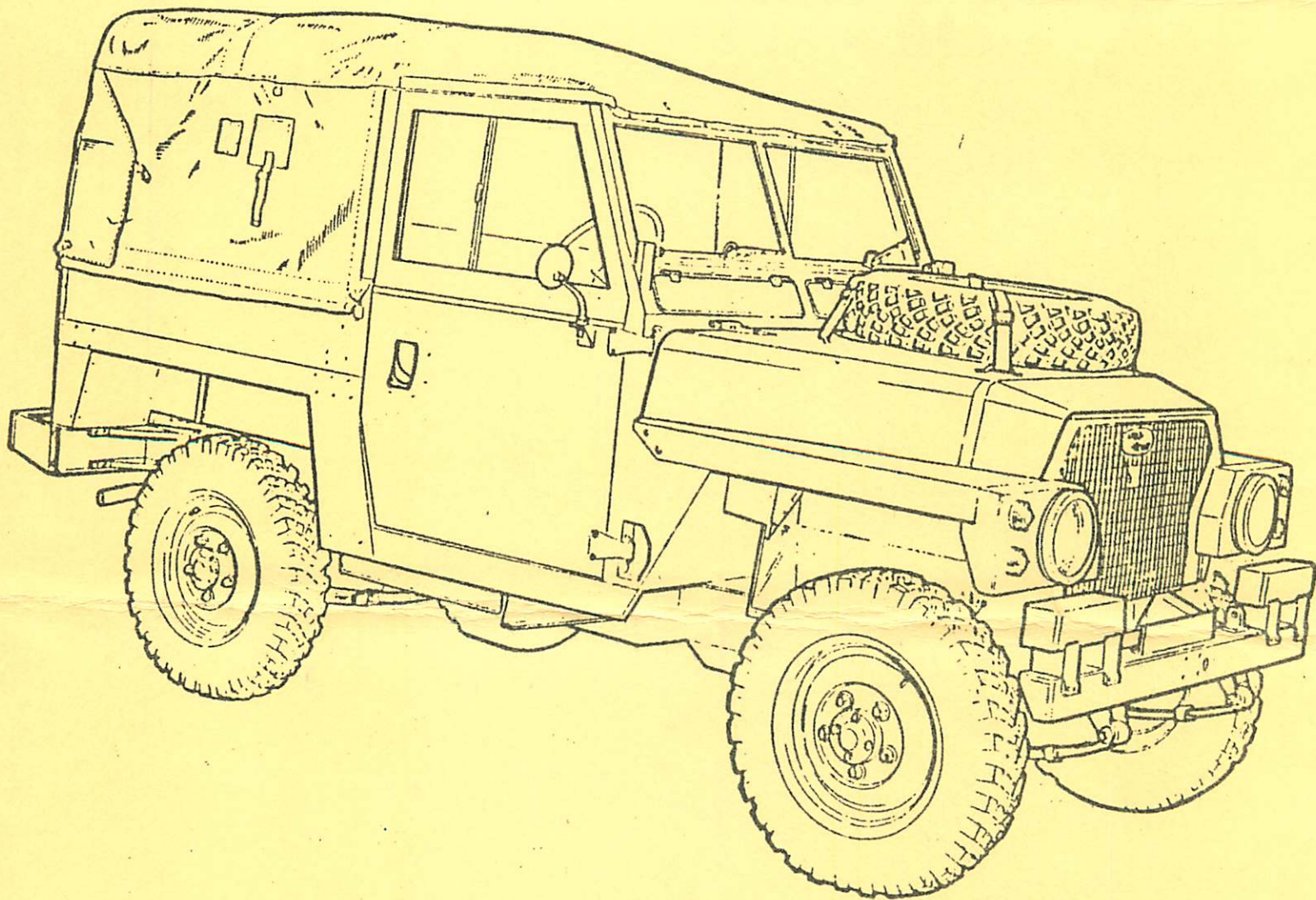


TRANSFER BOX



**VOLUME
No. 22**

Winter 1986



Truck Utility, 1/2 ton, 4x4

ALROC (The Association of Land Rover Owners of Canada) is a Canadian non-profit association of Land Rover enthusiasts, be they owners, operators or occasional fellow travellers. Membership applications are invited from all persons at the cost of C\$7.50 per annum. Members will receive the Transfer box and the annual Membership directory, as well as other sundry mailings, and are entitled to participate in person or by mail in the annual meeting, and may hold office in the association. Through ALROC, members also have access to a considerable store of expertise and material useful for restoring and maintaining Land Rovers in North America.

Where local numbers permit, members are encouraged to form ALROC chapters, so that they might work and enjoy their Land Rovers together. By offering members better support for vehicle restoration and maintenance, as well as more occasions for having fun with like-minded people, local chapters will inevitably serve to strengthen ALROC and to preserve our aging Land Rovers.

ALROC is presently Headquartered in British Columbia. Elected officers are:

Harold Huggins, President
Ron Low, Vice President
Andy Graham, Membership Secretary

Ron Reid, Recording Secretary

The founding President is Harold Huggins.

