



THE OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION

VOLUME II, NUMBER IV, AUGUST/SEPTEMBER 1985 - COPYRIGHT 1985 - ALL RIGHTS RESERVED



# LROA NEWS

August/September 1985

LROA - P.O. Box 162201 - Sacramento, CA 95816

## ATTENTION: CALIFORNIA MEMBERS

Recently, the California Association of 4-Wheel Drive Clubs contacted us about becoming a member of their organization. The benefits are numerous, not the least being the lobbying power the CA4WDC holds with various state agencies. They seem to wield a rather large stick when it comes to conservation and land use by four wheel drive lovers. A minimum of four of our members would have to join for a club membership, and we (as a club) would have voting power within the group. The dues run \$20 per year and entitle you to a regular CA4WDC newspaper and a year subscription to Off Road Advertiser. If there are any of you who are already members of the CA4WDC, please make this known to us. California members, this is a golden opportunity to extend the LROA's scope considerably, so give this some thought. For more information, contact us at the club address or the CA4WDC directly at:

CALIF. ASSOC. OF 4WD CLUBS, INC.  
5831 ROSEBUD LANE  
SACRAMENTO, CA 95841

## CLUBS WITHIN A CLUB

Anyone interested in an "Original Owners Club?" Or an "Arse Over Tip" club for those who have had the misfortune of rolling their Land Rover.

For members who purchased their Land Rover new, simply supply us with some proof that you bought your LR brand, spanking new, and you will receive a certificate, drawn by our resident artist Pedro Gonzalez, suitable for framing, proclaiming your membership in this exclusive club.

And for those who have gone "belly up" and rolled their Land Rover (meaning all four wheels off the ground), please tell us about the experience (send us a picture if you have one) and we'll send you a certificate that will make the experience a little easier to bear.

## FROM THE EDITOR

As this this club grows, the newsletter expands with it. So does the work involved in getting it out. The better the newsletters become, the longer it takes to produce them and the more expensive they get. It is becoming difficult to meet any sort of deadline and the costs of printing and supplies have

taken an alarming jump. Rather than raise dues, we have decided to change the newsletter to a quarterly publication (four times a year). There will be four large newsletters per year starting January 1986. This has the advantage of giving your poor, overworked editor more time for building a good Workhorse and shipping it out to you on time. This will have the added advantage of making our newsletter more attractive to paying advertisers because we will be able to keep to regular deadlines. Going to the quarterly format will bring you better and bigger newsletters to enjoy and will allow more accurate planning of various events by our Regional Coordinators. Questions, comments, or suggestions on this issue are welcome.

#### REGIONAL COORDINATORS

Here is the updated list of Regional Coordinators. If one is within hailing distance of you, feel free to contact him with your ideas for outings. If your area is bereft of a R.C., you may become one yourself. All that is required is a willingness to spend a little of your spare time on planning outings with other members around you.

NORTHEAST REGION - Ron Mowry  
P.O. Box 1023  
West Lebanon, Maine 04027  
(207) 658-9064

WASHINGTON REGION Gord'n Perrott  
119 N.E. 60th Street  
Seattle, Washington 98115  
(206) 523-8257

OREGON REGION - Steve Zedekar  
Route 1 Box 281-E  
LaCenter, WA 98629  
(206) 263-4397

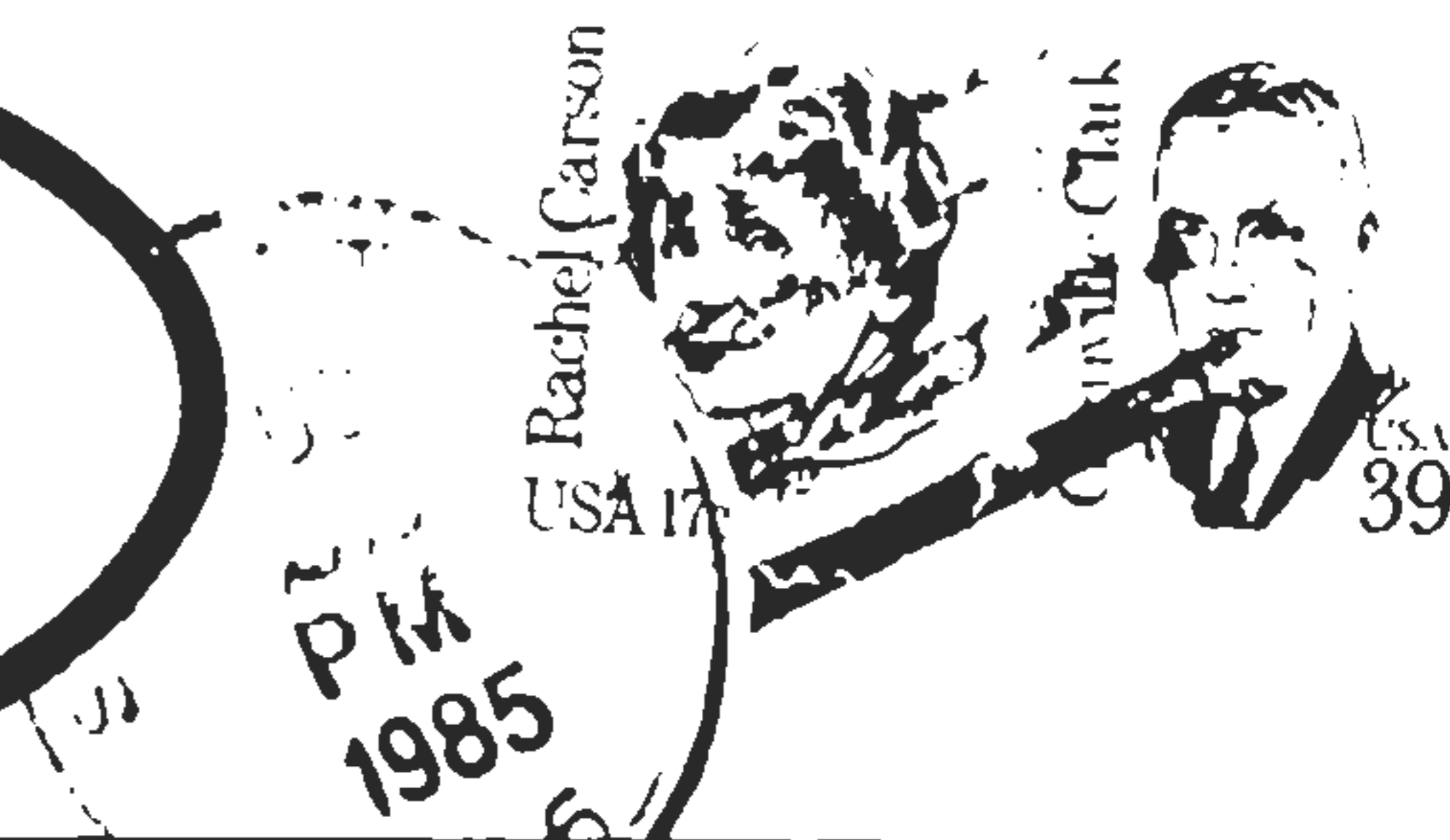
SOUTHERN CALIF.  
REGION - John McDonald  
11042 Lambert Avenue  
El Monte, California 91731  
(818) 443-1584

