

TRANSFER BOX



SPRING 89
No. 26

Daily Mail, Monday, February 24, 1986



'Oh, all right then — I solemnly swear I'll never vote Tory again and I hate all Americans! Now will you get into your Land-Rover and tow me out?'

ALROC
Founded 1977
Canada's Original Land-Rover Owners' Group

Transfer Box is published by the Association of Land Rover Owners of Canada (ALROC). The objective is to publish three issues per year.

Editorial material, including stories, technical tips, letters, photographs and anecdotes concerning Land Rovers, is invited from readers. No payment can be made but we'll print as many submitted articles as space permits.

Non-commercial members may place personal 'for sale' and 'want ads' free of charge. Separate ads must be submitted for each issue. Commercial and display advertisements will be printed on a space-rate scale*. Whenever possible 'camera ready' material should be supplied. A business card will be considered suitable as an advertisement.

Ads may be constructed from information supplied to us. While we make every effort to ensure information is accurate, Transfer Box cannot be held responsible for advertisement claims.

ALROC is a non-profit organization dedicated to the 'proper care and feeding' and preservation of the Land Rover. Application for membership in the Association is invited from readers and enthusiasts from any part of the globe.

The annual membership fee* covers the publication and mailing costs of Transfer Box, membership processing and office supplies. Financial reports will be published annually following the General Meeting.

The mailing address of the Association and Transfer Box is:

#185 - 1450 Johnston Road
White Rock, British Columbia
V4B 5E9

*Due to increase in production & mailing costs membership and advertising rates are undergoing review (April, 1989).

COVER

This gem from the pen of MAC of the Daily Mail, London comes to us through correspondence with a Land Rover club in Duebendorf, Switzerland, the cartoon serving as their letterhead. We express thanks to Thomas Schlup (Man-at-the-helm-typewriter, as he puts it) for this favour. Readers of the big UK dailies and magazines such as Punch will know Land Rover as frequent cartoon subject in Britain.

HAVE LAND ROVER, WILL

WRITE

With this issue we re-print a few selected articles of the kind we feel best justifies & gives reason for publishing Transfer Box. By 'best' we mean the sort of material most useful to our fellow Land Rover enthusiast -- the good stuff of first-hand experience on the road, in the boonies and in the shop.

The selections, each an original piece, represent the essence of what we had in mind a decade & more ago when the idea of a Land Rover owners' group first buzzed our head-space.

We dreamed then of a steady stream of stories and articles for publication, perhaps even an embarrassment of riches at times, considering the potential number of members we hoped (and eventually did) attract to the ALROC faith. All of whom, we felt sure, would not only want to learn all they could about the proper care and feeding of BL's endangered species LR but would have their tongues hanging out impatient to give the rest of us the benefit of their experiences on the Land Rover road to Damascus, as it were.

Sadly, despite the relatively large numbers it has been our good fortune to support the Cause, we're mostly lean & hungry when it comes to receiving the good stuff from members for these pages. We much prefer material from within the membership because we feel such material strengthens the bonding factor between us, all.

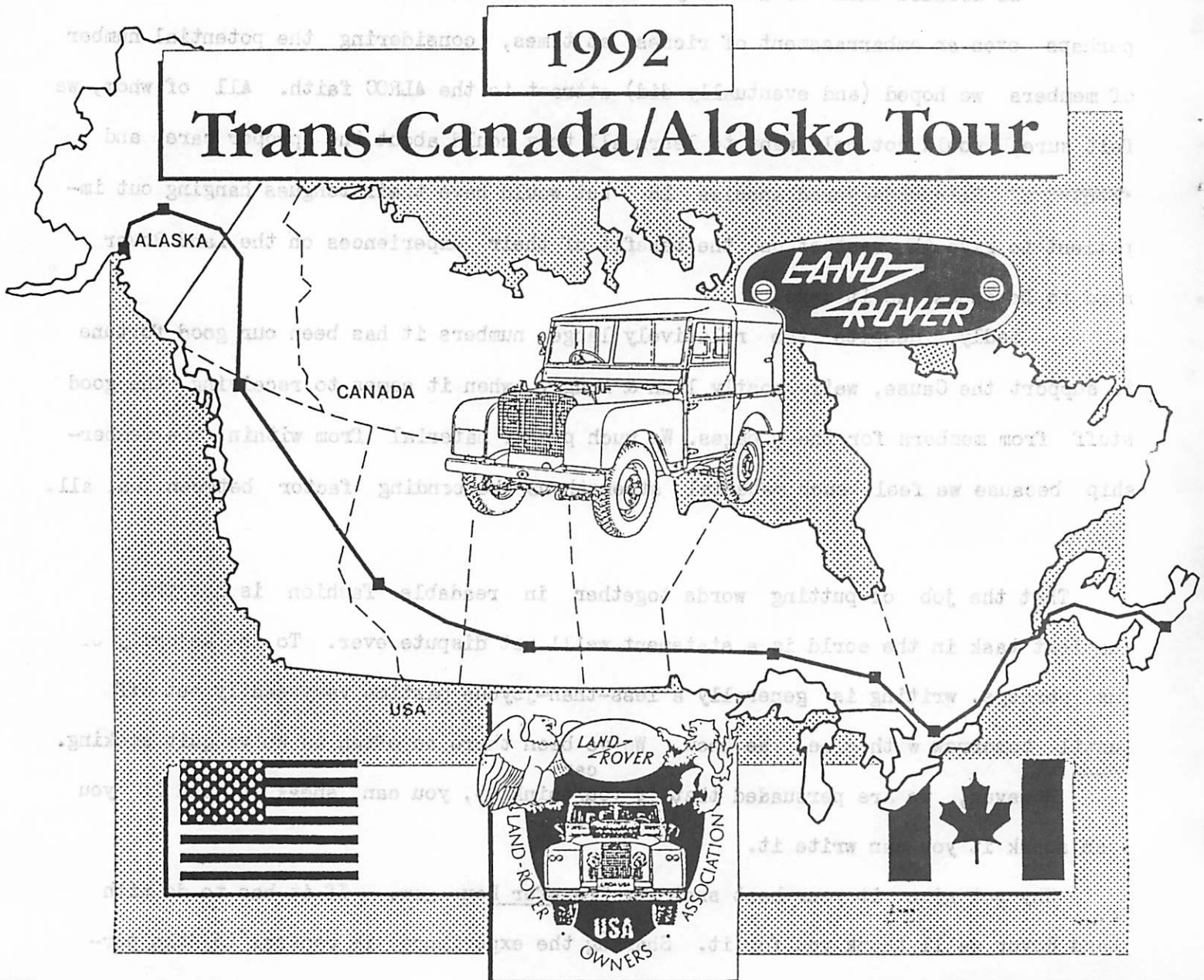
That the job of putting words together in readable fashion is not the easiest task in the world is a statement we'll not dispute ever. To the majority of us perhaps, writing is generally a less-than-joyous pastime very easily put off until tomorrow with glee. We know, We've been there as often as we've quit smoking.

