windows in a mountain stream or howling down the four lane, numbed by the incessant racket that is Land Rover.

It's difficult when you're moving to pick up a phone for help or just a chat.

Enter CB radio.

CB, of General Radio Service as it's officially called in Canada, has been around a long time. Only recently has it fallen from the fad craze that made it useless as a reliable form of communication.

Now that it's becoming the service it was meant to be, CB holds some real advantages for the LR enthusiast, whether he's a lone traveller, part of a convoy of like machines, or the kind who likes to challenge the rough stuff.

CB radios are cheap---especially the used ones in excellent condition found at Spring garage sales.

The issue of CB and the Land Rover is one of compromise: Something that will work well in a stubby, box-like, aluminum drum but won't get eaten the first time the vehicle leaves the highway.

A good, two-way radio system is comprised of three main parts: The radio itself, the connecting cables and the antenna. Go for the simple, four-watt, 23 or 40 channel radio with a synthesized frequency system--no additional crystals to buy. Forget the complicated models with flashing lights and fancy functions. Just something else to break.

Make sure electrical and antenna cable connections are clean and tight and there are no dangling wires to catch in things.

The radio and wiring are pretty basic. It's the antenna that usually causes the problems.

To understand why, and what to do about it, a simple lesson in antenna electronics is called for.

The purpose of an antenna is to radiate a signal generated by the radio transmitter and receive similar signals from other radios.

To do this effectively, the antenna must be on good speaking terms with its radio. If they aren't getting along, the magic of radio won't happen. Receiving a signal isn't much of a problem. Transmitting a good signal is.

First, two antenna facts: The longer a CB antenna, the more effective it will be. (35 feet is close to perfection--but a tad impractical on a moving vehicle)

Secondly, the higher an antenna is, the better it will radiate.

So, you say to yourself, "I'll just get a nine-foot mobile whip and plunk it right in the middle of the roof and I'll have the best system".

Wrong.

It'll be effective all right, but the first time you drive under a bridge the inside of your LR will sound like a piano as the tip of the antenna plays a tattoo on the gridwork.

In the bush, the noise never stops as the antenna destroys itself bouncing from tree to rockface to chipmunk and back to tree.

Lose the tall one.

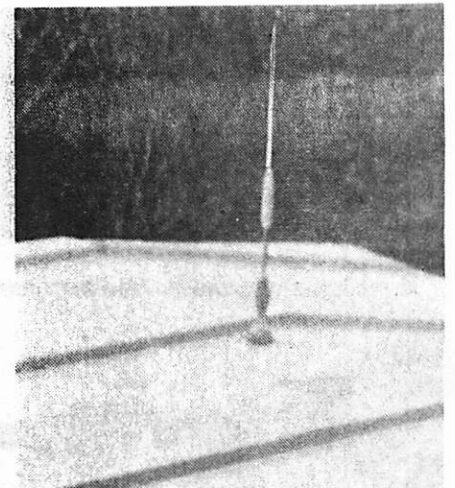
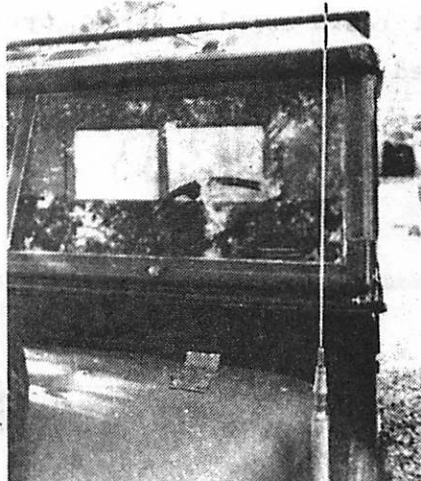
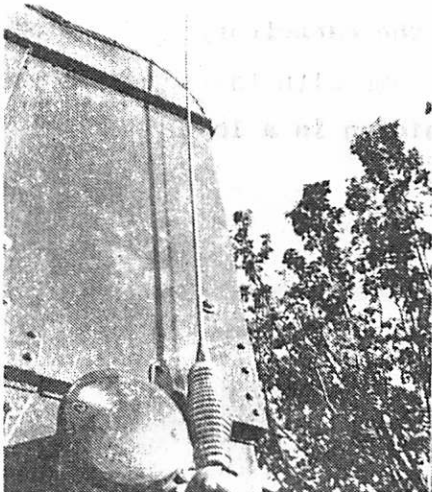
"I'll mount it down lower", you say, "on the bumper".

It's one thing for a car with its sloping rear deck to stick a long antenna on the rear bumper. For a Land Rover, with its square, breadbox design, it just means most of the radiated signal will be absorbed by the metal body.

And backing up will mean trees get to bend it over the body a lot.

Forget that idea.

Radiation from rear-mounted antennas is absorbed into LR body beside it. Fender antenna picks up engine noise. Shorty on roof is best idea.



On the side mirrors, you say, just like all the other four-wheelers?

Forget it. The trees will eat it the first time in the boonies.

(That's how you know those other guys are faking and never leave the drive-in parking lot)

A magnetic mount on the roof then, that you can take off for low flying objects?