TECHNICAL ADVICE is available to all ALROC members on a prompt basis through the mail or even by phone. It's free and it's not guaranteed, but it is usually good. Questions and answers of general interest will be published in subsequent issues of Transfer Box.

Correspondence with ALROC officers and with the Editor of Transfer Box is to be addressed to:

ALROC
Unit 185
1450 Johnston Road
White Rock, B.C.,
Canada. V4B-5E9

Cheques or money orders covering membership and advertising fees should be made payable to The Association of Land Rover Owners of Canada.

TRANSFER BOX is the official publication of ALROC. It is dedicated to helping and entertaining Land Rover enthusiasts across Canada and around the world. All manner of articles and comments having to do with Land Rovers are invited. Transfer Box reserves space for each chapter's news.

Material should be submitted in a legible, double spaced format, along with photos and illustrations. The editor reserves the right to correct grammar and spelling etc, to confirm the accuracy of the material, and to edit. (~~which is why he is called a editor!~~) When material from other sources is used, full bibliographic information should be provided.

Transfer Box is not copyrighted, and no compensation is offered for material published therein. Upon request, material can be returned to contributors.

Publication dates are quarterly, falling on the 15th day of January, April, July and October. To assure publication in a given issue, material and advertisements must be received on the first day of the preceding month. Back issues may be ordered for the cost of reproduction.

Advertising in Transfer Box is available in both classified and layout forms. Non-commercial classified ads from ALROC members will be published in two consecutive issues unless otherwise requested. There is no charge to members in good standing. Commercial and non-member classified ads are to be prepaid at a rate of C\$0.50 per 4 inch 12 pitch line per issue. The editor reserves the right to stretch out obscure abbreviations. Half-page and full-page layouts are available at C\$8.00 and C\$15.00 respectively per issue. The preparation of relatively simple layouts from rough submissions is offered at no extra charge.

While apparently implausible advertising claims will be questioned prior to publication, the Transfer Box team and ALROC cannot be held responsible for published advertising claims. Prepaid ads booked for four consecutive issues will be accorded a 15% discount.



PRESIDENT'S

PAGE

The best of the good news at the moment is the continued expression of goodwill and encouragement we've received this past quarter from many points of the compass here and abroad. We're repeatedly admonished to 'keep up the good work', others opine that we're not charging enough for services rendered and go so far as to return more money than is asked for renewal of their ALROC connection. All of which goes to make us feel very good indeed and that we're doing something useful. To you all, then, many thanks. We're deeply grateful.

Equally felicitous is the soothing 'peace, be calm' placebo that comes with knowing we're publishing on time as promised, that we're in step with the Old Woman of the Corn, she who commands the comings & goings of the seasons. Yes, ma'm. Our cover says "winter" as does the calendar, and that's how it should be, eh? Particularly if you happen to be in either PEI or New Brunswick at the moment for, as we labour here this 1st of February '87, CBC's Elizabeth Gray is informing the nation that 70 cms of snow have been deposited on those regions, the ferry schedule there is being knocked cock-a-hoop and even the ploughs have packed up. Now, on even date, when I look up and over the rims of my half-glasses & through a glass door I see, outside, a box of passion-purple pansies in full bloom and a single crocus, first of the year, the colour of an over-ripe persimmon. O Canada!

Other good news recently was roverlanders of B.C.'s 3rd Annual Snow-Flake Chase in the Fraser Valley-Vedder Mountain region November, last. This was a 10-30 show, the lesser figure being the count of LR's on the scene. The day was historical in the sense that it brought two LR groups together for the first time on the Pacific side, the other group being Island Rovers represented by Steve Bradshaw, President; R. Stringer, 2nd V-P; Ron Low, Sec'y & ALROC V-P, and Wayne Brunnel an old friend from the early days of ALROC in Ottawa around the time he decided to make the Canadian Forces his career. Wayne turned up out-of-the-blue for the Vedder Mountain run in nothing less than an air transportable lightweight in brazen mint condition, would you believe! This neat and trim little package was part of his gear shipped back from Europe on his return to CFB Victoria. The lightweight model would surely be a smash-hit if ever it were made available in Canada, without any doubt. Unfortunately for the rest of us, Wayne's stay in these parts is to be short, CF have plans for his services in another part of the world quite soon.

If there was a snow-flake chase that day I seem to have missed it. However, I did witness a match between a diesel 88" and a rise of land about 25m-35m in height at the foot of which was a collected pond of water topped by inches-thick ice; what appeared to be smooth-bald granite for about 2m made up the crown of the rise (steep). The objective seemingly, was to get the 88 up and over the top assisted, where necessary, by any article whether animal, vegetable or mineral that would provide mechanical advantage to man and machine. both. I lost count of the number of times the ice-breaker with demonic frenzy attacked the hill. The top stretch of bald rock seemed just too much for it. I feel mention must be made of the young, school-age, girl who rode as passenger in the clamorous machine: Her natural high spirits and unaffected bravado to get on with it each time was delightful to observe. All-in-

thanks

for your continuing

support

OVER

all, the event was first-rate and a further example of la raison d'etre of the Land Rover fellowship. As an aside, it was not until the turn to the blacktop that I realized we had travelled considerably higher up the side of the mountain than had first appeared.