However, we are persuaded that if you ^{can} think it, you can speak it, and if you can speak it you can write it.

Why not give it your best shot for Transfer Box now. If it has to do with Land Rover we'll thank you for it. Sharing the experience is central to the purpose of these pages.

LAND ROVER TO CROSS WORLD'S SECOND LARGEST LAND-MASS

The Land Rover Owners Assoc'n. USA is soliciting feed-back and ideas from everyone interested in their proposed Halifax-to-Anchorage Land Rover caravan in 1992. They are reaching out to European enthusiasts as well, inviting them to bring to Halifax pre-'67 registered vehicles 'suitably prepared' for the trip across Canada. Clearly there is opportunity here for those in the mainstram of the route at least, to stand ready and extend greetings and give whatever help is necessary to our ALROC friends. As well, to encourage members with a hankering for such frolics to begin now to dust off the Primus and trim their wicks in readiness to fall in with the cavalcade as it passes by on a day in June, three years hence. And to let Transfer Box know! We shall be in touch soon with the principals to determine where best ALROC could serve their needs. Stay tuned! Members interested in participating are invited to contact Ron & Bernie Mowry, co-ordinators of the programme, for complete information and be placed on a special mailing list for future releases. Write to: Land Rover Owners Assoc'n. USA, P.O. Box 1023, West Lebanon, Maine 04027, USA. Plans include selling-off Land Rovers for profit in Anchorage for those who may choose to either walk, bike or fly home. We'd like to think there would be a contingent from Lotus-land in the cavalcade. How about it, British Columbia?



LAND ROVER'S SIGNIFICANT ROLE IN CANADIAN HISTORY

Appropriately enough, as the 'Rock' this year celebrates the 40th anniversary of its becoming a province within the Canadian Confederation, we take pride in publishing below, a letter and photographs received from the Newfoundland Antique & Classic Car Club, highlighting the part played by the ubiquitous Land Rover in the stormy political campaign championed by the colourful, indestructible 'Joey' Smallwood, then premier of Newfoundland and today, at 88, a living Father of Canada's Confederation.

Dear Transfer Box:

Enclosed please find a couple of pictures of our 58 Land Rover, Series 88 Station Wagon. This L.R. was given to the Nfld. government by Adalade Motors, the dealer in St. John's. The intended purpose was for it to be used by our Premier Joseph R. Smallwood in the first crossing of the island seeing as the Trans Canada Highway from St. John's to Port aux Basque was just about pushed through, note that this highway wasn't completed and paved until 1965. This Land Rover carried our Premier "Joey" across and back through some very rough going, a distance of almost 1200 miles. After this crossing, the Land Rover was used occasionally then stored in the Dept. of Transportation garage until 1966 when it was taken out and used on a float in a trans-island parade for Come Home Year; after the parade it was again stored and didn't see light of day until we towed it out and to my home in August 1985.

This Land Rover is a club project and hopefully will be completed after this coming winter.

Sincerely,

Carl Hamlyn
President NACCC

12 May 1987



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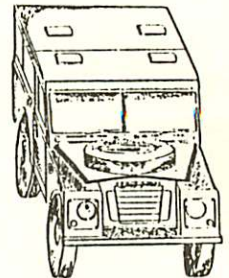
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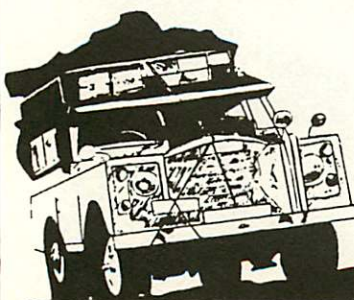
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RUST

by Harold C. Huggins
re-printed from Transfer Box #10 Fall 1981

As in medicine, every far-advanced disease was at some point an early, easily-managed ailment. It makes sense to think along this line vis-a-vis the disease of rust in LR frames. In this writer's view there can be no "waiting period" for the symptoms to exhibit themselves. The wise operator will simply assume and take for granted the process of metal oxidation is going on apace anyhow in most sections of this mostly wet, freeze-and-thaw country despite what the travel brochures may say to the contrary. In addition, the presence of salt, in itself an acid, can but compound the evil.

Clearly then, some form of vaccination is badly needed that is low in cost, can be done without expensive gear by the owner at home and which will prove efficacious. There is such a vaccine. It bears the label "Save The Surface And You Save All, Including The Money".