Silly man, magnets don't stick to aluminum.

Rain gutter mount then?

Nope. Remember the trees? Besides a good bump will drop that one.

By now you must be thinking we've been stringing you along and there isn't a good, safe place for an antenna on your LR.

Wrong again.

The centre of the roof is the hot tip, all right. The secret is to use an 18-inch shorty antenna mounted on a strong steel spring. It's a case of using a fair antenna in the best location over a good antenna in a bad location.

Because it's the centre of the roof, rather than on one edge of the vehicle, the radiation pattern is better. And because it's high, the range is good.

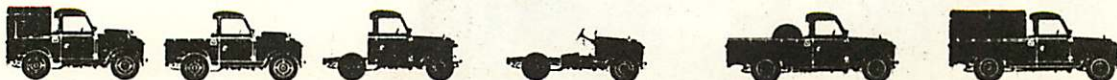
Of course, a roof-mounted antenna means you can't carry much gear strapped to the top of your vehicle. But then, mounted elsewhere, you'd probably lose it anyway.

Just one more thing: Noise suppression.

A set of carbon-cored radio resistance plug wires AND plugs is half the answer. (Don't worry. The LR ignition system is more than capable of firing up the old dear in spite of the double suppression).

The other problem area is probably the alternator-generator. The answer to that whining issue is a 0.5 microfarad co-axial capacitor mounted on the offending case. It's spliced into the output wire of the alternator or the armature lead of the generator. Most radio supply stores carry the capacitor.

If you've followed tuning instructions that came with the antenna, you should be on the air. If not, look up a friendly technician in a local radio store. It's worth it to keep in touch.



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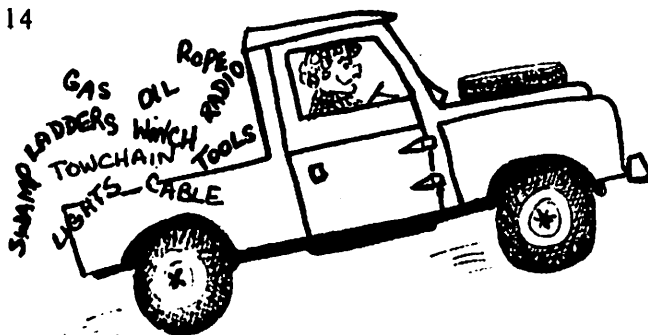
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# Keep on Truckin' <sup>14</sup>

## GEAR TO KEEP GOING



So you think you might like to try a little off-reading this summer but aren't sure just how to go about it or what gear you might need, eh?

You've seen the TV ads for that chrome bumper guard used on Jeeps and those heavy duty denim seat covers on the Jimmy. You've talked to the guys in the local Blazer club and they all swear those fat, low-profile tires on the white, spoked rims are the hot tip when the roads get rough.

And they must know what they're talking about. After all, they all read California off-road magazines and sometimes they drive through deep puddles.

Bullmuffins.

You can bet your waterproofed ignition the guys with all the chrome and trick paint jobs are more at home in the parking lot of the local hamburger joint than in the bush. In most cases the farthest these vehicles ever get from pavement is the gravel in the family drive-in theatre when the "four-wheelin" movies come to town.

Expensive paint jobs and chrome don't last long when the trees get thick and the rocks get mean.

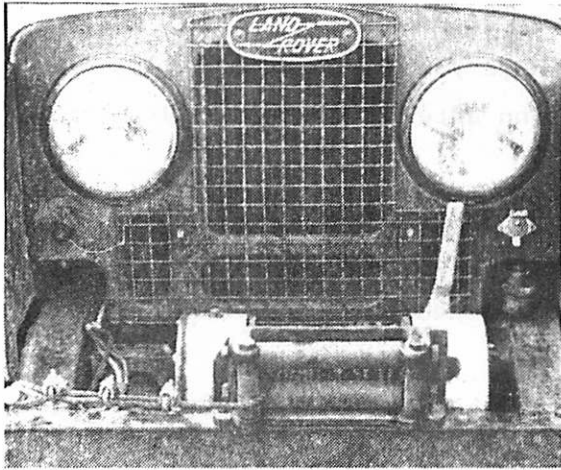
So if you're serious about really getting away from it all this summer, -- and I don't mean to the "Wilderness Trailer Camp" on the edge of town -- here are a few tips on gear and skills you'll need to get you there and bring you back home.

First take a look at your trusty Land Rover. It's got to be in good running condition before you think of leaving the laneway. That means a complete tune-up and repairs to all mechanical problems. The hammering of a home-made road will make short work of a weak motor mount or a bad electrical connection.

When you're miles from the nearest garage in land a tow truck can't reach, it would be a shame to lose the old girl to the moss and little creatures of the forest.

Changes and equipment you might make include replacement of the 9-inch clutch (standard on many models before Series 111) with an optional 9 ½-inch unit for greater strength. Go to bigger tires with a deep lug tread for increased ground clearance and improved "rollover" ability in ruts, rocks and downed trees. Get tube tires. Tubeless rims deflate when the rims get dented.