MOUNTAIN STATES  
REGION - Kerry Oldham  
4271 S 4850 W  
West Valley City, Utah 84120  
(801) 964-2388

NORTH CENTRAL  
REGION - Clifford Johnson  
Box 416  
Lemont, IL 604390416  
(312) 257-7136

LAND ROVER OWNERS ASSOCIATION  
P.O. BOX 162201  
Sacramento, CA 95816

# Letters



DOCTOR LIVINGSTON, I PRESUME

We are finally settled up here in the Portland, Oregon area, and I have some time to reflect on my tenure as the Secretary/Treasurer of the LROA. The experience was most rewarding and enjoyable and I thank all of you for the opportunity.

I would also like to use this forum to thank and recognize a few other members. First and foremost, would have to be Steve Hill; for his friendship and mechanical help - I will sorely miss him.

Second, to Jim Allen for taking on the enormous task of writing and editing The Aluminum Workhorse. If not for Jim, there would be no newsletter and therefore no club.

Next thanks go to Bill McClintock for selling me the best Land Rover west of Solihull, and to Chip Marvin for the expertise on the transmission.

Last and certainly not least, thanks go out to all members for their support, contributions, letters, pictures, phone calls, and participation in club activities. As I see the membership grow, I feel the club will continue to provide a great service to Land Rover owners. With the very stable bank account, I think members can look forward to other amenities as well as the excellent newsletter.

Any members passing thru this area, please feel free to call or stop by!

Steve Zedekar. #3  
Regional Coordinator  
Portland Area

GOOD TO HEAR FROM YOU STEVE! THANKS FOR THE KUDOS, BUT REMEMBER THAT YOU WERE A DRIVING FORCE IN GETTING THE LROA GOING AS WELL. SURE HOPE YOU CAN GET SOME PEOPLE TOGETHER UP THERE FOR SOME OREGON LAND ROVERING. I'M PRINTING YOUR ADDRESS SO PEOPLE CAN TAKE YOU UP ON YOUR OFFER. THE BEER IS FREE, RIGHT!

Steve Zedekar, Regional Coordinator  
RT 1 Box 281-E  
LaCenter, WA 98629  
(206)263-4397

LETTERS (continued)

COLORADO LAND ROVER SOURCE

Here is an address of a Land Rover shop I found in Boulder, Colorado:

First National Garage  
2535 Pearl Street  
Boulder, CO 80302  
(303)449-7195

The person to contact is Carl Wells. It looks like he has about 50 Rovers in his shop yard.

Cliff Johnson #72  
Lemont, IL

AND ANOTHER SOURCE

I have found another source for parts and service as well as ex-Nato Land Rovers. Here it is:

A.M.E.I.  
P.O. Box 1077  
Santa Barbara, CA 93102  
(805)965-3338

The man to contact is Marc Hoffman. I stopped by and he had plenty of assorted Land Rovers around.

Ted Harwood #11  
Van Nuys, CA

THANKS TED AND CLIFF FOR KEEPING YOUR EYES OPEN FOR NEW SOURCES OF SERVICE AND PARTS. THIS IS VALUABLE HELP TO OUR MEMBERS. KEEP UP THE GOOD WORK!

SHORT AND SWEET

I enjoy and admire your efforts.

Tom Liebertz, #25  
Portland, OR

THANKS!