Directions for use:

Annually as soon as warm days are with us I make ready with the most vital components of the prescription: garden hose with a lancet-like nozzle; paint scrapers of varied widths; one or more wire brushes of assorted shapes.

Let me interject here my firm opinion that if there is any "magic" involved in wrestling rust to the ground, it is in these tools where such is found.

Unequivocally, I dis-believe all advertising claims except those which say "please allow at least six weeks for delivery", or "Perrier Water feels wet when you sit in it".

Time, for once, is not critical here. Depending on my mood the job may be over and done with within a week, or it may stretch from May to September. Either way is good, is right, is proper so long

as you start with full-bore pressure-bashing the frame with water. Repeatedly. Until you're satisfied that the hose has worked its peculiar magic and that all the loose crud on the frame is now on the ground.

Next, with scraper and wire brush, I tease and worry, scrape and scratch the metal a quarter section at a time until, hey, presto! there is the frame in all its pristine glory - clean, sharply outlined as you've probably never before seen it. It is also deeply satisfying to realize not one penny has been spent so far, unless it be for tools which should be seen as investment (this is reason enough for frequenting Sally Ann shops regularly, to come home with a lot of useful stuff at decent prices). For the "taking off" phase I budget not less than three hours per quarter section.

The "getting it on" phase finds me laying on anything labelled "oil", "oil paint", "roofing pitch" and "driveway sealer". (For all I know the costly proofing system may be nothing more than this at base). All other jobs in the world are preferable to this, but when it is done and finished you'll never have felt better about yourself for the accomplishment and the dramatically improved appearance of this precious component of your Land Rover. It is some comfort to know that, with each time round, the job grows easier and less unpleasant.

About cross members: my model 109 affords me space enough to do this: scrunched-up newspaper and old cloths are dunked in old engine oil. After draining, I pack the cross member cavity with this offensive material, firm in the knowledge that rust will not find a welcome host there. Of course, the cavity will have been hosed out and allowed to dry before this is done.

I believe in this treatment wholeheartedly. If you are being indifferent to the condition of your LR frame despite its appearance, then I seriously urge you to inspect the vital member. Every year that passes brings its own toll of rust corrosion. Like the mill-stream, rust goes on forever inexorably.

Save The Surface And You Save All Including The Money.

#

THE SOUND OF $\frac{1}{2}$ SHAFTS SNAPPING

Re-printed from Transfer Box #5 December 1978

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

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

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

So, you've applied the hand-brake and have introduced stopping power right through your propellor shaft as far as those vital gears in the differential (rear). Right? What about the wind-up factor contained in the moving wheels? Something's got to absorb that, does it not? Guess who? Right on!) Use hand-brake for parking only.

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

#

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BULLET PROOF

the LAND ROVER

Is It Really Indestructible ?

by David Lampe

Re-printed From Transfer Box #11 Spring '82

Great Britain ended World War 11 with a stockpile of aluminum sacrificed by patriotic housewives. Steel went to the makers of essential vehicles and to auto producers with the best prewar export figures. This really hit the Rover Car Co. low. In 1947 Rover people began to think about the American Jeep that one of the company's bosses, like a lot of British gentlemen farmers in those days, actually seemed to like to drive. Why not a British Jeep with four-wheel drive for British farmers? Just, of course, to help the factory coast through the austerity period? At the Amsterdam Motor Show in 1948, barely a year after they first got the idea, the Land-Rover - so named because it was modestly intended as a farm vehicle - was unveiled. Since then it has made its way literally to every corner of the world.

All steelwork, including the hulking of a chassis, was heavily galvanized, making it likely to remain free of rust forever. All body work was stamped out of aluminum - in small, bolted-together units to keep repair and tooling costs down.

Everything was designed to be sturdy and simple because the Land-Rover seemed likely to end up in some colonial backwash where there might be no blacksmiths, let alone mechanics.

From the start the Land-Rover had a transfer case to give it eight forward speeds, two reverses and the option of four-wheel drive. Its power-takeoff facilities, offered as factory-fitted accessories, are unique. The first is on the front of the 2286-cc, four-cylinder engine (petrol or diesel). A second is amidships, working off the transfer case and ideal for powering compressors for such tasks as painting and crop spraying or pneumatic drilling. The third power takeoff point is for a driveshaft extending from the top of the main transmission to the rear of the vehicle. It powers buzz saws, threshers - even the drive wheels of a special cargo trailer.

Land-Rovers have always been able to negotiate axle-cracking ruts and wade happily through a foot and a half of water. Guaranteed to negotiate 45 degree slopes, given any kind of footing, they can usually handle 60 degree ones.

Land-Rovers beat it into the bush so often that the Solihull factory now runs its own expedition-training school. After a blitz course in basic mechanics they discuss expeditioning: How to drive where the going is awful and, among other things, how to avoid stomach upsets where the food is doubtful, how to pack film for the tropics, how to swap money profitably in native bazaars, and even how to use a Land-Rover as a washing machine (you stuff your clothes into a watertight container, add hot water and soap flakes, then seal. Stow the container behind the driver's seat, and after a hundred bouncy miles your laundry's ready for rinsing).

The British Army has had several amphibious types of Land-Rovers. On the first prototype the exhaust merely discharged into the water, but for the final version someone decided the fumes should be ducted into the pontoons and then out again through balancing valves. Thus, if the pontoons are punctured by bullets or by anything else, they'll stay inflated as long as the engine keeps running!

Terrible things sometimes happen to Land-Rovers. One got caught in a desert storm in Iran. It emerged five hours later, its crew in a state of abject terror but physically unhurt. Not a scrap of paint was left on the car's aluminum sides and top. It had been sandblasted clean!