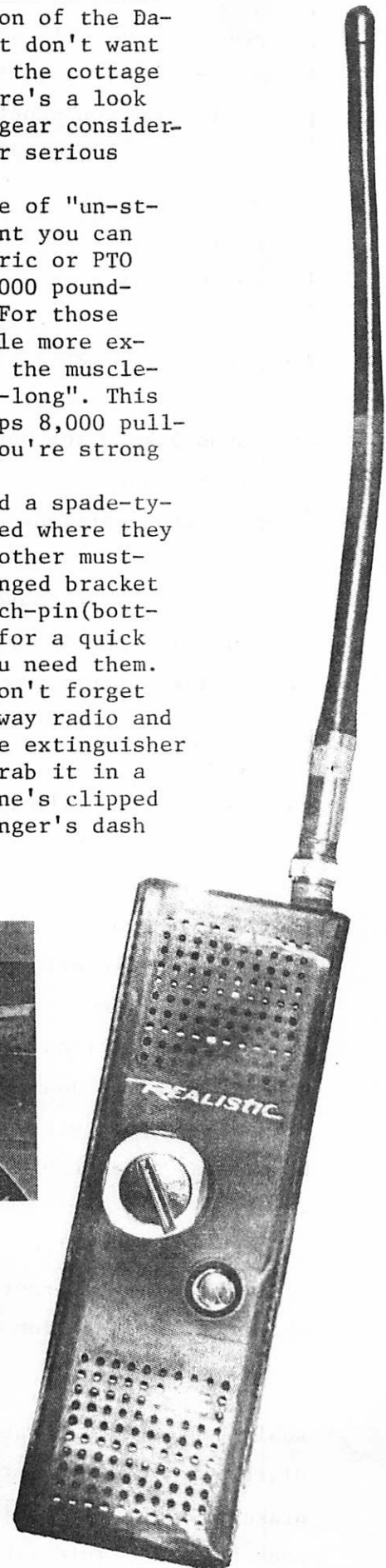
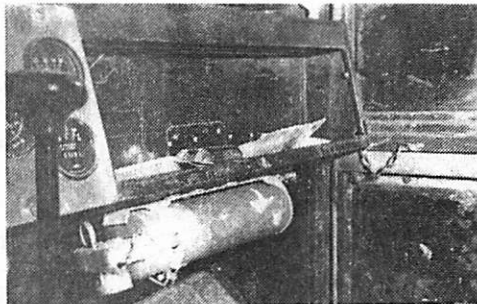
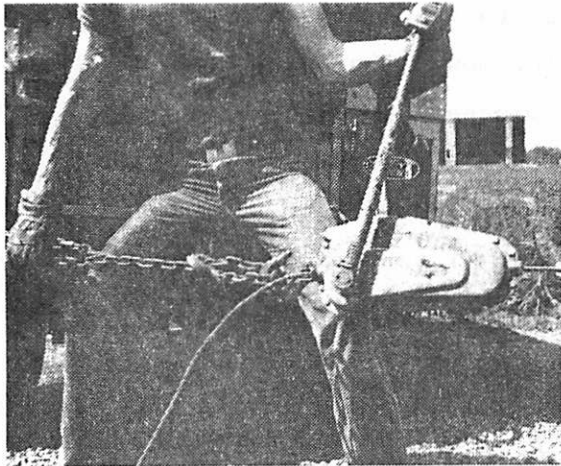


Whether you plan to cross the local version of the Darien Gap or just don't want to get stuck at the cottage this summer, here's a look at some of the gear considered essential for serious off-roading.

The best piece of "un-stucking" equipment you can get is an electric or PTO winch of the 8,000 pound-plus variety. For those who like a little more exercise there's the muscle-powered "come-a-long". This one also develops 8,000 pulling power--if you're strong enough.

A good axe and a spade-type shovel mounted where they are handy is another must-have item. A hinged bracket held with a linch-pin (bottom left) makes for a quick release when you need them.

For safety, don't forget a portable two-way radio and an all-type fire extinguisher where you can grab it in a flash. (this one's clipped under the passenger's dash shelf.)



Seat belts will keep you sitting where you belong and off the roof. "Boomerang" mirrors that snap back into position after a losing battle with a tree will save you money in the long run.

An hydraulic steering damper will reduce the fight with the steering wheel and might keep you from "pinballing" off rocks and deep holes. Steel "skid plates" under the differentials, engine and gearboxes will help to bring them home alive.

Put tow hooks front and rear and mount a steel "jerrican" outside the vehicle for extra fuel. Strap a fire extinguisher inside within instant reach.

Get yourself a winch with a minimum pulling capacity of 8,000 pounds. It sounds like a lot but a Land Rover stuck up to its doors in gummy mud will need that PLUS a lot of luck. Electrics will do for most jobs but they are slow and overheat under prolonged use. Power takeoff winches are stronger, more versatile and last longer. They're more expensive too.

And get yourself a shop manual for your particular vehicle. A longbox full of parts and tools isn't going to help much if you don't know where Leyland hid the timing marks on your L-R.