ANNIVERSARY WISHES

Enclosed is a check for \$15 for my membership renewal. I am very happy for everyone involved, members as well as club officers, that the club has continued to grow and actually get better with every newsletter. A lot of clubs fall by the wayside for lack of innovation and it's great to see us prosper a

LETTERS (continued)

year later instead of saying, "That was a good idea; too bad it didn't work out."

Glen Foster #19  
Hingham, MA

## NEW MEMBERS

- #118 - Camparts Distributors LTD.  
Mike Rundle/Philip Smithwick  
Calgary, Canada  
Six various Land Rovers
- #119 - Phil Hedley, Canyon Country, CA  
'66 109", '71 88"
- #120 - John & Margaret Hawkins, Orono, ME  
'74 88"
- #121 - Warren Welter, San Francisco, CA  
'68 88"
- #122 - Donald Breault, W. Falmouth, ME  
'64 88"
- #123 - Jack Fraunfeller, Walpole, NH  
'84 Range Rover
- #124 - Pierre Laroche, Montreal, Canada  
'74 88"
- #125 - Ken Bond, Omaha, NE  
'65 109"
- #126 - Tom & Kathryn Charters, Ft. Bragg, CA  
'66 109", '69 88"
- #127 - David Collings, Reno, NV  
'59 109", '60, '64, '69 & '71 88"
- #128 - Lea MaGee, Doyle, CA  
'66 & '67 109", '69 88"
- #129 - Gary & Lynn Gamos, Sparks, NV  
'83 Range Rover, '73 88"
- #130 - Stanley & Charlotte Graham, Martinez, CA  
'65 88"
- #131 - Andy McKane, San Diego, CA  
'73 88"
- #132 - Sherman & Nancy McAllister, Belchertown, MA  
Let us know what you drive folks!
- #133 - Mark & Anne Iber, Barrington, NH  
'72 88"
- #134 - Edward & Melody Wages, Lorton, VA  
'65 88"
- #135 - Lance Deplante, New Ipswich, NH  
Let us know what you drive, Lance!
- #136 - Bob Gross, North Andover, MA  
'64 109"
- #137 - Tom Galluci, Naugatuck, CT  
'73 88"
- #138 - Jeffrey Houghten, Davis, CA  
'60 109"
- #139 - Daphne Fautin, San Francisco, CA  
'67 109"
- #140 - Graham & Sandy Baker, Newark, CA  
'60 88"
- #141 - Christopher Williams, Portland ME  
'67 109"
- #142 - David Catania, Mill Valley, CA  
'66 109"
- #143 - Michael Johnston, Sacramento, CA  
'72 88"
- #144 - David & Robyn Frank, Gonic, NH  
'71 88"
- #145 - Harold Harding, Chino, CA  
'67 109"
- #146 - Edward Harding, Chino, CA  
'67 109"
- #147 - William Mix, Wayne, NJ  
'69 88"
- #148 - Tom Hammond, Hilo, HI  
'72 88"



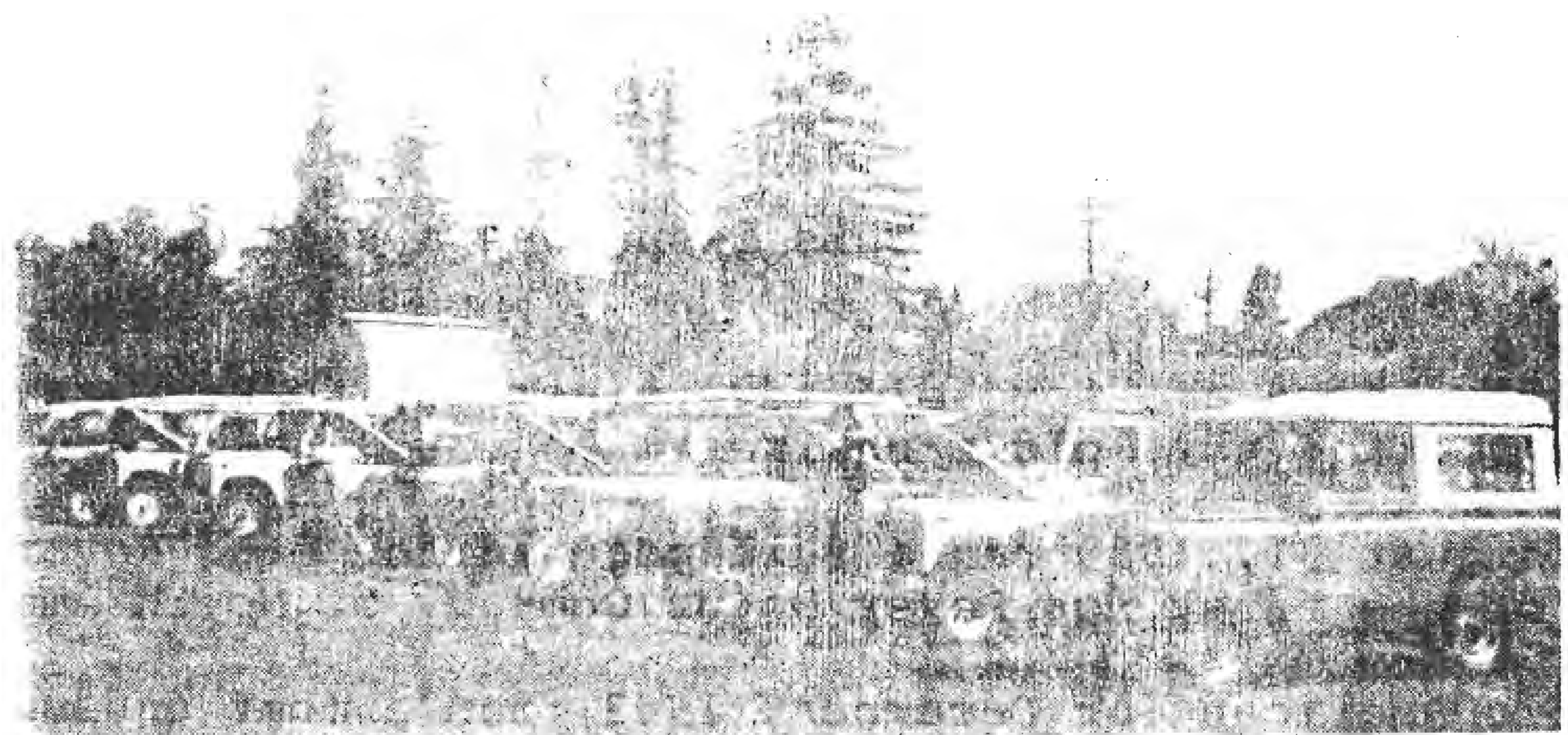
THE ALL BRITISH CAR MEET  
OR, GOD SAVE THE QUEEN!