Another Land-Rover charged through an Australian bush fire, carrying a dozen foresters on a ride they'll never forget. The heat became so intense that the tires began to melt. The windshield cracked and became almost opaque. And the gas in the tank began to steam and hiss. But the Land-Rover got its passengers to safety.

What of the vehicles' future? "Well," says Tom Barton, Rover technical director, "we can probably go on making them forever, if we want to".

Only cost has kept such luxuries as overdrives and automatic transmissions out of Land-Rovers. The cost of the aluminum for bodies keeps rising, but there's no suitable replacement material. Steel can't be rustproofed to Land-Rover standards, and every plastic Barton has examined has been weakened by fatigue.

Anyway, any drastic change in the Land-Rover would start owners howling all over the world. Most of the 675,000 Land-Rovers so far built are still going strong despite the strange, unique attitude their owners tend to have toward them. Give the most reasonable man a Land-Rover and he won't be happy till he's tried to bash it to death. All over Britain there are Land-Rover-owning farmers who brag - brag, mind you - that they've driven the same one for 20 years and have never had it serviced!

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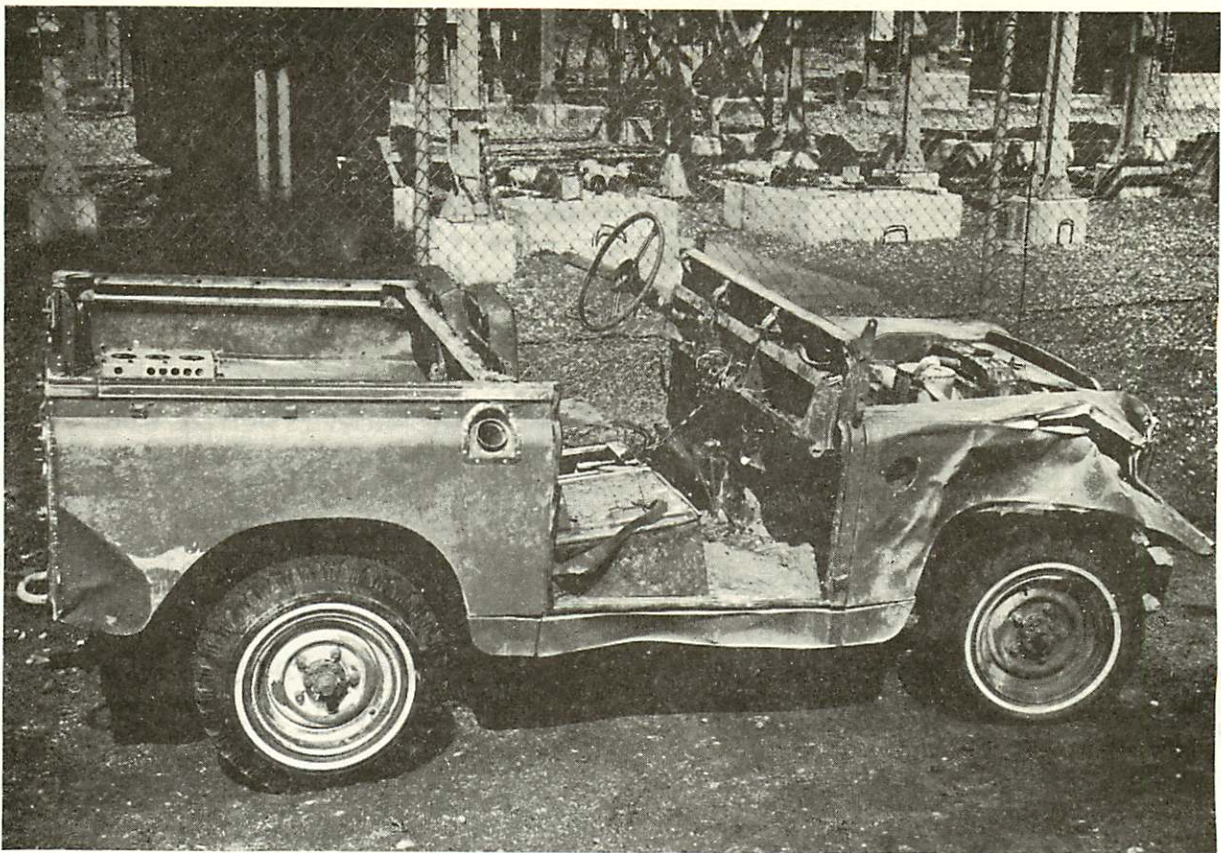
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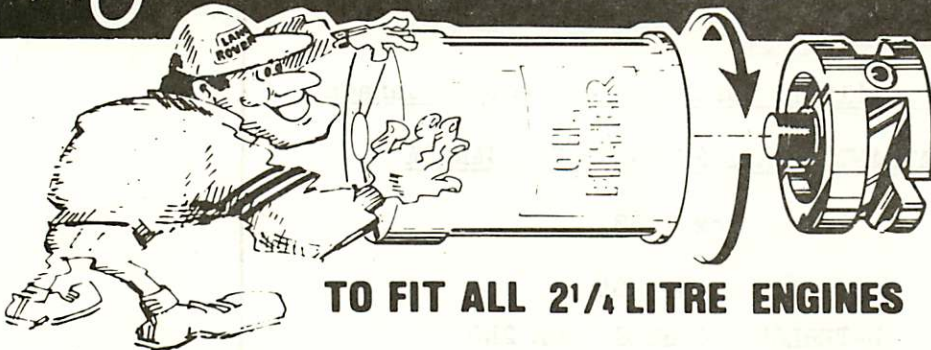
W A N T E D Back Numbers W A N T E D

If there is anyone out there foolhardy enough to part with them, ALROC would like to buy a few original copies of Transfer Box for the dates listed below. The copies are needed to make up complete volumes for binding for historical/archival purposes in the event species Land Rover becomes extinct. Imagine a world without Land Rover as we know it! ALROC will pay a reasonable price for the following original copies: two of #3; one of #4; one of #5; one of #12 and two of #17. Please write HQ before sending copies, to avoid unneeded duplication. Land Rover rules. OK?