If you're travelling through tall grasses or mud a "chaff" screen fitted over the rad -- and easily removed and cleaned periodically -- will keep the cooling fins from clogging and overheating the engine.

While you're at it, make sure your windscreen vents have screening on them to keep the black flies and mosquitoes on the outside.

Mounting your spare tire on the bonnet, á la traditional Land Rover, frees up more interior space for gear and is easily accessible but can obscure the driver's view during closed-in bush work.

Additional gear that always comes in handy includes: heavy tow chains, snatch block for doubling the pulling power of your winch, shovel, axe and chainsaw, electric or hand air pump, a spare, 100 feet of heavy winch cable with hooks on both ends, spare chain connectors and cable clamps and a tarpaulin or large ground sheet.

And you're only half loaded.

Don't forget the spare parts--the bits and pieces that could go puff when you're miles from the nearest supply house.

Fuel pump, gas line and filters, spare axle half shafts and hub oil seals, wheel nuts, heater and rad hoses, light bulbs, fuses, ignition coil, distributor cap and wires, plugs and points, condenser and rotor, solid and flexible brake hose, wheel bearings and brake shoes, a spare wheel cylinder and several cans of brake fluid (the correct type for your vehicle).

You'll need additional gear and engine oils, a gallon of coolant as well as a degreasing agent and lots of clean-up towels.

Include most of the tools in your shop plus "vice grips", propane torch and solder, electrical wire and bare wire for tying things, high strength "shock cords", hose clamps and a box of assorted nuts, bolts and lock washers. throw in a tube of silicone sealant, some "Quick Start" spray alcohol, gas tank antifreeze (which also absorbs moisture in gas) booster cables and a roll of electrical and wide, vinyl-backed tape.

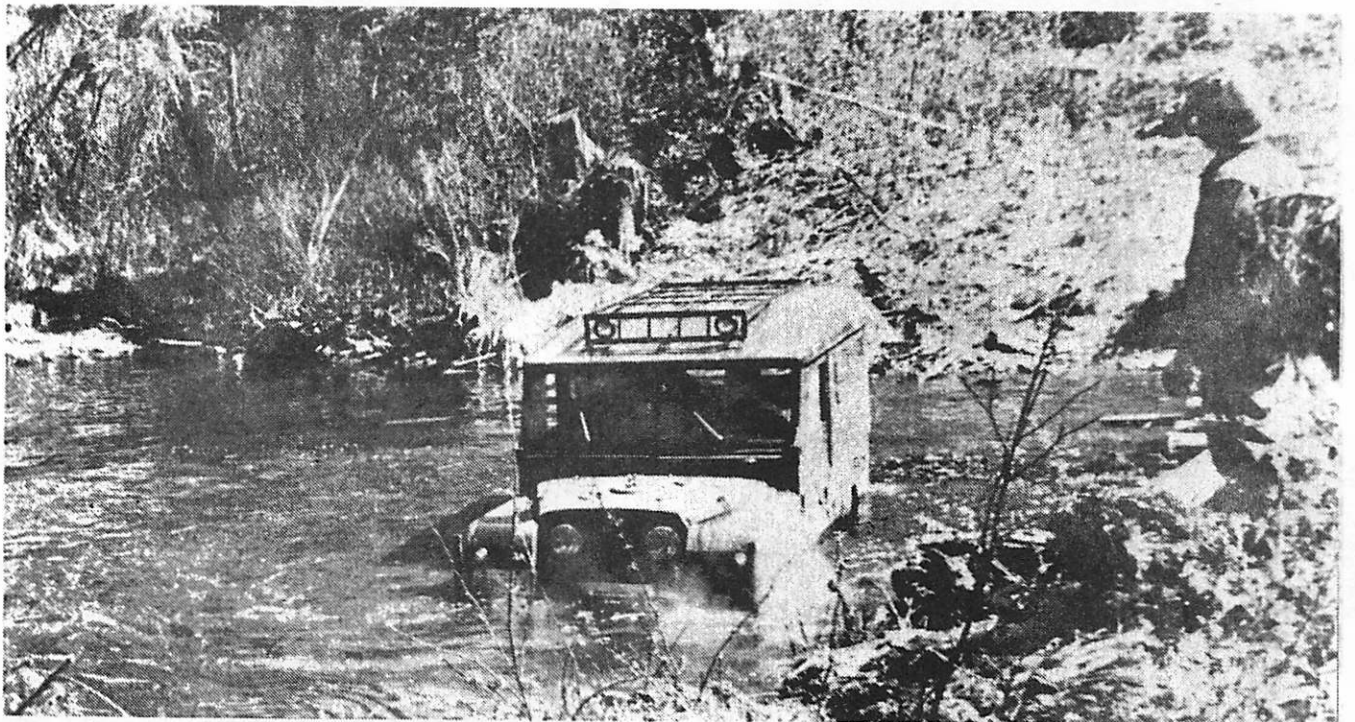
Get a good map and compass and learn how to use them BEFORE you leave the laneway.

It's hard work. It can be expensive and time-consuming getting ready for the trip and repairing the damage afterwards.

