CaM/072/0013/1

African National Congress
(South Africa)

Box 302,
Adelaide Postal Station,
Toronto, Ont. M5C 2J4

Provisional H.Q.
Box 1791,
Lusaka, Zambia

Project Title : Transportation Vehicle

Body Initiating Project : African National Congress - South Africa -
P.O.Box 302,
Adelaide Postal Station,
Toronto, Ontario.
M5C 2J4

Total Funds Requested : $ 11,000.00

General Description :

Transportation Vehicle: The transportation vehicle is intended to provide basic transportation for the personnel of the African National Congress (South Africa) and South African refugees located in Zambia and Tanzania. The need for such basic transportation is clearly apparent since the beneficiaries are located in remote areas of the host countries and both the general transportation facilities and road conditions vary from poor to non-existent. Given the nature of the terrain and vagaries in weather conditions ,the most suitable, practicle, and durable vehicle is a four wheel drive, twelve seater British Leyland Land Rover. Apart from the ferrying of personnel the vehicle would also be used to transport supplies necessary for the maintenance of the personnel.

Why Finance is Required : As the opening outline introduction indicates, the African National Congress is the leading political organization of the oppressed peoples of South Africa. Since it was made illegal in 1960 following the massacres of innocent people, the organization had been forced into a state of 'illegal defiance and resistance'. Those who were forced into exile have had to seek refuge in friendly countries in Africa ,one of which houses the headquarters of the African National Congress. However, the organization in carrying out the struggle utilizes its funds to forge ahead with the struggle inside the country. At the same time there is a necessity for the maintenance of personnel outside the country and for the ever increasing numbers of recent refugees. The organization requires constant financial assistance to meet the needs of those struggling for a just South Africa. Part of these needs is the need for a transportation vehicle. Since the organization is not in a financial position to meet these needs , the urgent request is being made to progressive mankind abroad.

The funds collected will be forwarded to the A.N.C. for the purchase of the said vehicle . The vehicle would either be purchased in the country of manufacture and shipped to its final destination or purchased locally if it is available. The final decision would be based on cost considerations at the time of purchase.

Target Group / Beneficiaries : The vehicle would be directly used by the personnel of the African National Congress and the 'current refugees'. In the areas where local citizens are living in the same locality ,it is possible that the vehicles would be used to serve these people in cases of emergency.

Project Commencement : The project would commence immediately upon receipt and acceptance for funding by the organization/s undertaking it in Canada. Once the target is achieved the project would be put into effect immediately in Africa.

The Project has two basic phases:

a) The first phase is to be conducted in Canada ,that is the actual implementation of the project funding;

b) The second phase would entail the purchasing and delivery of the vehicle in Africa.

It is hoped that a target completion period of 120 days from the date of acceptance of the project would be set. The vehicle is required urgently.

Project Coordination : The Project should at all times be coordinated with the Secretary of the African National Congress (SA), in Canada, Mr. Yusuf Saloojee c/o Box 302 , Adelaide Bostal Station, Toronto. M5C 2J4, phone 368-4871 .

Project Vehicle Specifications: See Attached pages indicating;

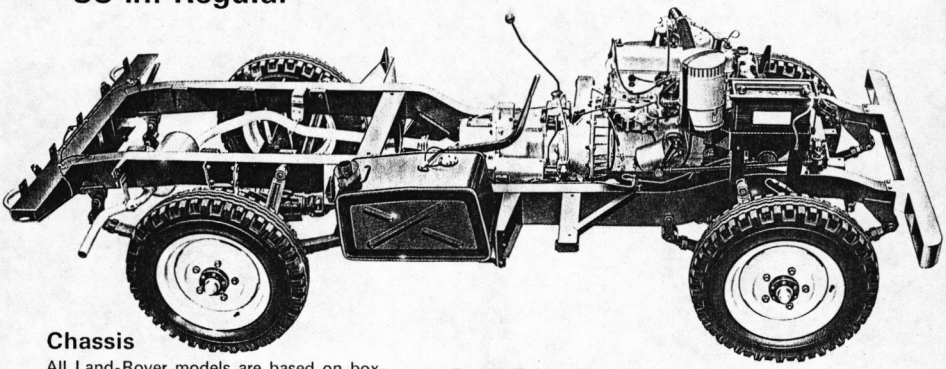
a) Engine and construction specifications; and

b) Sketch / picture of vehicle.

Transmission

The main gearbox has four forward speeds and one reverse. Synchromesh engagement is provided on all forward gears and thus eliminates the need for special gear-changing technique in respect of first and second gear. An additional ratio is provided by the transfer box so that in all, eight forward and two reverse speeds are available.