By Jim Allen

Sunday, September 15, was the day when the true believers went on an annual pilgrimage to the Bay Area All British Car Meet, in Palo Alto, California. They went to pay homage to British automotive technology of yesterday and today. All marques were represented, from Aston Martin to Vauxhall. Our particular favorite, Land Rover, was well represented with sixteen vehicles. Officials were amazed at this year's turnout. Last year only four Land Rovers were present. Six LROA members were in the group and we hope that we found some new members among the rest. Next year, we plan on making this an official club event and dazzle the spectators with a veritable herd of Land Rovers! These sort of events occur throughout the United States so watch your newspapers for announcements and make plans to attend. Believe it when we say that a Land Rover has as much awe-inspiring power as any Jaguar or Rolls Royce. The people who passed by the Land Rover exhibit in Palo Alto were wreathed in smiles and had lots of questions. Newsletters and applications were presented to all non-member Land Rover owners as recruiting inducements. Officials from some of the other clubs represented at the show stopped by to drop off cards and compare notes.

Mike Green's "Golden Rod II" made its first public appearance at the show and was a real hit. With a nicely done Range Rover V-8 conversion, complete body restoration, and numerous useful modifications, the "Golden Rod II" is sure to

... is the ... based in ... considered ... years or such ... put ... could ... events.



## LAND ROVERS IN PRINT

by John Hanna

With the scarcity of published material about Land Rovers in the U.S., it's a real treat to run across an old book or magazine article about them. Here are some titles to keep an eye out for when prowling through book stores. Some may be familiar, others are a little obscure, but all are of interest! Hopefully, this may spark some searches of second-hand books stores and unearth even more treasures to share.

First, here are a couple of books:

First Overland, by Tim Slessor. Printed in 1957 by George G. Harrop & Co., Ltd., in London, this book details the Oxford and Cambridge Far Eastern Expedition in 1955. Using two fully equipped Land Rover 86" station wagons, it was the first time a motor vehicle had driven overland from London to Singapore. A good story with excellent pictures of the Rovers enroute.

Earth My Friend, by Peter Townsend. This 1959 book, printed by Coward-McCann Inc., New York, tells the amazing story of Townsend's journey alone around the world in his '56 86" Land Rover hardtop. With over 115 photos, the book is well illustrated with pictures of the Land Rover in exotic locations around the world, including Colorado! The author also made a movie detailing the trip. Has anyone seen it?

Here are some articles that have appeared in magazines:

National Geographic of August, 1961, has an excellent article on the first Darien Gap crossing in Panama by a Land Rover and a Jeep. The photos are fantastic.

Popular Mechanics, August, 1961, "We Built Our Own Road Through the Darien Gap", by Richard E. Bevir, is another article on the famed expedition across Panama. This Series IIA 88" became the first vehicle to cross the isthmus of Panama. Does this Rover still exist? Mr. Bevir was from Canada.

Road & Track, of July, 1951, has a rare test of the "new" 80 inch Land Rover in California. This is the oldest article published in the U.S. on Land Rovers.

Motor Trend, October 1957. This issue has a short test of the latest Series I, 109" pickup.

Lastly, here are some old advertisements to keep an eye out for when looking thru old magazines:

Life of August 31, 1959 ran a full page ad for Land Rover that was one of the first for Rover Motor Company of North America.

Scientific American for December, 1963, ran a most unusual two page ad entitled, "The Land Rover and Crime". This unusual and



LAND ROVERS IN PRINT (continued)

funny ad told of the Land Rovers that were used in the Great Train Robbery in England.

Scientific American ran another humorous ad almost a year later, in September of 1964, entitled, "Rover Strongly Opposed to Crime." Another very funny ad.

Have you found any interesting Land Rover literature? If you have, why not share it with the rest of us. The Editor says that he would love to publish old articles and tests in the Workhorse. Good luck with your searches.