I have no way of knowing, nor could I even hazard a guess whether we were above or below ~~say, the~~ 350 m. level. Suffice to say, however, when having stopped for a mud-bike to go through, there before & below us in the glint of the pale winter sun, spread across our windscreen was the full panorama of the Fraser Valley and the mighty river which lends its name to this rich farm-and-dairy region of the south-west corner of the province. For the benefit of those who are not familiar with this end of the globe's second largest land-mass, it might be instructive to expand on the subject and say that abandoned logging roads of the kind in question are numberless throughout British Columbia including Vancouver Island and the Queen Charlotte Islands. For everyone of the scores of huge rectangles and irregular scarred patches that abound on the sidehills of treed areas of the province (i.e. most of it) one knows there has to be a bull-dozed & rough-graded access to the open patch which constitutes the term 'logging road'. They also constitute pretty well unbeatable terrain to test the prowess of any Land Rover and its operator together. It is not uncommon for some roads to rise several thousand feet from where they leave the public highway, with the surface distance being ten miles or even more. Great diesel trucks, many of them superb machines carefully groomed and maintained and in the hands of a special breed almost, of driver appear to do everything but car-reen as they swiftly get their load of logs to, in some cases, a sorting ground or direct to a mill, if the cutting is being done in the interior of the province. On the coast itself, it is likely the logs will be dumped into the saltchuck, there to be boomed for later towing to sawmills at the mouth of the Fraser river. Between the days of the horse and the truck were the logging railroads which developed another special breed, that of steam locomotives with the special characteristic of flexibility through small drive wheels, geared & cogged shafting and the names Shay, Climax and Heisler unique to the industry on this side of the continent, the first mentioned being the most common in B.C. it seems. These were 3-cylinder, vertical drive on the right, engineer's side, with boiler off-set to accommodate the engines. Shays were immensely powerful & came in assorted sizes. My last encounter with a working steam logging road was in the late 1940s on the Charlottes during the days of the legendary 'panicky' Bell, the super of a large operation there, the meals at which were as legendary as Bell, but, as Kipling said, that's another story.

Another good news item was the Founder's Day party of Roverlanders of B.C. earlier in the same month at Bessborough Armouries and attended by some 20 members and their families & friends and 6 or 7 LRs. Proof of the clout the organization undoubtedly has with DND is seen in the hard fact that the assorted lot of vehicles was allowed admittance to the parade floor of the Armouries, would you believe! where they made a pretty handsome display, there among the 25-pounders and other pieces of artillery and ordnance. The grooviest of the lot was the 'everything super' 109 belonging, I believe, to photographer Rob Stewart from Fort Langley. This is a truly handsome looking example of the species about which much was rumoured but, unfortunately for all of us, the information was not sounded out loud and clear. Like I heard said the frame was heavy-duty; that it now was equipped with four petrol tanks & that no less than \$140 worth of special paints had been applied to the frame and its sundry appurtenances; the rationale of it all being, again sotto voce, the rig was to be shipped soon to Spain for an exciting adventure in North Africa. So, while they were soft-voicing it on the parade-floor level, upstairs in the Sergeants' Mess the crunching of raw carrots & snappy crackers washed down by bottle-beer could be heard over the sounds of the boys & girls of the Ottawa Valley Land Rover Club as they performed some funny rituals at a Land Rover picnic & recorded for posterity on video a couple of years ago now. During the performance Russ Sterling performed a useful function by sitting at a table accepting funds & giving out receipts. Also unique to the occasion was the fact that we were never told who the Founder was!

Further good news. This one comes from a well-wishing member in Vancouver with the offer to turn over to an Apple model of the Macintosh family of computers, our membership and mailing lists. He says this is merely the beginning of what could be something quite big. Like tabulating, if it were wanted, all Land Rovers painted, say, light green as against those in racing green which are fitted with Solex carburetors. Or the number of owners with brown eyes who carry the spare on the bonnet compared to those who choose to put it on the roof. And other things like that. Already in effect with this issue, we learn there were 16 duplications on our mailing list! The member to whom we are indebted for this service wishes to remain anonymous. We thank him most deeply.

WORK LOAD TO LIGHTEN

It is clear to those of us in the shop that our present administration/work force arrangement leaves much to be desired for both the sending and the receiving ends. As remarked on above, we take some pride in having published regularly, a factor which we have the satisfaction of knowing is recognized and appreciated throughout the membership. But, and this is mostly because of mechanical reasons pure & simple, we're falling behind in producing a Transfer Box of the quality we aspire to and, in earlier times, was produced but failed abysmally to do so on time & regularly. The prime weakness as I see it, is the shortage of support staff & gofers, to share the work load in this period of growth. However, with this issue out of the way we shall begin to experience some easement out of the corner we find ourselves in at present, thanks to recent offers of help.

The copy of Transfer Box you are now reading will perhaps be the last one you'll be mailed with the heavy-weight cover stock, for once the stock has run out we'll be resorting to regular stock for economic reasons including the up-coming increase in postal rates.