The 'hairless horse', above, was stolen and dumped in the Quesnel River in central British Columbia, where it rested for 12 months in 12 feet of water. Damaged as it was there was of course, little if any, corrosion. All this happened more than 20 years ago. Anyone know where the 88 might be today? (Re-printed from the July, 1967 issue of REVIEW, Journal of the Rover Owners' Association, England).

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AWDC MEMBER

PRESIDENT'S REPORT

As any tom-cat knows, if you want business, you've got to make calls.

So, after a year of silent rage over the poor missionary-cum-education performance in the interests and benefit of Land Rover owners scattered over this huge chunk of real estate, British Columbia and the lack of serving the needs of the LR community-at-large rather than those of a closely-knit parochial few, we did what the tom-cat does, by mail and telephone over a mere few days.

And, as we knew it would (having been in these fields of endeavour since before Adam was a pup it seems) we were soon in the centre of a storm of letters demonstrating once again that unnumbered Land Rover owners are out there with a felt need to be in touch with others of the same ilk. Simple as that. We use the word "unnumbered" advisedly; for every letter and phone call we received we can safely assume there are many others who did not see or hear the news. Never mind, we'll eventually catch up with some of them at least. The up-shot of all this will be witnessed at a meeting of ALROC called for 16 April, next. We can say nothing more at this writing. If decisions made then warrant it, we'll mail you a special news release soon after.

Let me emphasize: The cornerstone of ALROC's reason for being has always been the equivalent of the Prince of Wales' motto, Ich Dien which translates 'I Serve'. Likewise, this person has no other reason for being your President. It's as simple and blunt as that.

VICE PRESIDENT'S REPORT

Much has happened since we last saw Transfer Box. We feel with this issue we've put together a good magazine; it includes some of the best material from over the years.

It may be a moot point that there are now fewer Land Rovers on the roads. Our attempts to keep as many as possible on the go have been rewarded. We see and learn of more of them in direct proportion to the effort we put out. Thanks to recent press and radio thrusts throughout the country, a gratifying number of Land Rovers have come to light, as our instincts told us they would. And, there are still others out there to be heard from, that's for sure.

When the Snowflake Chase happened in December last, many comments were heard regarding the 'marque' and its future. We have this unique

opportunity to come up against State of the Art 4x4 and perform remarkably well. Say what you will of the Solihull Debacle ('74 withdrawal from North America) they left us with a remarkable vehicle even with the 15 years' orphan treatment suffered. Have you seen many of the 'other' 15-year old 4x4's on the roads lately? Most of them are in the wrecking yards. That's truly off-road, eh?

Remember, the Yellow Knob means more access, whilst the Red means ultimate freedom. Be kind to our environment out there - - - all off-roaders are being tarred with the same brush. Those who abuse the environmental landscape are causing those who care and are concerned over these vital issues to lose some access. We need not permanently scar, we may pass through without leaving obvious evidence.

reader adverts

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- WANTED: -- transmission PTO; governor system for 2 $\frac{1}{2}$ L LAND ROVER, complete; differential pinion 4.70:1 or complete set in good condition; front propeller shaft complete with splined yoke in good condition; over-drive for LAND ROVER, used OK if in good condition. Replies to: Jim Powaschuk P.O. Box 1854 SWIFT CURRENT Saskatchewan S9H 3N6 (306) 773 7356.
- WANTED: to hear from anyone with information re heavier-duty starters for LAND ROVER & hands-on experience with fighting the cold through improved door stripping & insulation when the mercury sits at 30 below. Sheet aluminium & styrofoam has helped but still room for improvement, the letter reads. Also problem with rain gutter over windscreen, not keeping the rain out; Silocone tried but not doing the job. Any ideas? Write to Mr Jim Muddiman P.O. Box 834 FORT-St-JAMES B.C. VOS 1PO
- WANTED: merely 16 years of age & already an enthusiast for LR! Father and an Uncle own them and the virus has entered the blood-stream! Simon Davidson P.O. Box 490 MARYSVILLE B.C. VOB 1ZO would be pleased to hear of a LAND ROVER for sale in the Kimberley-Cranbrook area of B.C.
- FOR SALE: LAND ROVER Series 11A 1966 runs well new tires. No further information given. US\$2400.00 Enquiries to: Joe D. Herman, Jr 4595 Lamar Road Las Cruces New Mexico 88005 USA
- FOR SALE: from 1973 LAND ROVER: body, dual gas tanks & canvass top (new). Enquiries to: Eric Robertson Site 235 Compart #18 R.R. #2 Courtenay B.C. V9N 5M9 (604) 338 5080.
- FOR SALE: rocker arms (less adj screws) part #23032/3 for 2 $\frac{1}{2}$ L; pistons standard size (used) for 2 $\frac{1}{2}$ L, same for 2L; set of wrist pins for 2 $\frac{1}{2}$ L (new); water pump impeller & seal kit part 263598; heater motor & blower, part #7508; low-gear 29 teeth for series One LAND ROVER (new); low-gear, 30 teeth (used) part #6236 for Series 11; low-gear 31 teeth part #8013 (new); distance sleeve bush mainshaft part #1179 for Series 1 & 11. Enquiries to: Jim Powaschuk P.O. Box 1854 SWIFT CURRENT Saskatchewan S9H 3N6 (306) 773 7356.
- ATTENTION: for those who may be converting LR to Detroit/Windsor/Wherever: Keiron Chapman is installing FORD 6 in his 109" & carrying out thorough re-build in the process. Anxious to get in touch with someone who or with the know-how to make copy of his adaptor plate. He is prepared to share experiences with others who are into conversion jobs. Write Keiron at Site 12 Compart #37 R.R. #1 SOUTH SLOCAN B.C. VOG 2GO (604) 359 7545.
- FOR SALE: LAND ROVER 1956 88" 0700 tires receipts for work done, etc Enquiries to: John Klassen P.O. Box 1662 SQUAMISH B.C. VON 3G0 (604) 898 5057 Asking \$2500.00.