But getting from A to B where no vehicle has gone before is what the Land Rover is all about.

And what it's best at.

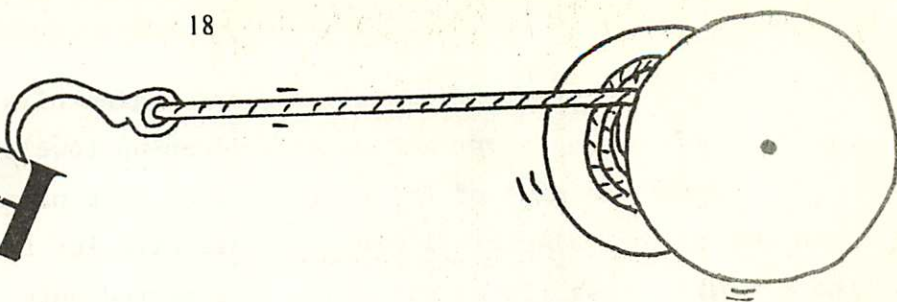
Try it. You'll like it.



OOOOPS

watch out or....

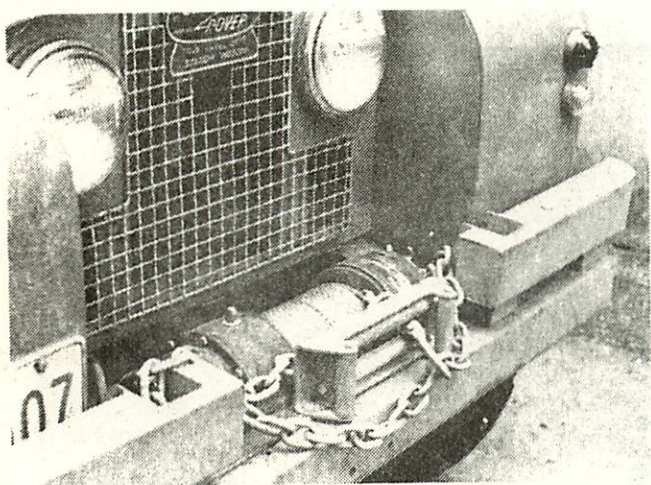
# WINC H



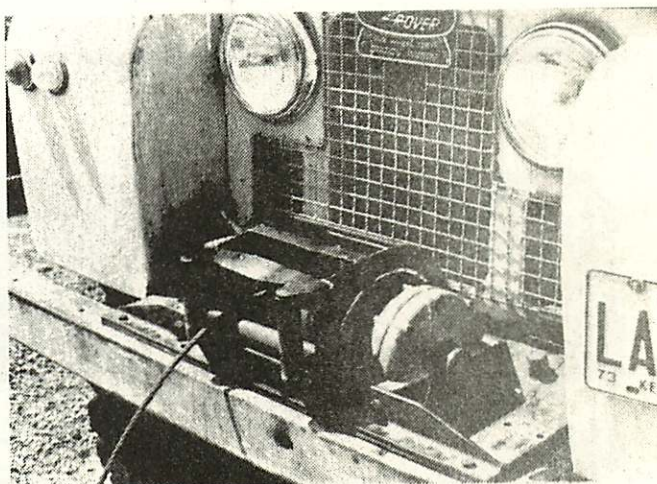
Probably the most important piece of equipment for the serious off-roader is the power winch. You can get by with shovels and tow lines and lots of muscle power, but sooner or later you'll realize the savings in time, sore backs and mud-locked frustrations is well worth the cost of a machine that gets the job done with the push of a button.

Winches come in two basic designs--electric and power take off (PTO).

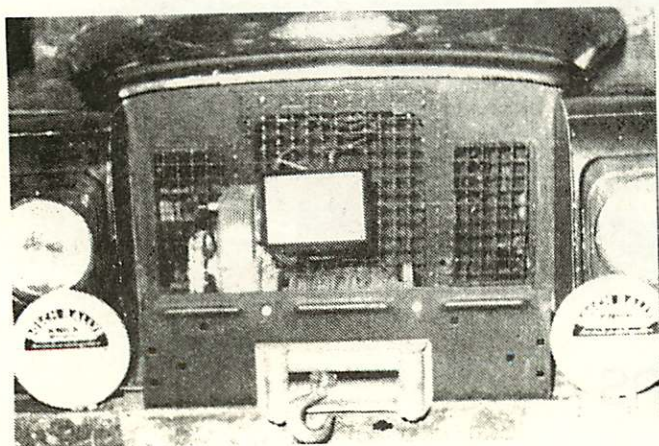
Both have advantages and disadvantages. For example, a PTO winch on a Land Rover offers up to 10 speeds when mounted through the vehicle's transfer box but won't work if the engine isn't running.