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# Black Rock '85

by David Collings

It started out on a bright Saturday morning with a few high clouds moving northeast. The excitement ran high at Gerlach Park, in Gerlach, Nevada, as the Land Rovers arrived to take part in the Land Rover Owners Associations first Black Rock Desert Run. By ten-thirty the twelfth LR had arrived. Two more would meet the group enroute and one hapless Land Rover had to be left in Gerlach with a bent pushrod and a broken tappet-slide.



Jim Allen, your erstwhile Editor, preparing to put his ailing LR out of it's misery with a .455 Webley. He had not the heart for it in the end and his Rover got him back home on three cylinders.

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Our first run consisted of a single file north down old Hiway 34 to find the turnoff into the Black Rock Desert itself. A sandy road led out onto the Playa, a flat, level, alkali bed that extended as far as the eye could see towards the east. Then, as the speed slowly increased, the entire armada spread out to avoid "eating dust." Soon, most of us had our accelerator hard to the floor as we blasted across the Playa in an easterly direction. We continued our mad dash till a series of "gotchas", just past the Trego Springs turn-off, brought us back to our to our senses. A "gotcha" is a miniature dry gully four to six inches deep and from one to four feet across. When they are encountered, speeds must be reduced accordingly.

When the turnoff towards Sulphur appeared, we regrouped in more or less single file and proceeded to the Western Pacific RR crossing. Enroute, we traveled thru soft spots of alkali dust at least a foot deep and the dust billowed like cumulous clouds on a summer afternoon. Just as we finally emerged from the dust clouds, the RR crossing appeared and we crossed, turning parallel to the tracks heading east. The area

was recently disturbed by Caterpillar tracks that formed a new RR bed. Recent storms had caused heavy erosion and had washed out portions of the right of way. A work train, perhaps 75 cars long, was parked on the siding. With sleeping, dining, and shower facilities, along with equipment and machine shop cars, the train is like a miniature city on rails.



Letting the dust settle while waiting for stragglers near the Western Pacific tracks.

The fun soon began when we took a short cut south, to the Sulphur high road. This road is the main road east from Gerlach and Empire when the Playa is made impassible by rain. We followed a faint trail through the sagebrush, over sand dunes, into gullies and across rocky ridges. When we encountered a particularly nasty "rock garden", one of the more experienced desert rats, Gary Gamos, pushed on to blaze a trail to the wayward Sulphur hiway. As his encouraging reports came in on the CB, we worked our way thru the rocks, one by one, with the other drivers out marking the best paths thru the obstacles. How each driver crossed over each particular patch of rocks was an education to all. After an hour or so, we made the main road and turned our attention to reaching Sulphur for our lunch break. The time was 3:45 when the ghost town of Sulphur appeared after a bend in the road.

The lunch break was a welcome rest and a chance to look around. Sulphur is littered with the debris of days gone by. Old cars, rusty junk, and forgotten heavy equipment is scattered over the area. Several of the group prowled through old buildings and Marvin Mattson, our Trekmaster, turned up a perfectly preserved pocket compass dated 1916. Lunch over, joined by the two remaining Land Rovers, we followed our new trailblazer, Lea MaGee, heading north along a well worn track towards the Black Rock itself. We followed Lea through an abrupt left turn which

BLACK ROCK (continued)

led into a area containing sagebrush, sand mounds, gullies, more gullies, and still more gullies. They varied from minor two or three feet deep, ten feet wide gullies, to major flood channels ten feet deep and 50 feet across. This was the time to separate the men from the boys - or rather the veterans from the novices. The afternoons work only whetted the appetite of the veterans; the novices hung on grimly and prayed for it all to end. Some of us had to be winched out of sand traps, this writer included.



The Author bein' winched out of a sand trap.

We had no sooner cleared that sand trap when my son, Chuck, driving our '71 88" waded the gear shift lever at us! "Hold the fort" went out over the CB and we all got together for a consultation. After a short discussion, it was decided to make repairs on the spot. Out came the tool kits and we dug in. The shift lever had broken off flush with the ball so it was removed to allow the shift levers to operated directly with a large screwdriver. Chuck took lessons on how to work the jury-rig while the "repairmen" washed up. Then onward and upward.

Soon after the first serious mechanical failure occurred. Paul Massengale lost first and reverse gear to a sudden transmission failure. Almost at the same moment, Marvin broke a rear axle shaft in his Doormobile 109". The hour was late, with only another hour and a half of daylight left. After a short counsel, it was decided to make camp where we were. Everyone moved out to form a rough ring of vehicles and soon the trappings of a campsite appeared. Tents blossomed everywhere on the ground and atop Land Rovers. Marvin's broken axle was replaced in record time and soon the smell of cooking vittles filled the air as the sky filled with clouds forming huge tapestrys, whose hue and tint changed by the minute as the sun went down.