ELECTION OF OFFICERS WAIVED

It was not an easy decision to make, nor was it done lightly but still with the best interests of the organization at heart, the consensus here being that certain reverberations were being felt, brought on by the move of the administration from Ottawa and that until things and conditions in general had shaken out and stabilized, it were better to continue with circumstances as they are at present. A full financial report will be published in the next, the Spring, 1987 number of Transfer Box.

ALROC CREST

\$ 4.00 EACH



to see one is to want one

6 LAND ROVERS

in colour  to go on a wall

The article we're talking about is a calendar from England, the best thing of its kind we've ever laid eyes on. We have no hesitation in recommending the product to those who like to be surrounded by good quality and design regardless of Land Rover motif.

The models are Series One each bespeaking its individuality & hard-edged elegance in settings fitting to the land of its origins. The overall dimensions of the calendar are 40 x 60 cms; LR centre-piece 36 x 36 cms; below the centre-piece are three detail-sections of the model illustrated, these are 8 cms sq. The listed price is in UK Sterling 5.95 pounds, roughly \$15.00; check with your money store the day you send your draft or money order. Address: The Land Rover Directory, Windyridge, Donington-on-Bain, LINCOLNSHIRE, England LN 11 9TQ. (We expected to be billed for mailing/handling for the 2 calendars we ordered but no bill was received; trying to estimate numbers for these sort of things spells headache for us - - - after all, how can one be expected to know if we're not instructed? Man, what a world! Members would confer a favour by mentioning ALROC/TRANSFER OBX in any correspondence with the publishers in England. Thank you.

Spin-On Oil Filter CONVERSION KIT for LAND ROVERS!



TO FIT ALL 2 1/4 LITRE ENGINES

- Replaces 15 Land Rover parts of which 6 are potentially leaking seals
 - Precision machined from high strength, heat treated aluminum alloy
- Only **\$65.00** Cdn.
post paid

- Easy 30 minute installation - assembly using same bolts
- Uses common, American made, spin-on filter elements available everywhere (Fram #PH8A, Purofator #PER-1, Sears #45171, Motorcraft #FL-293, AC #PF-2, or equivalent)
- Pays for itself by saving money on elements costs
- Eliminates the spring loaded relief valve built into the Rover filter unit. (A relief valve is part of the throw-away, spin-on element and is renewed each time the element is changed)

SPIN-ON' ORDER COUPON

Yes, send me _____ 'Spin-on' Conversion Kit(s)
at \$65.00 Canadian each. \$ _____ Payment Enclosed

NAME _____

STREET _____

CITY _____

COUNTRY _____

CODE _____

Mail to: PAUL SOCHOLOTIUK
451 ADELAIDE ST. WEST
TORONTO, ONTARIO, CANADA M5V 1T1

READERS'

BUY
SELL

WANTS

1: Wanted, to Buy . . . Capstan Winch

Write: John M. GREENLEE
P.O. Box 600
BELLA COOLA, B.C.
VOT 1C0

2: Wanted, To Buy

Used Over-Drive for Land Rover

Write: Anthony H. Howard R.R. #2 TOTTENHAM Ontario
LOG 1W0

#3: Wanted, To Buy

Frame From 109" Land Rover for use in fabricating trailer

Write or phone Rick Merrell R. Merrell 843 Lee Street
White Rock B.C. V4B 4N7
(604) 538-2722

#4: Wanted, To Buy

Frame 88" with cross members & outriggers

Leaf Springs front & rear

Write or phone: Roderick Ewing P.O.Box 713 Van Kleek Hill
Ontario KOB 1R0
(613) 525 1341

#5: Wanted, To Buy

a Land Rover no specifications given

write or phone George A. Pennell AGINCOURT Ontario 2W8
MIT
(416) 291-6020

#6: For Sale

collection of Land Rovers for restoration or parting out
1951 - (2); 1956, 1957, 109" (pick-up), 1957, 109", 1963, 88"
1965, 109", 1970, 88" & 109", 1973, 88"

Write or phone Ken Hilliard 4401 W. Chestnut Street
Yakima, Washington 98908
(509) 453-8580

#7: For Sale or Parting Out

Series One Land Rover 88" pick-up 2 1/2 L
Block 'good' . . . All Drive Parts 'good'
(this vehicle not running at present)

Interesting side note: this member is owner of Series One FWD Control 1500 WTLorry

contact: Wm L Koyle Ridgewood Farm L9W 2Y8
R.R. #1 Orangeville Ontario

NOTE TO Mr Koyle: Please send sharp close-up photos of FWD Control

with info for T-BOX story.