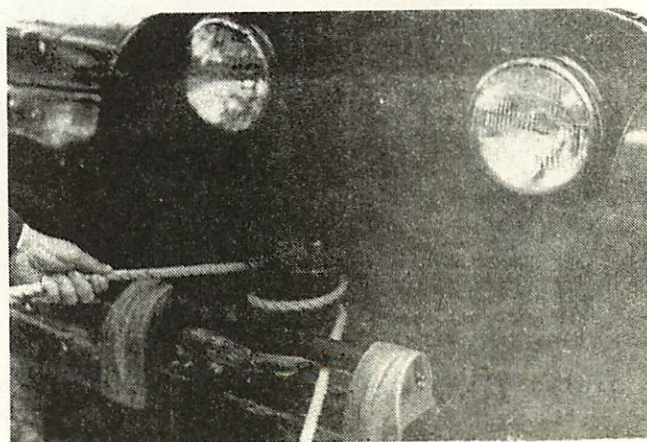
Ramsey electric



Koenig PTO

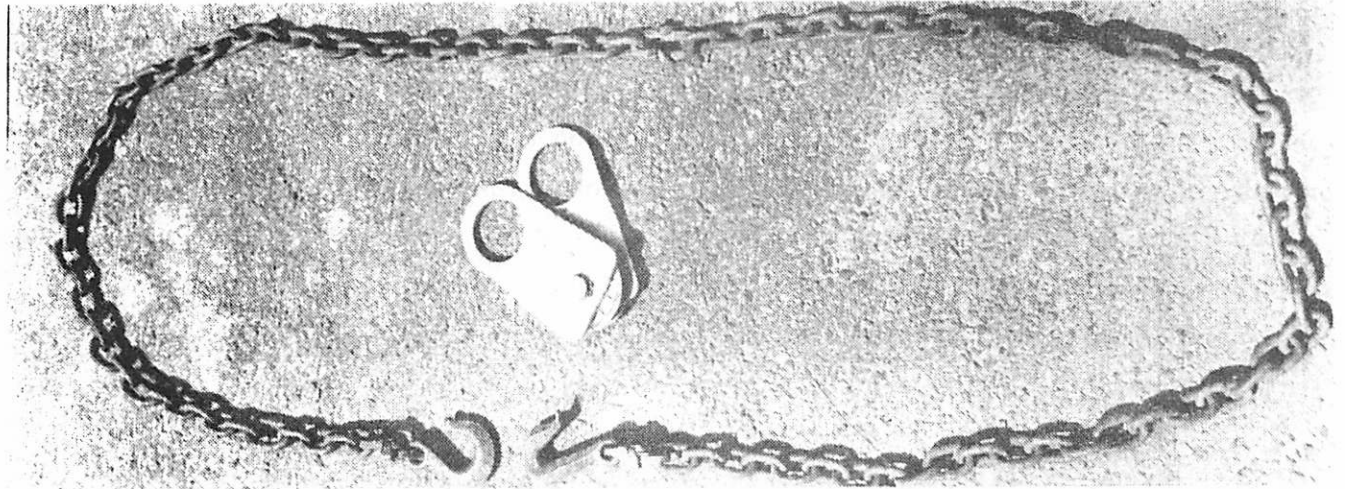


Warn electric



LR capstan

Choker chain for hookups and a snatch block for doubling winch pull.



An electric winch will work without engine power for a limited time, depending on battery strength, but must be allowed to cool periodically. Electric winches are easier to install and don't require drive shafts or hydraulic lines from the engine or gearbox like PTO's do.

Basically, an electric winch is OK for most intermittent jobs. PTO machinery will work almost forever without a break.

Most electrics range from 1,000 pounds pull to 9,000 pounds. PTO winches generally run from about 3,000 to 20,000 pounds.

Cost is comparable between the two types but that cost is high--around the \$900 mark for a basic 8,000 pound model. The more powerful a winch is, the more expensive it will be.

And don't think you won't need that 8,000 pounder. Even though a shortbox weighs in around 1½ tons, it'll take that and maybe more to free it from the sticky clutches of a mud hole when it's up to the transfer box.

A winch's rated line pull -- the strength touted in its advertisements -- is measured on the first layer of cable on the drum. That figure drops rapidly with each additional layer. For example, the manual of a Ramsey electric shows 8,000 pounds on the first layer but only 6,100 by the third layer. The pull has dropped to 4,500 pounds by the sixth layer of cable.

Most new winches come with 150 feet of cable. Many experienced users leave only half that on the drum, thereby keeping the wraps down and the pulling power up. When more cable is needed, the remaining line, with hooks on both ends, is pressed into service.

Electric winches place a heavy load on a vehicle's battery and charging system. Most manufacturers suggest a minimum charging and battery capacity of 70 amp hours when using an electric winch. Some users install a second battery in parallel to handle the load and keep the LR chugging.

Electrics should be disengaged or disconnected through a switch when not in use. Solenoids have been known to switch on because of moisture or other faults and, with the winch engaged, you could winch your own bumper around your grill. Not a nice thought. Other features you might watch for include a roller fairlead, the bracket that guides the cable onto the drum. It's easier on the cable than the non-roller hawse type.