Going down the road with trusty old Rover

By Bruce Ward

Citizen staff writer

At 40, the Land Rover is handling its mid-life crisis the way it chugs through steaming jungles and trackless wastes — with supreme indifference.

For 40 years, the Land Rover has bashed across fields and dried-up riverbeds and into the hearts of a million owners in the four corners of the Earth.

How tough is this original four-wheel-drive multi-purpose vehicle?

Tough enough to withstand the baleful glare of the Iron Lady, British Prime Minister Margaret Thatcher. In the spring of 1986 Thatcher was pushing the sale of BL PLC, a once-proud motor company that turned into a billion-dollar burden for British taxpayers. General Motors was in town and eager to write the take-over cheque.

Then a cavalcade of Land Rovers encircled Westminster and the British public delivered a short, sharp message to Thatcher: "not bloody likely." GM slunk back to Detroit and the Land Rover remained a British institution.

That's the sort of flinty loyalty the Land Rover inspires. And you can see it in the eyes of Fred Barrett, Jerry Bowell, Mike McDermott, Robin Craig and Gordon Bernius, all of them members of the Ottawa Valley Land Rovers Club.

Talking to the men about their machines is a bit like being in a beer commercial, except that most of them are over 30 and collectively they have more degrees than a thermometer. In conversation, one four-letter word keeps cropping up — "Jeep."

Detroit imitators such as Jeep and Japanese knock-offs by Toyota and others have undercut Land Rover and stolen much of the market. "Pushing Land Rover off the world," is how Robin Craig describes the phenomenon.

But Land Rover, which has manufactured more than a million vehicles, ignores industry experts who insist that the vehicle is an endangered species.

The experts laughed at Land Rover from the beginning. In postwar Britain, steel was as rare as foreign currency. The Labor government used the shortages as an excuse to ration steel to auto manufacturers in proportion to their export performances. Rover's response was to create a 4 x 4 vehicle with an alumin-



— Citizen photo

Owners sing praises of four-wheel-drive Land Rovers

um body — a vehicle foreign markets would want.

The company kept the cost of the vehicle to a remarkable 450 pounds Sterling (about \$2,300 in 1948 dollars) by stripping it. Optional extras included luxuries like doors, front and rear hoods, the spare tire and the starting handle.

In two years production hit 24,000 units and revenues rose 5 million pounds Sterling. By 1969, 630,000 had been built and more than 300 million pounds earned in foreign currency.

About 1,000 roll off the assembly line every week. Since the '70s, Land Rovers have been barred from Canada because exhaust emissions do not meet government requirements. That quirky marketing strategy makes Land Rovers even more attractive in the eyes of enthusiasts.

"The Land Rover fills a niche," says Fred Barrett, a Carleton University faculty member who drove his '71 model from British Columbia to Montreal one winter.

"There's no microcomputer in here," he says gestur-

ing under the hood at the four-cylinder engine.

Most club members are mechanically inclined, says Barrett, who bought two crippled Land Rovers to strip for parts.

"You work on it yourself, that's part of the mystique. And it makes you proud of what you do."

How does it run?

"Well, I'm never late for work in the winter."

Gordon Bernius, a geologist, wasn't much impressed with Land Rovers when he encountered them on expeditions in Norway and Russia. Then the Rover won him over.

"I went to an auction in England and picked up a military model, a '69, for 200 quid. An incredible bargain even after I shipped it home."

At the moment Bernius is replacing the steel firewall on his Land Rover. "There have been lots of changes over the years but the Land Rover gives excellent service.

That's the Land Rover — it changes everything but the hearts and minds of those who drive one.

THE MAN SAID HE'D BE SURPRISED . . .

Unleaded gas and Land Rovers - a new life or a slow death? That's the question we've been asking everyone from Land Rover Ltd. and Environment Canada to professional mechanics and backyard handymen. The answer - don't worry, be happy. Our trusty Land Rover, with its 1930's technology and low rpms, might actually benefit when leaded fuel disappears from the market in December, 1990. An extensive study by the Transportation Systems Division of Environment Canada shows the greatest danger in using unleaded fuels in engines designed for leaded gas occurs when the machine is used for long periods at high speeds under heavy loads. Undoubtedly, there are places in the world where Land Rover does just that. In Canada today however, our favorite vehicle is usually awarded the leisurely pace of a senior citizen out for a Sunday Drive. Under these circumstances, switching to unleaded fuel is more likely to bring advantages than drawbacks. Without the harmful deposits left behind by leaded gas, spark plugs last longer, exhaust system corrosion is greatly reduced and, in many cases, the exhaust valves that are at the centre of concern in the debate, will actually operate more efficiently. Lead was introduced into gasoline in the 1920's to raise its octane level and reduce pre-ignition as the air/fuel mixture is compressed in the cylinder. Pre-ignition, also called ping or knock, causes the mixture to explode before the ignition cycle is ready. When that happens, it's much like a mad-man taking a hammer to the pistons, valves and related engine parts. It's not good.