feeling good THROUGH doing good

#8: For Sale

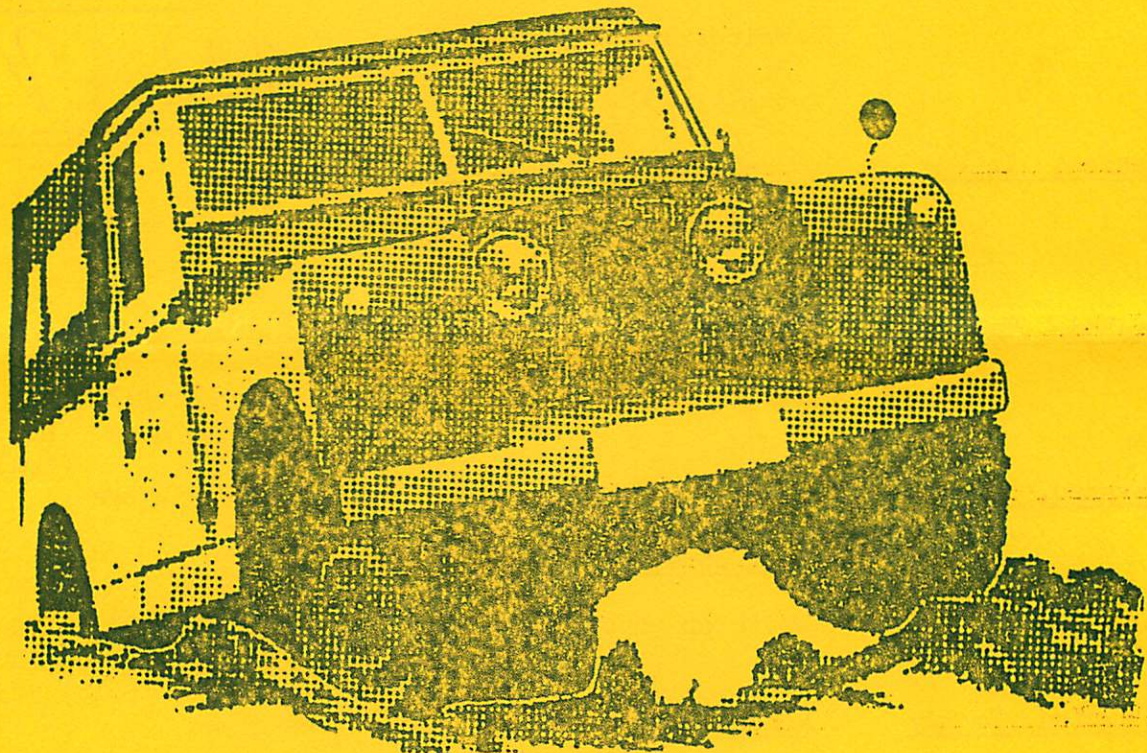
\$ 12,000.00

1973 RANGE ROVER ndwly restored

enquire: Paul Socholotiuk TORONTO, Ontario
(416) 366-3633
(416) 284-7103

A KEY TO SUCCESS: early to bed, early to rise, perform a good service & advertise.

Campart DISTRIBUTORS LTD.



UNIPART **DISTRIBUTORS FOR**
BEARMACH **ROVER**

The largest stockists of Land Rover parts in Canada
for Series I, II, and III

**GUARANTEED LOWEST PRICES
IN NORTH AMERICA**

**WE ALSO SUPPLY PARTS FOR BRITISH, SWEDISH, FRENCH and
ITALIAN AUTOS**

**WE ACCEPT
VISA
and
MASTERCARD**

**CAMPART DISTRIBUTORS LTD.
221 41ST AVENUE N.E.
CALGARY, ALBERTA T2E 2N4
TOLL FREE**

1-800-661-8347

TELEPHONE: (403) 276-2211

TELEX: 038-24553

More good stuff from members

#9: FOR SALE

1964 109" - 5-door Land Rover, newly rebuilt motor and all drive train & brakes. Over-drive, Fairley hubs, 5 new radials and many spare parts, doors, etc 'included in the bargain' to use the present owner's words. The price is \$6,000.00. Enquiries to: John Urban 214 Milton Street, Montreal, P.Q. H2X 1V6. day phone (514) 842 6021; night phone (514) 270 4313

ADDENDUM

Mr Urban writes: "my wiper arms gave out in mid-winter & couldn't obtain quick replacement. So, used materials at hand. I adapted a pair of

MG wipers by shortening & replacing the arms with what I had available. Being a jeweller, I use a lot of silver, so I fashioned a pair of solid sterling silver wiper arms from stuff around the shop. . . . this was cheaper and they work fine! When I sell my Land Rover the present wiper arms will not be included."

MEMBER CALLS FOR HELP

#10

Gordon Duncan of R.R. #2 Claremont, Ontario LOH LEO needs some skilled help with a clutch that sticks. Will pay reasonable rate.

SPECIAL APPEAL TO OWNERS OF the 80" model LR

#11

Mr Jeremy BANNISTER of 939 Wawaset Road, KENNETH SQUARE, Pennsylvania, USA 19348 is completing renovation of 80". He would appreciate hearing from other owners of the short-tailed one.

MANY HAPPY RETURNS OF THE DAY

#12

to James R. Beattie who will turn 87 on the 10th of March, next. Tells us he owns a 1960 88" in A1 condition, a Citation and a 1985 Jaguar. Says the man who must be our oldest member: "I like cars. Started with Model T in 1924". He lives in Chambly, Province Quebec.