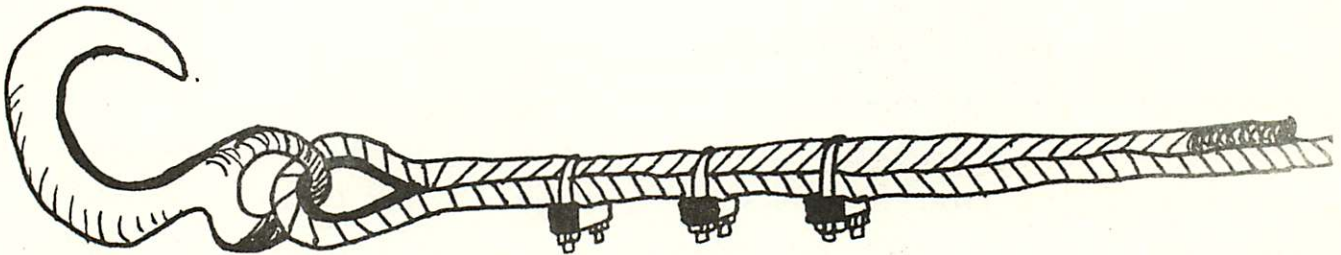
You'll need a "choker chain" for snubbing onto loads or anchors and a "snatch block" for doubling the line pull or your winch when things really get stuck.

A word or so about safety. A 5/16 or 3/8 - inch steel cable stretched to violin-string tightness can slash through a tree or a leg when it snaps--and they do break occasionally. Stay away from any winch cable under load.

A raised engine bonnet will protect windshield and driver from flying hooks and cables and a tarp or heavy jacket draped over a line several yards from the hook will act as a parachute and slow a snaking cable.

Winches need a minimum five wraps of cable around the drum to hold a load. Don't leave less on the drum and expect to winch safely.

And watch your hands. A heavy pair of leather gloves will protect them from barbs when handling cable. They can also get snagged and drawn into the winch if you're handling cable too close to the machine.



Grab of U-clamp goes on pull side of cable. Incorrect attachment of clamps will cause premature failure of cable under heavy load.

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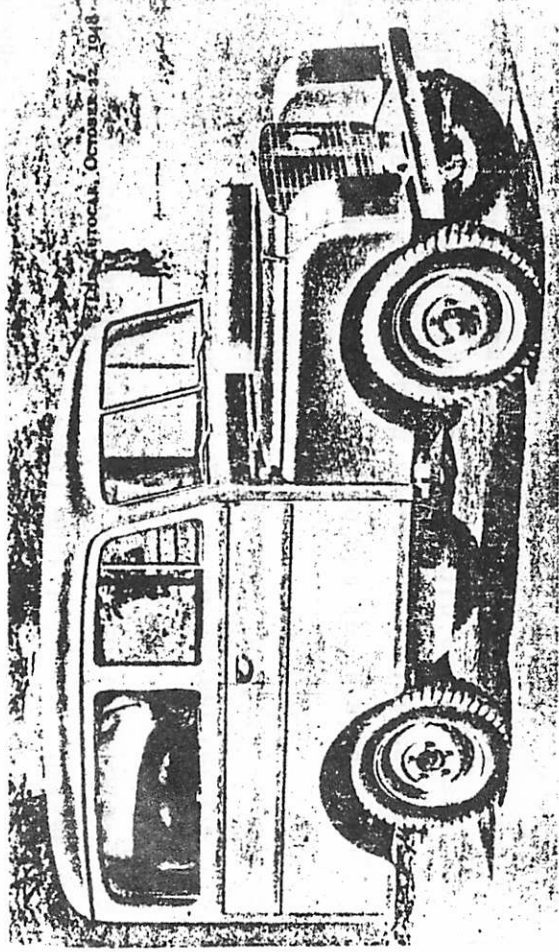
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THE AUTOCAR, October 27, 1948

1031

STRICTLY  
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 The Land-Rover  
 estate car is a sight  
 to gladden the eyes  
 of the owner who  
 thinks in terms of  
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 practical and devoid  
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 creating knick-  
 knacks.

## WANT ADS AND CLASSIFIED

- WANTED: Land-Rover overdrive unit - preferably used. Call Greg Burke, 429 9th St. E. Saskatoon, Sask.
- WANTED: Your experiences with Air Shocks fitted to Land-Rovers. Call Peter Berry, R. R. # 1, Blockhouse, Lunenburg County, Nova Scotia, BOJ 1E0.
- WANTED: Parts new or used for 1967 Land-Rover. Reply to James Williamson, R. R. # 6, Gros Cap, Sault Ste. Marie, Ontario.
- FOR SALE: Used parts for early sixties Series II - IIA Land-Rovers (109 and 88's) Reply Robin Lewis, Ottawa.
- FOR SALE: Various Land-Rover parts, mostly used, for all models including 6 cyl. N.A.D.A. models. Call Andrew Finlayson 613-225-4779.
- FOR SALE: Complete Snowplow unit - in good condition - open to offers. Call Cliff Cochrane 514-539-2669.
- FOR SALE: 80" 1951 Land-Rover - in kit form, good body - ready to be re-assembled. \$1,000. Many other Series I parts - all must be sold. Prices on request. Contact Brian Dyer, P.O. Box 64, Bedford, Nova Scotia. 902-835-8955.
- WANTED: 109 Land-Rover in good condition. Will pay up to \$2,500 for the right machine. Reply to Martin Warnelink, P.O. Box 283, Hillsburg, Ontario.
- WANTED: Copy for next issue of Transfer Box. Due to the increasing amount of letters we are receiving asking for information regarding engine conversions, we are asking our readers to share their experiences with engine swaps. If you have done a swap, we would like to hear about the advantages and disadvantages, and major alterations needed to complete the conversion. So pound out a story about your experiences with engine swaps. Replies to Transfer Box.