(CONTINUED NEXT ISSUE)

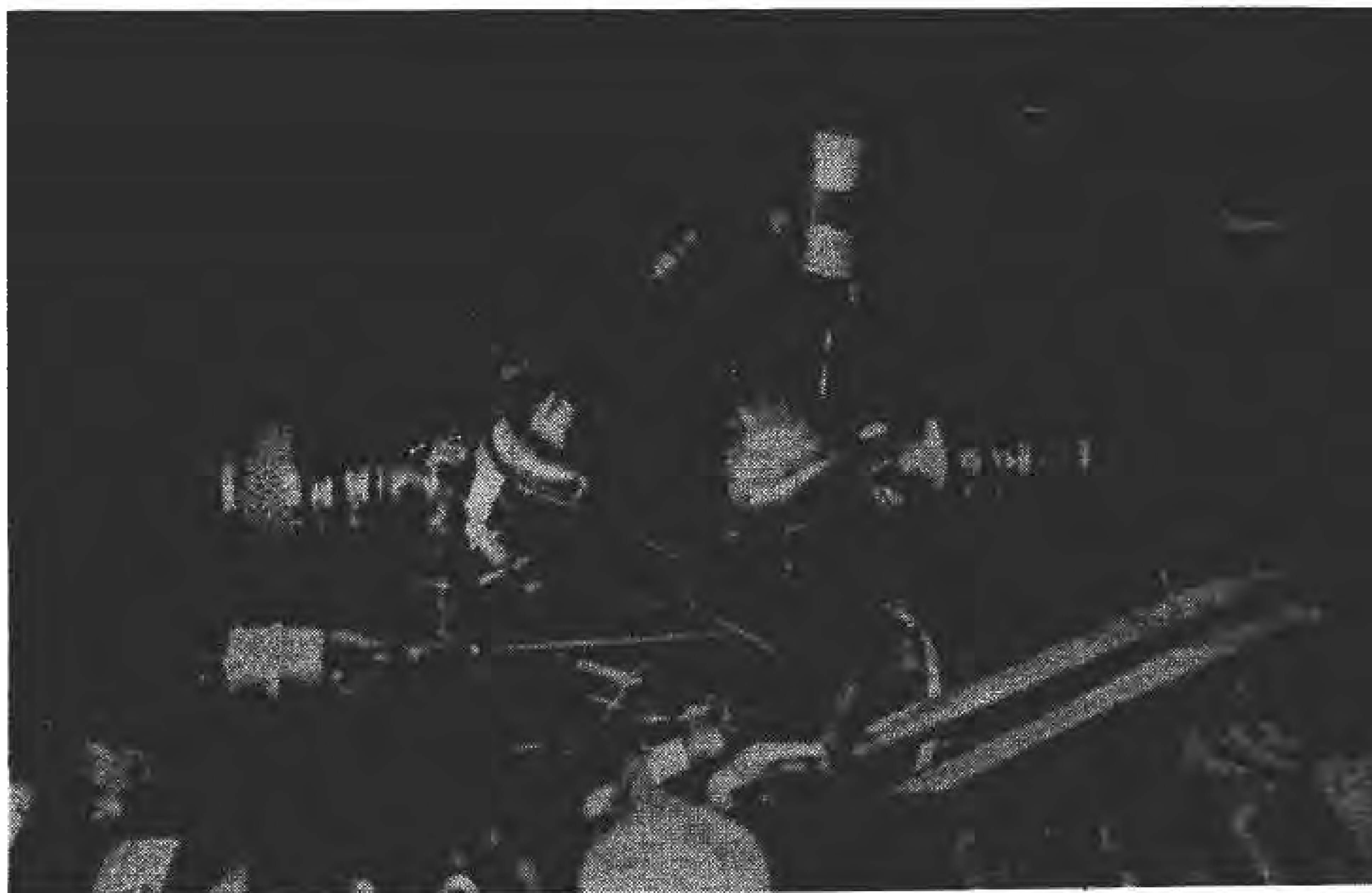
# V-8 POWER

## FOR AN EX-NATO ROVER

by Glen Foster

Last winter I made the decision to do an engine swap on my '71 ex-NATO 109". I had boosted the power on my four cylinder with a two-barrel and headers but was still not satisfied. I considered going the turbo-charged route but felt that since most of my off roading is done on very soft, sandy beaches, I would still not be getting the low-end torque I desperately needed. Also, with 16" wheels widened to 8", 255 BF Goodrich TAs, and a Bearmach overdrive, my Land Rover requires lots of power to get to a respectable highway speed. I want to get to the beach today, not next week.

The answer for me was a V-8 engine swap. All the work was done by D.A.P. Enterprises in Wareham, Massachusetts, who also supplied the Range Rover 215 cu.in. V-8 engine. From the month of March to the month of June, my 109" was a permanent fixture in their garage. The modifications to make the V-8 fit included remounting the transmission one inch to the side, relocating the steering column and relay box, and moving the brake and clutch pedal assemblies. The firewall was also modified to clear the exhaust manifolds. The exhaust system was done in stainless to resist the salt atmosphere on the beach and, of course, the road salt in the winter. The stock radiator was used with one modification; the top tank was refitted with a larger diameter pipe to match the V-8 radiator hose. Since there was limited clearance between the water pump pulley and radiator, an electric fan was mounted in front of the radiator instead of the usual engine driven fan. A remote oil filter set-up was used since the stock oil filter on the engine dangled dangerously close to the front diff. In order to keep a low profile under the hood, two small air filters were used in place of the stock unit.



All said and done, and despite minor problems, the new power plant is just what the doctor ordered. There is plenty of torque available for the sand and on the road there is wheel spinning power enough to turn heads at the traffic lights. My gas mileage went from 13 mpg (or worse) with the four cylinder, to 20-23 with the V8. That extra mileage comes in handy on long trips where gas will get devoured on the beach.