#13

Charles J. Frick, Jr of 256 High Street, Philadelphia USA 19144 says he would be interested in having other ALROC members call on him and would welcome information around Land Rover events in the area, including Canada.

#14

'Old Finigan' is the handle the community-at-large gives to Ken Gresley-Jones' Land Rover in the town of Christina Lake, British Columbia, he says in a recent footnote.

#15

328,000 miles

without comment that information appeared in a lower corner of an information sheet submitted by Mr Joe Lucas of Markham, Ontario in connection with his 1972 88". Assuming this is a reading from the odometer, is this something of a record? Comment welcomed.

#16 WANTED

instructions on how to install a capstan winch at the front-end of a 109" Land Rover, 1966. Please keep it simple. Anything more involved than opening a jar of pickles makes me break out in spots.

A N D

#17 FOR SALE

Buy my 1966 twin-carb ROVER saloon and start a Rover Owners Club! In running order but need some fine tuning; good rubber on all four, brand new exhaust system, brand new shifting -stick, radio, and sheep covers in front. Waiting delivery of choke cable. Contact "Honest Hal, Friend of the People" aka "Alroc One" aka H. Charles Huggins c/o Unit 185, 1450 Johnston Road, White Rock, B.C. V4B 2H7 or phone (604) 536 5580.

IF YOU'VE READ THIS FAR ALONG YOU WILL HAVE CAUGHT THE SPELLING MISTAKE IN 'LINCOLNSHIRE' IN THE CALENDAR STORY. JUST FOR THE ELL OF IT.

STILL MORE GOOD STUFF

FOR THIS ONE WE FLIP ACROSS THE CANADIAN REAL ESTATE to the Atlantic Seaboard, Prince Edward Island (don't fret, the snow will have melted by then) and our faithful member through the years Dr S.E. Cregier who writes to advise of the KINGSTON, Nova Scotia-MONTREAL, CONVOY, August 10th & 11th, 1987. Dr Cregier's card reads: "Leave East of Heaven in '87 Rally, via Digby Ferry. Volunteer Land Rover driver also wanted spell at wheel and guide into Montreal. Must be non-smoker, non-drinker. Contact: Dr S.E. Cregier, University PEI, Charlottetown, PEI, Canada C1A 4P3, Phone (902) 566-0621 to discuss possibilities or firm-up details." ALROC is never happier than when giving these events a publicity boost and endorses Dr Cregier's suggestion to place a card in the windows of Land Rovers in the region at the appropriate time to help spread the good news. Further, there isn't a local newspaper there which would not be pleased to give a 'para' to the event. Good luck to you, and let's hear what happens.

ANOTHER FROM THE EASTERN SIDE: this is how it reads. "Shuffling my stable of Land Rovers, 1971 pastel green 88", good condition, frame very good condition, driven daily, reliable, \$1800.00; 1974 poppy red 88" in excellent condition, \$2500.00. 1967 blue 109", 4-door, 6 cylinder, good over-all condition, \$3000.00. Also, many used parts from several LRs I am dismantling. CONTACT: Ron Mowry (207) 658 - 9064: P.O. Box 1023, W. Lebanon, Maine, USA 04027.

WANTED, to buy: a) an Over-Drive unit for Land Rover
b) a 109" Station Wagon, especially with a Chev or other (American) engine conversion. CONTACT: Anthony Howard, R.R. #2 TOTTENHAM, Onto ario, LOG LWO (416) 936 4744.

WANTED, To Buy Seat gaskets and needle for Zenith carburetor as installed in Series III.
A N D

FOR SALE Save \$50.00 on Master & Slave clutch cylinders. Completely cleaned and rebuilt Part #6751 and #6822 hydraulic clutch cylinders. Used with separate fluid reservoir. For Series IIA with power braking systems and all Series III models (Master). Clutch(slave) used for Series III models. The off-the-shelf price for these new would be \$149.00 plus shipping costs. My price: \$99.00 shipping paid. Replies to the above two items should be addressed. Dr S.E. Cregier, UPEI, Charlottetown, Prince Edward Island, Canada C1A 4P3; (902) 566-0621

FOR SALE: Brake drums, front or rear for 88" LR, 10" diameter, Part #591661 (up to 1972). New stock \$35.00 each or set of 4 - - - \$125.00.

Demister hoses for 88" LR Lightweight model (from flat type heater to wind-screen vents) \$5.00. each
Sliding Glass (rear windows) part # MTC 5314, for 88" or 109" Station Wagon . . . \$15.00. Enquiries: Andrew Limb
P.O. Box 1097, each
Strathmore Alberta TOJ 3H0.

ABRIDGED

LETTER OF THANKS FROM RICK MERRELL, White Rock, B.C.

I would like to relay my appreciation for the use of a piece of equipment that the membership-at-large has access to in the form of a rigid tow-bar and signal-brake light assembly for Land Rover.

Specifically designed for the Huggins' trek to the Sunshine Coast, and as a memento of our easterly brothers thanks for his contributions to the Cause, the device was the cat's meow when I brought my 109 from Creston to its re-incarnation site here in White Rock. It also saved me a pretty penny in rental fees!