Series II makes its world debut in this April, 1958 advertisement.

# Two new LAND-ROVERS consolidate a 10-year lead

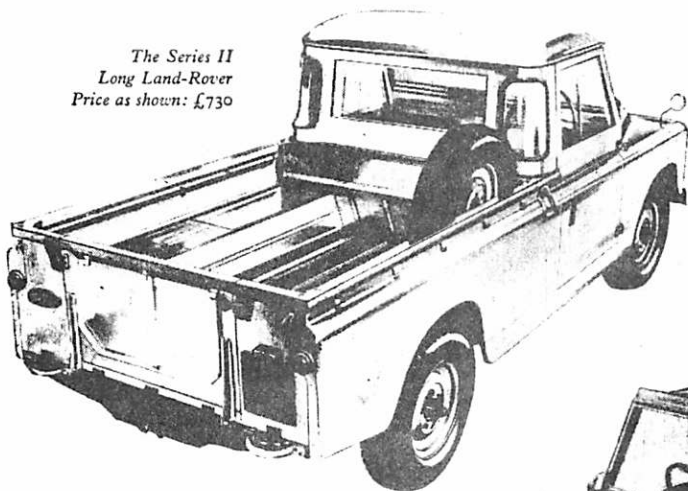


By Appointment  
to Her Majesty Queen Elizabeth II  
Manufacturers of Land-Rovers.  
The Rover Co. Ltd.

Series II models introduce:

**better looks... higher performance  
... easier handling... greater comfort**

The Series II  
Long Land-Rover  
Price as shown: £730



During the past 10 years, 4-wheel drive Land-Rovers have won an unrivalled reputation for toughness and reliability. Year by year, there have been modifications and improvements and today, more than 200,000 are in service around the world. Now come the Series II Land-Rovers to consolidate Rover's 10-year lead in the design of go-anywhere vehicles. Both regular and long wheelbase models are now built to the new specification and are available with petrol or diesel engines.

## Important new features

★ The bodies of both models have new lines—smoother, more flowing, easier to keep clean. The successful corrosion-proof alloy bodywork is continued.

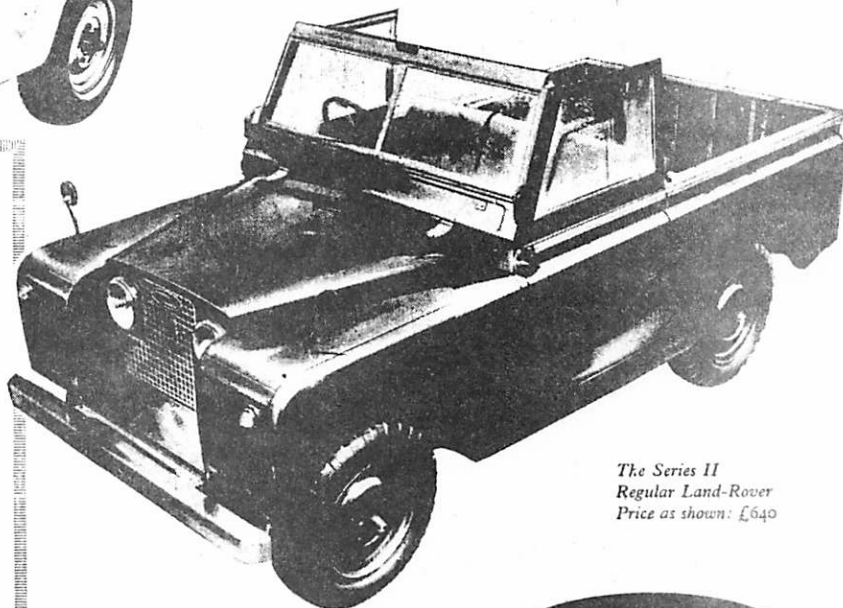
★ The long-wheelbase model now has a 2½ litre, 77 b.h.p. engine for still more impressive performance and a new cab with big rear windows.

★ Deeper, softer seats and squabs on both models give extra comfort, while improved suspension also helps to ensure smoother riding, both on the road and across country.

★ The new designs permit smaller turning circles for extra manoeuvrability.

★ Easier bonnet opening is provided by single bonnet catches as fitted to Rover cars, while tail-board fastening is also simplified.

★ Both models are now available in a range of 6 attractive colours—bronze green, light green, fawn, dark grey, light grey and marine blue.



The Series II  
Regular Land-Rover  
Price as shown: £640

**There's no substitute  
for the 4-wheel drive  
PETROL or DIESEL**



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