88 in. Regular

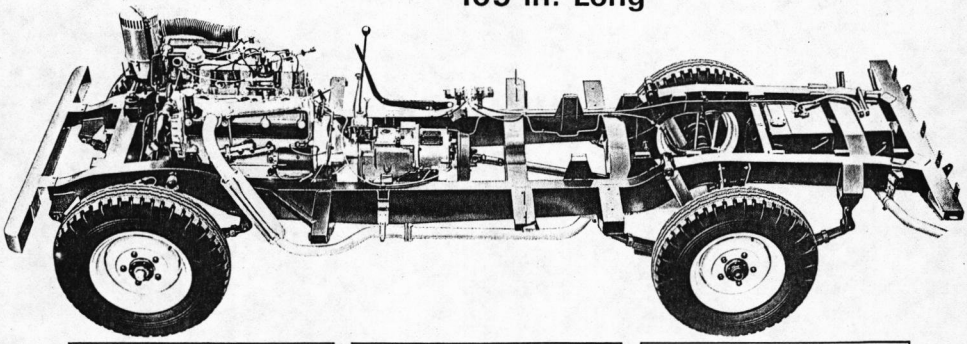


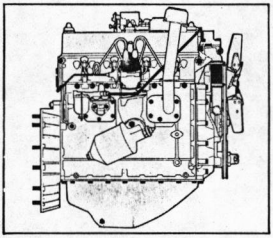
Chassis

All Land-Rover models are based on box-section chassis frames of immense strength, built to withstand the constant shocks of day-in, day-out, cross-country operation. They are painted inside as well as outside and are therefore resistant to rust and corrosion over very long periods of use.

Power Take-off
Provision for centre and rear power take-off drives.

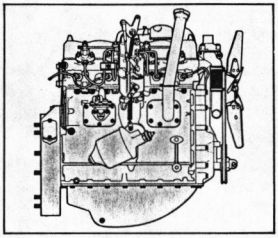
109 in. Long





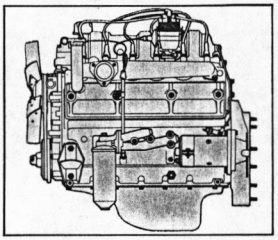
4-cylinder petrol engine

The four-cylinder, 2¼-litre petrol engine is a well-proved unit of outstanding reliability that has powered many millions of Land-Rover miles in all corners of the world.



4-cylinder diesel engine

Diesel power is available and adds further to the efficiency and economy of the Land-Rover in working conditions which favour the use of this type of engine. This unit is particularly suitable for stationary P.T.O. applications having an inbuilt governor and a hand throttle as standard equipment.



6-cylinder petrol engine

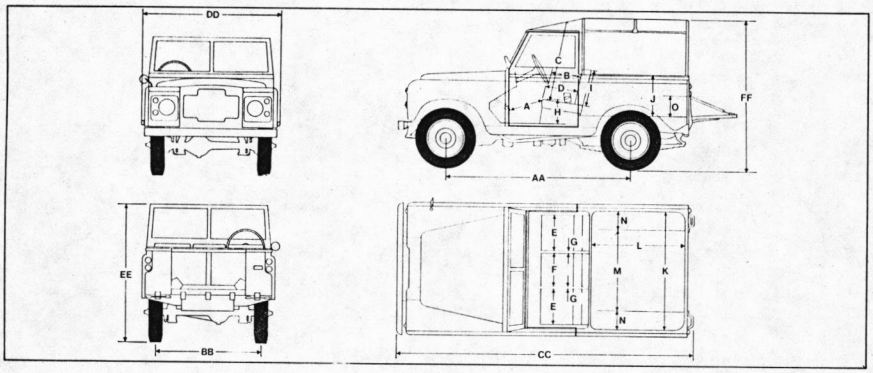
The 2·6 litre six-cylinder petrol engine is standard in 1-Ton models, and is offered as an alternative in the Long Land-Rover. Its greater capacity provides an increased power output for those users whose operations call for above average road work.