ABOUT THE TOW BAR

The tow-bar is heavy duty and adequate to its purpose, fitted with standard ball trailer hitch. It was specially designed for Land Rover bumper connection; it is essential the towed vehicle has holes to accommodate 9/16th inch bolts, 28½" centre-to-centre. Enquiry for loan of the bar is to be made direct to Harold Huggins in White Rock, telephone 536-5580. It is to be understood the equipment, including lights & signal bar, is for the exclusive use of paid-up members of ALROC and that the ultimate decision for use of the equipment is to rest with H.C.Huggins. No charge will be made for its use under these terms. Contribution to ALROC accepted in return for the service.

cover story

THE ILLUSTRATION ON THE COVER OF THIS ISSUE OF TRANSFER BOX DEPICTS THE MILITARY VERSION OF THE LIGHTWEIGHT ROVER SERIES III, described TRUCK, UTILITY, ½ TON, 4 X 4. THE ILLUSTRATION IS TAKEN FROM THE 'USER HANDBOOK', 160 PAGES, 141 ILLUSTRATIONS. THE HANDBOOK MEASURES 14.5 cms x 20.5 cms. IT IS AVAILABLE FOR THE SUM OF \$12.50 Cdn, POSTAGE PAID. SPECIAL NOTE: sale & distribution of the 'user handbook' is a programme of the ISLAND ROVERS. Please deal direct with them; cheques/money orders made payable to Island Rovers. Mailing address: P.O. Box 6336, Station 'C' Victoria British Columbia V8P 4G0.

PLEASE CHECK
YOUR ADDRESS LABEL

***** AS WE SHIFT FROM STEAM*AGE TO THE COMPUTER WE ARE OUT TO CLEANSE and PURIFY OUR MEMBERSHIP & MAILING LISTS. Please notify us of any inaccuracy promptly. Thanks.

was there life
before ALROC?



TOO LATE THE T-BOX

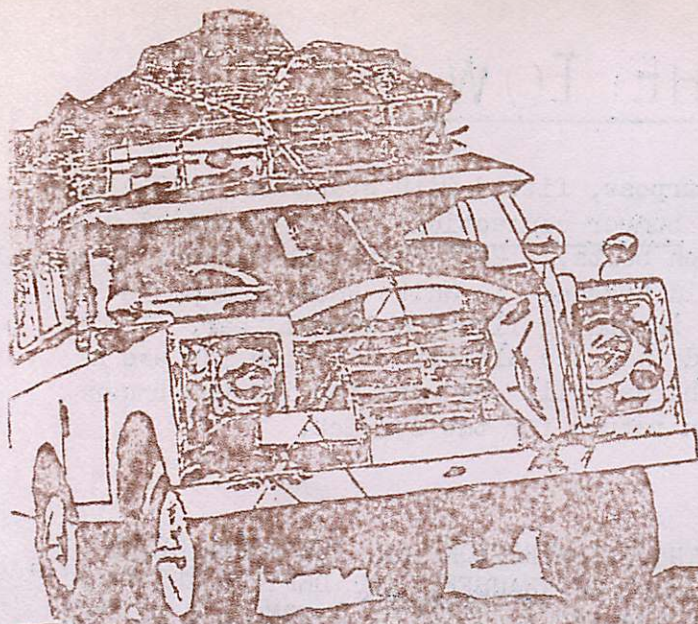
In an earlier issue of Transfer Box we expounded on our discovering that one of the country's brightest and surely inimitable radio and television personalities JACK WEBSTER, was a Land Rover owner & that we were high in our hopes of his becoming a member of ALROC. It so happens Mr Webster's Land Rover connection is now history. Here's the letter we received upon sending him a copy of the last issue of our publication:

Dear Mr Huggins:

I used to have a Land Rover but the half-shfts kept breaking. I now use a '65 Jeep and an '80 Toyota Land Cruiser on the farm.

Yours
Jack Webster.

We'd no sooner wiped away the tears over Mr Webster's letter than we heard from our member Phil Lulman in Calgary who said in part, "You talk of advertising by 'association' with the rich & famous - - - how about this one with no less than Robert Bateman and his Land Rover!". . . . Accompanying Mr Lulman's letter was a coloured promo sheet bearing this heading: The Calgary Zoological Society proudly presents 'THE ADVENTURES AND TRAVELS OF ROBERT BATEMAN' . . . an odyssey of adventure travel around the world in a land rover. (Yup, just like that, all lower case letters on the name. Stay tuned!, ed.)



What you
want, when you
need it.



U.K. TREK + TRACTION PARTS
LTD.



GENUINE ROVER PARTS
FOR SERIES I II III LAND-ROVERS
GUARANTEED LOW PRICES

DIESEL CONVERSIONS
OVERDRIVES
FREE WHEELING HUBS
WELDING
FRAME SECTIONS

DON'T WAIT
FOR PARTS OR SERVICE

CALL 534-6971

OPEN MONDAY THROUGH SATURDAY LATE

FAST SHIPPING!