It wasn't all goodness and light. There have been problems to work out. It now takes a little more caution to manuver the steering wheel in haste. Since the steering column has been relocated more towards the outside of the vehicle, the door becomes a sure elbow-banger for the unknowing driver. The exhaust runs close to the floor in places, so it gets a little warm in places. Well, this winter it should be useful as a foot warmer. Come summer, well....



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TREASURER

# TECH TIPS

©                      ©                      **by the numbers**                      ©                      ©

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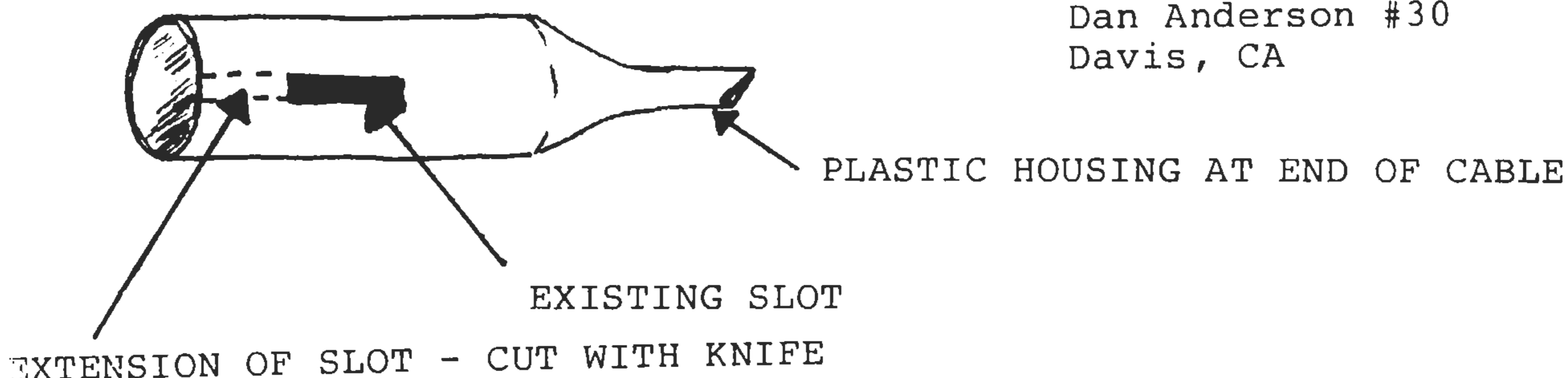
Homegrown tips from the members to the members. If you have found a unique solution to a unique problem or just have an easier way to do an everyday task, share it with the rest of us here in TECH TIPS BY THE NUMBERS. To write in, state the problem and your solution as simply as you can. Drawings are OK. The Editor reserves the right to edit the material, as needed, for space considerations and readability.

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## SERIES THREE SPEEDO CABLE REPAIRS

The speedometer cable on series III Land Rovers is held at the speedo end by a single plastic tab which engages a slot on the speedo. This tab is easily broken off leaving the speedo cable free to slip off. This can be repaired by carefully extending the slot in the plastic end out to the end (see illustration) with a sharp knife. A small hose clamp is then used to clamp the end of the cable to the speedo.

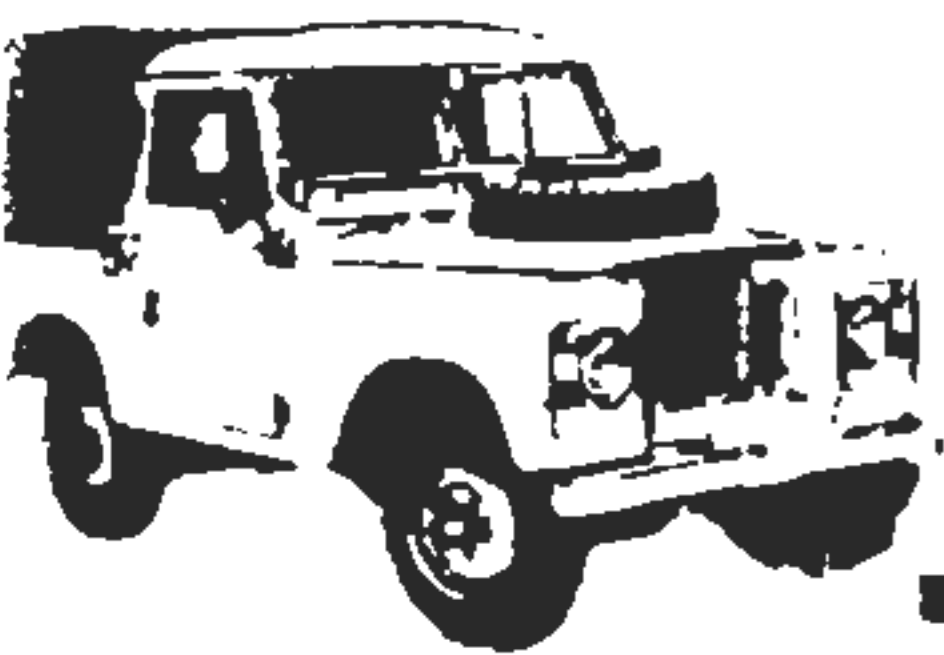
Dan Anderson #30  
Davis, CA



## RUST PREVENTION FOR THE 109"

There is a natural water trap in 109" Safaris between the front and rear doors, in the form of a rubber plug at the bottom of the centre door pillar. In wet climates, it can be removed with needle-nose pliers from under the sill panel to allow moisture to drain out. In dusty areas, it should be left in place. Similar plugs exist at the rear crossmember and should be given similar treatment.