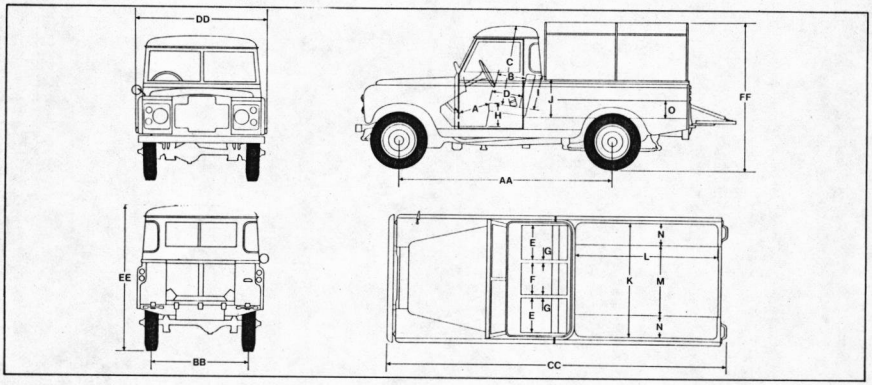
DIMENSIONS

88 in. Wheelbase 'Regular'

		Ins.	Metres
	Wheelbase	88·00	2·23
	Track	51·50	1·308
	Overall length	142·56	3·62
	Overall width (over hinges)	66·00	1·676
	Overall height of windscreen	67·50	1·714
	Overall height with hood	77·50	1·97
	Ground clearance	7·00	0·178
A	Front cushion to accelerator pedal	19·25	0·489
B	Front squab to steering wheel	14·50	0·368
C	Headroom front seat (uncomp.)	38·00	0·965
D	Front to rear of front cushion	15·75	0·400
E	Width of front cushion	18·00	0·457

		Ins.	Metres
F	Width of front centre cushion	15·00	0·381
G	Width between front seats	1·00	0·025
H	Top of front cushion to floor	14·25	0·362
I	Front squab height	17·75	0·451
J	Height of body sides	20·00	0·508
K	Width of body interior	57·00	1·448
L	Length of body interior	47·50	1·206
M	Interior body width between wheel boxes	36·25	0·921
N	Width of wheel boxes	11·50	0·292
O	Height of wheel boxes	8·50	0·216





109 in. Wheelbase Long

		Ins.	Metres
	Wheelbase	109·00	2·768
	Track	52·50	1·33
	Overall length	175·00	4·445
	Overall width (over hinges)	66·00	1·676
	Overall height of cab	75·50	1·92
	Overall height with hood	78·00	1·98
	Ground clearance	8·25	0·209
A	Front cushion to accelerator pedal	17·25	0·438
B	Front squab to steering wheel	14·50	0·368
C	Headroom front seat (uncomp.)	39·00	0·991
D	Front to rear of front cushion	16·00	0·406
E	Width of front cushion	18·00	0·457

		Ins.	Metres
F	Width of front centre cushion	15·00	0·381
G	Width between front seats	1·00	0·025
H	Top of front cushion to floor	14·50	0·368
I	Front squab height	17·00	0·431
J	Height of body sides	19·50	0·495
K	Width of body interior	56·87	1·444
L	Length of body interior	72·75	1·85
M	Interior body width between wheel boxes	36·25	0·921
N	Width of wheel boxes	10·00	0·254
O	Height of wheel boxes	9·00	0·229

Note.—Separate leaflet available for 7 and 10/12 seater Station Wagon dimensions

Specifications

ENGINES

2¼ PETROL
No. of cylinders 4
Bore 3·562 in. (90·47 mm.)
Stroke 3·5 in. (88·9 mm.)
Capacity 2,286 c.c. (139·5 in.³)
Compression Ratio 8 : 1
Max. B.H.P. (DIN)—70·5 at 4,000 rev/min.
Max. Torque (DIN)—16·5 Mkg (119·3 lb. ft.) at 1,500 rev/min.

2¼ DIESEL
No. of cylinders 4
Bore 3·562 in. (90·47 mm.)
Stroke 3·5 in. (88·9 mm.)
Capacity 2,286 c.c. (139·5 in.³)
Compression Ratio 23 : 1
Max. B.H.P. (DIN)—62·0 at 4,000 rev/min
Max. Torque (DIN)—14·2 Mkg (102·7 lb. ft.) at 1,800 rev/min.

2·6 PETROL
No. of cylinders 6
Bore 3·063 in. (77·8 mm.)
Stroke 3·625 in. (92·075 mm.)
Capacity 2,625 c.c. (160·3 in.³)
Compression Ratio 7·8 : 1 (7·0 : 1 optional)
Max. B.H.P. (DIN)—86 at 4,500 rev/min.
Max. Torque (DIN)—18·2 Mkg (131·6 lb. ft.) at 1,750 rev/min.

LUBRICATION SYSTEM
Pressurised by submerged gear type pump.

COOLING SYSTEM
Pressurised with pump, fan and thermostat.