ALSO IN STOCK

"LAND - ROVER"

T-SHIRTS

COFFEE MUGS

KEYCHAINS

SCALE MODEL KITS

BOOKS and BUMPERSTICKERS

TREK TO

U.K. TREK + TRACTION PARTS LTD.
105, 20577 No. 10 HIGHWAY LANGLEY BC V3A 5E8

about BOOKS, 10% and a WHITE ROSE

If there are books of the kind we're writing about that speak for other parts of Canada, we've not heard of or seen them. Which proves nothing in itself except that we just might be grossly ignorant of the fact. We are talking about handbooks or guidebooks to the backroads and logging roads which cross-hatch this province without number. Logging roads we have touched on earlier in these pages and though they too are backroads, there is a distinction to be made, the distinction being that the 'backroad' classification does not necessarily connote 4 x 4 requirements, whereas logging roads more often do. So, thanks to a few dedicated souls with an appreciation and respect for the sidehills and backwaters of this attractive & challenging province, a small number of books have been produced for the venturesome and perhaps more resourceful motorist. These books are not travel agency come-ons with lots of coloured pitchers written by the ginks who make those tv ads for Nissan/Toyota showing their 4 x 4 coming down like a mallard on a duck-pond the while protesting you 'don't have to be rough to be tough!' Quite the reverse. These books are put together by men and women who've been there and who are not mute about the ethics of the activity either.

The editions in hand run to 200 pages more or less, 13 x 20 cms, soft cover. One series deals with the province by region; virtually every other page is a route-map with distance readings between points. A typical entry: "Km 56.9/ mi. 35.3 Side track to right. This is another of the old logging areas, and the road fans out, but deteriorates within two or three kms, after passing two mill sites. Four-wheel drives could take most of the roads a little further"

By arrangement with White Rose Book Store, White Rock, B.C., ALROC will collect 10% of the retail price of any of the books ordered through Transfer Box.

NOW AVAILABLE:

Lower Mainland	BACKROADS	Vol 3	<u>Hope to Clinton</u>	Richard & Rochelle Wright	\$4.95
"	"	Vol 4	<u>Garibaldi Region</u>	" " " " " "	4.95
Vancouver Island	LOGGING ROADS				
		Vol 1	<u>Victoria-Campbell River</u>	Alec & Taffy Merriman	5.95
Backroads Explorer		Vol 1	<u>Thompson-Cariboo</u>	Murphy Shewchuk (170 p.)	9.95
			<u>(all of the above have maps & photographs)</u>		
Backroad Adventures - -			<u>Through Interior British Columbia</u>	Donovan Clemson	5.95
			<u>(this is less a guidebook & does not contain route-maps but has many photos & much historical information)</u>		

POSTAGE EXTRA - - CPO advises .42¢ each to any address in Canada. Outside Canada the rate is \$1.40 per each. Subject to change, of course.



ISLAND ROVERS

. . . this group reports a successful year 1986. Each long week-end there was an event that saw several vintage vehicles in the bushes; all of them required the coloured knobs to be manipulated and a new event was a radio gymkhana. A highlight of the year was joining up with our friends across the Gulf, Roverlanders of B.C., for the first time, on a 10-vehicle convoy up the slopes of Vedder Mountain. Our 1987 activities calendar for the second quarter, include these: 4 April run to recce the terrain & location for the GOOD FRIDAY long week-end which is 17th April, next. Next is Monday, May 18 in celebration of Queen Victoria's birthday "if you don't give us a holiday, we'll all run away!" (Am I perhaps the only one able to remember those lines? ed.) These runs start out from Six Mile House at 0900 hrs sharp. Details: Steve, 381-2307 or Rob, 383-0963.

This issue of T-BOX put together in the crypt of 14782 Oxenham Avenue, White Rock, B.C. V4B 2H7. Produced on two Gestetner machines, a 360 and a 420. Typing on 1940 vintage Underwood & Remington makes, the kind found in Sally Anns today for \$15.00 & sometimes used as counterweights to overhead doors. What may appear as spelling mistakes are nothing of the kind. They are typos caused by little devils that ride the keyboards.

HAT SALVAGE & STEEL LTD.

YOUR BARGAIN STEEL CENTRE

1248 SOUTH RAILWAY STREET

BOX 136

MEDICINE HAT ALBERTA

T1A 7E8



SCRAP YARD
526-7199

ORDER DESK
527-3800

OFFICE
527-1860

POSSIBLY

CANADA'S WIDEST RANGE OF

LAND ROVER

FOR PARTING OUT

FRAMES

BUMPERS

GEARBOXES

BUMPER OVER-RIDERS

ETC

MOTORS

ETC

FRONT-ENDS

OIL-COOLER RADIATORS

ETC

WHEELS

***** most of the material is late-model ex-military Land Rover *****

ANGLE IRON, BEAMS, CHANNELS AND STRUCTURAL STEEL

BOLTS & NUTS, BLACK & GALVANIZED PIPE & FITTINGS

COPPER PIPE & FITTINGS, BRASS VALVES

ABRASIVE CUTTING WHEELS, GRINDING DISCS

CUTTING & WELDING SUPPLIES

OXYGEN & ACETYLENE

TOOLS