But there's another reason for leaded fuel. The oxide and sulphide deposits from leaded fuel form a cushion between the exhaust valve and the valve seat, thereby reducing wear. New refining processes and additives other than lead have dealt with the octane problem in today's engines but it's the loss of the valve cushion that has raised concerns among owners of lead-designed engines.

At highway speeds a Land Rover engine could be turning four thousand rpm. That means each exhaust valve is slamming into its seat two thousand times a minute. Ordinarily that shouldn't cause a problem. But under a heavy load, running at high speed for a long time, the heat buildup and pounding can cause tiny bits of the valve or seat to actually become welded together. When the valve opens, the weld is torn apart. It doesn't take long before the valve doesn't seat properly and hot gases start to blow past, further damaging the valve and seat.

But that's the worst scenario. Environment Canada's tests showed it only occurred in rare circumstances and usually in heavy duty equipment. After looking at the technical specifications for Land Rovers in Canada, one of the experts involved in the government tests said he would be surprised if the use of unleaded fuel had any harmful effects on our beloved vehicles.

If you're still concerned however, there are several things you can do. Fuel enhancers added to unleaded gas each time you tank up are already available in auto supply stores. If you're planning an engine rebuild in the near future you might want to have the valve seats induction hardened at an engine machine shop. A third method might be to purchase premium valves and seat inserts. The valves are available through some of our Land Rover suppliers but you'll still need a machine shop to install the inserts. The higher grade valves and seats bring the engine more into line with today's vehicles designed to operate on unleaded gas.

THE MAN SAID HE'D BE DURPRISED
continued

ERRATA -- 4th line from bottom should read:
Treasurer W.C. Chaster, Sooke, B.C.
13th line from bottom 'sabe' should read 'save'.

One other thing. You may have to fiddle with the the timing a little if you find some pinging but that's not a major problem. After all, Land Rover has always been designed to run on just about anything you can get into the tank. So that's the story. Our Land Rovers are safe and may actually benefit from unloaded gasoline. As far as their owners go, any action that reduces the million tons of lead spewed into the air daily has got to be good for us all.

(From Bulletin of Ottawa Valley Land Rovers with permission)

April 1989

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THE LAND ROVER REGISTER OF CANADA . . . with this mailing we launch a project long-entertained but because of its daunting nature due to the scale of this huge country combined with the anxiety of once started could it be susgined, we demurred these many years. Now, thanks to Al Sigurdson's present endeavours in the Province of Alberta and his kindness in allowing us to use his registration form as model as a kind of kick-start, we took heart and decided to take the plunge to develop an All-Canada Land Rover Register. Of the many interesting facts we expect will ultimately surface via the Register a salient one will be that of discovering the whereabouts of the Land Rover with the lowest/earliest serial number in Canada and its owner. and a bit of its history. As was announced earlier, in public prints, there is no charge or obligation of any kind to be admitted to the Register other the cost of postage. Also, becoming a dues-paying member of ALROC is wholly optional. We sincerely hope you will be good enough to complete the attached form ans return it to these offices at your earliest convenience. As the name implies, entries are limited to Land Rovers on Canadian soil only.

ALL-CANADA LAND ROVER CALENDAR 1990

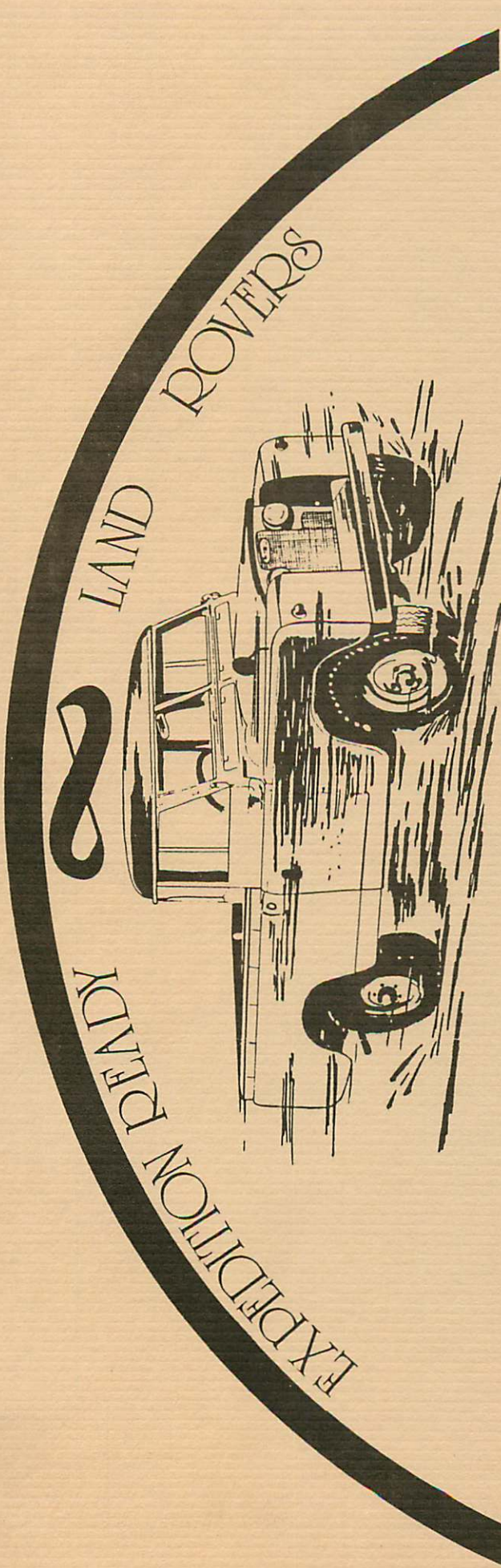
QUICK NOW! Would you put out ten dollars down a good quality & well-produced calendar with photos of Land Rovers in Canada (a Province or Territory for each month of the year -- there's one of each you know). Sorry, it has to be black & white because of the cost, at least for the first time 'round. This would be the basic production of impoverished voluntary organizations with high ideals which we've all seen from time-to time. About 8" x 11" with a hole to hang it on the wall and the calendar grid below the picture. No advertizing, possibly a good repro of an early promo or poster for Land Rover for a cover-piece. THE PHOTOGRAPHS WOULD BE CONTRIBUTIONS FROM BONA FIDE MEMBERS OF ALROC. No payment would be made for the pix but all due credit would be displayed for the man or woman or child who took the picture. Our first concern is to get your response to this proposal. Sure sure it's an ambitious undertaking but let's not forget what Robert Browning has to say: ". . . a man's reach should exceed his grasp, or what's a heaven for?". Here's how to talk back to us: use the reverse side of the LR Register form to give us your reply; you'll be sending that back anyway so you'll save an envelope & 38 cents! We've been assured that \$10.00 will do the job for a run of 400 copies. We'll need all the time possible to get this together by October next. Your earliest reply is requested, please.