FUEL SYSTEM
2¼ Petrol—Carburetter: Zenith downdraught type 36 IV.
Pump: A.C.-Delco mechanical with sediment bowl and priming lever.
2¼ Diesel—Injector pump: C.A.V. D.P.A. distributor type, self governing.
Injector type: C.A.V. Pintaux.
Pump: A.C.-Delco mechanical with hand primer (high pressure type)
2·6 Petrol—Carburetter: Zenith 175 CD 2S.
Pump: S.U. electric, dual inlet type.

ELECTRICAL SYSTEM
2¼ and 2·6 Petrol—Ignition: by coil and distributor.
Starter: operated by key switch and solenoid.
2¼ Diesel—Starter: operated by key switch and solenoid.
Heater plugs: operated by starter switch.

TRANSMISSION

CLUTCH
Single dry plate 9½ in. (241 mm.) diameter. Diaphragm spring type.
Operation—hydraulic.

MAIN GEARBOX
Single helical constant mesh with synchromesh on all forward gears.

TRANSFER GEARBOX
Two speed reduction on main gearbox output. Two/four wheel drive control on transfer box output.

PROPELLER SHAFTS
Open to front and rear axles.

AXLES
Spiral bevel: floating shafts. Ratio 4·7 : 1.

OVERALL RATIOS (Final Drive)

88 in. & 109 in.

	High Transfer	Low Transfer
Top	5·40 : 1	11·10 : 1
Third	8·05 : 1	16·50 : 1
Second	12·00 : 1	24·60 : 1
First	19·88 : 1	40·70 : 1
Reverse	21·66 : 1	44·30 : 1

109 in. 1-ton

	High Transfer	Low Transfer
Top	7·19 : 1	15·4 : 1
Third	10·8 : 1	23·1 : 1
Second	15·96 : 1	34·1 : 1
First	25·9 : 1	55·3 : 1
Reverse	21·7 : 1	46·4 : 1

POWER TAKE-OFF POINTS
Central and rear power take-off drives available as optional extras.

CHASSIS

FRAME
Welded fabricated box section side and cross members, black enamel dipped, with channel section galvanised front bumper.

SUSPENSION
Semi-elliptic, underslung road springs. Hydraulic double acting telescopic shock absorbers.

STEERING
Recirculating ball, worm and nut. 17 in. diameter steering wheel. No. of turns lock to lock 3½, 109 in. 1-TON 3¾.

BRAKES
Foot brake—Hydraulic drum brakes, servo assisted on Long Station Wagons. Optional on other Long wheelbase models.
Hand brake—Mechanical, internal expanding drum brake on transfer box output.

WHEELS AND TYRES
Ventilated disc wheels.
Wheel size—
88 in. models: 5·00F ×16 in.
109 in. models: 5·50F ×16 in.
109 in. 1-TON: 6·50L ×16 in.
Standard tyre and tube size—
88 in. models: 6·00 ×16 in.
109 in. models: 7·50 ×16 in.
109 in. 1-TON: 9·00 ×16 in.
Standard tread: Dual purpose (road and cross country).
Special purpose tyres covering a wide range of usage are available as optional extras.

ELECTRICAL SYSTEM
Negative earth, 12 volt.

ELECTRICAL EQUIPMENT
Battery—Petrol models: 58 A.H.
Diesel models: 95 A.H.
Alternator—16 A.C.R. 34 amps output.
Windscreen wiper—Dual arms.
Horn—Windtone. Horn push on steering column stalk.

INSTRUMENTS AND CONTROLS
Large diameter speedometer with total mileage recorder, incorporating oil pressure, headlamp main beam and cold start warning lights. Fuel and water temperature gauges combined with charging warning light. Panel lights illuminate speedometer, water temperature and fuel gauges.
Petrol models—Combined ignition/starter switch operated by key. Toggle switch for head, side and tail lights. Dip switch operated by steering column control stalk.
Diesel models—Heater/starter/auxiliary switch operated by key. Toggle switch for head, side and tail lights. Engine stop control. Fuel level warning light. Engine speed hand control. Dip switch operated by steering column control stalk.

LIGHTING
Headlamps. Side lamps. Tail lamps—twin units having double filament stop/tail bulbs, and incorporating numberplate illumination.

BODY

CONSTRUCTION
All body panels are of non-corrosive light alloy, and all external steel fittings are galvanised.

COLOURS

Body Colour	*Road Wheels*
Bronze Green	Bronze Green
Sand	Limestone
Light Green	Limestone
Marine Blue	Limestone
Limestone	Limestone
Mid Grey	Limestone
Matt White Undercoat	Primer

OPTIONAL EQUIPMENT

A wide variety of optional equipment is available for all Land Rover models (including Power take-off equipment for specialised applications)—see separate leaflet for details.

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