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THE ALROC MEETING of 16 APRIL . . . you'd have enjoyed being present we are sure. We got through an agenda of 20 items in 3 hours in an atmosphere of good feeling and & every moment worthwhile. Both items above were ratified there; a new Treasurer appointed; annual membership dues increased to a figure in keeping with the times \$15.00. Present executive: President Harold C. Huggins, White Rock; Vice President Ron Low, Sooke, B.C.; Treasurer Sooke, B.C.; Membership Secretary (Mrs) Elizabeth Owen Huggins; Recording Secretary office to be filled; Budget Manager Michael Fisher, Vancouver, B.C. We're off and running! Our recent publicity (press & radio province-wide) drew 77 letters, 19 phone responses.

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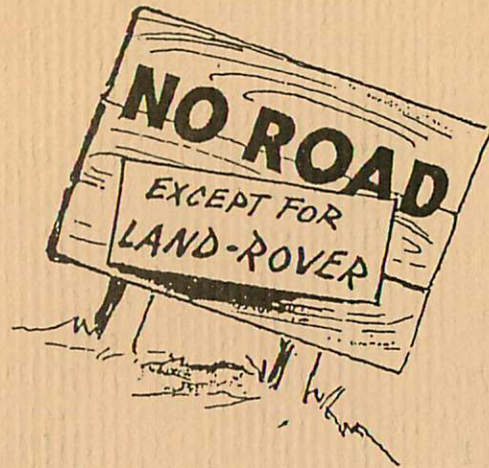


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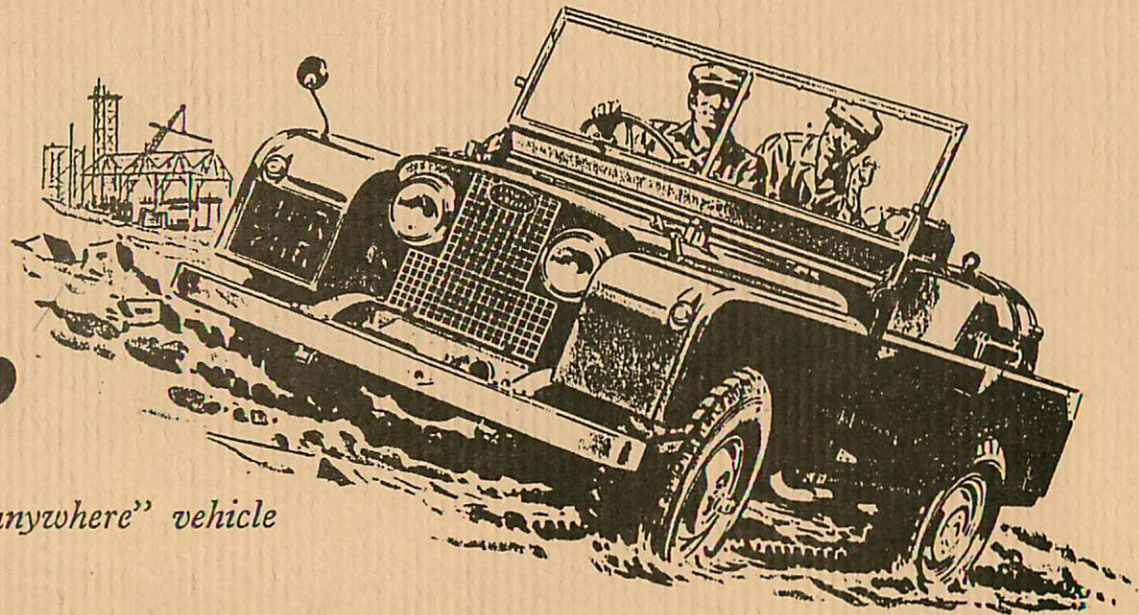


THE NEW "GO ANYWHERE" LAND-ROVER has even more versatility. Just check these improvements. Bulk capacity is up by 25% due to the longer wheelbase of 86". Also due to the increased wheelbase, suspension has been improved with increased axle movement. Further attention has been paid to the driving compartment, resulting in car-like comfort with deep cellular-rubber sprung seating for three front seat passengers. Improved ventilation and all-weather sealing add to driving comfort.

This is a vehicle that can take a lot of punishment, can accept the toughest assignments on or off the road and deliver its passengers fresh and alert at the end of the roughest journey.

LAND- ROVER

the 4-WHEEL DRIVE "go anywhere" vehicle



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