Charles Kellogg #5  
Great North American LR Co.  
Olympia, WA



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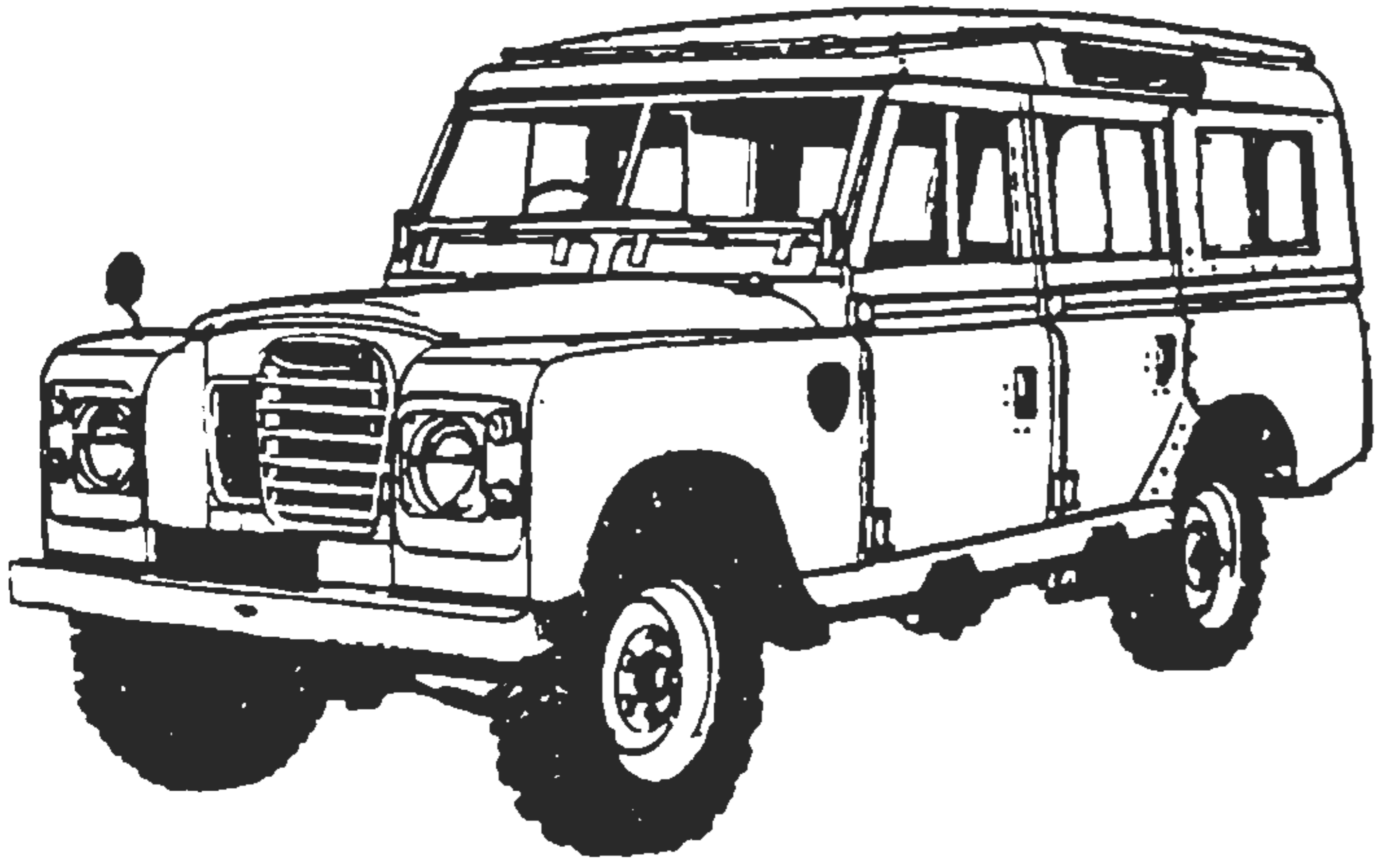
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# ROVER REVUE



(ABOVE)  
 Glen Foster (#19) sent this photo of Al Tocci's "racer" Land Rover. As you all know, Al is the proprietor of D.A.P. Enterprises. Praytell, what does Al race in this hybrid machine.



(ABOVE)  
 Late model High Capacity Pickup as seen in Scotland by Athole Lennie (#82) this summer.

(RIGHT)  
 A real working Land Rover. Towing rigs like this are common sights in Scotland. Thanks to Athole Lennie (#82) for sending this photo. Incidentally, Athole is a native Scot!



# NEW BRAKE - THRU

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- \* COMPLETE INSTRUCTIONS FOR INSTALLATION

THE ADAPTER KIT INCLUDES:

- \* A SPACER PLATE - FITS BETWEEN NEW CLINDER AND SERVO
- \* A VACUUM ELBOW - FITS BETWEEN VACUUM HOSE AND NON-RETURN VALVE
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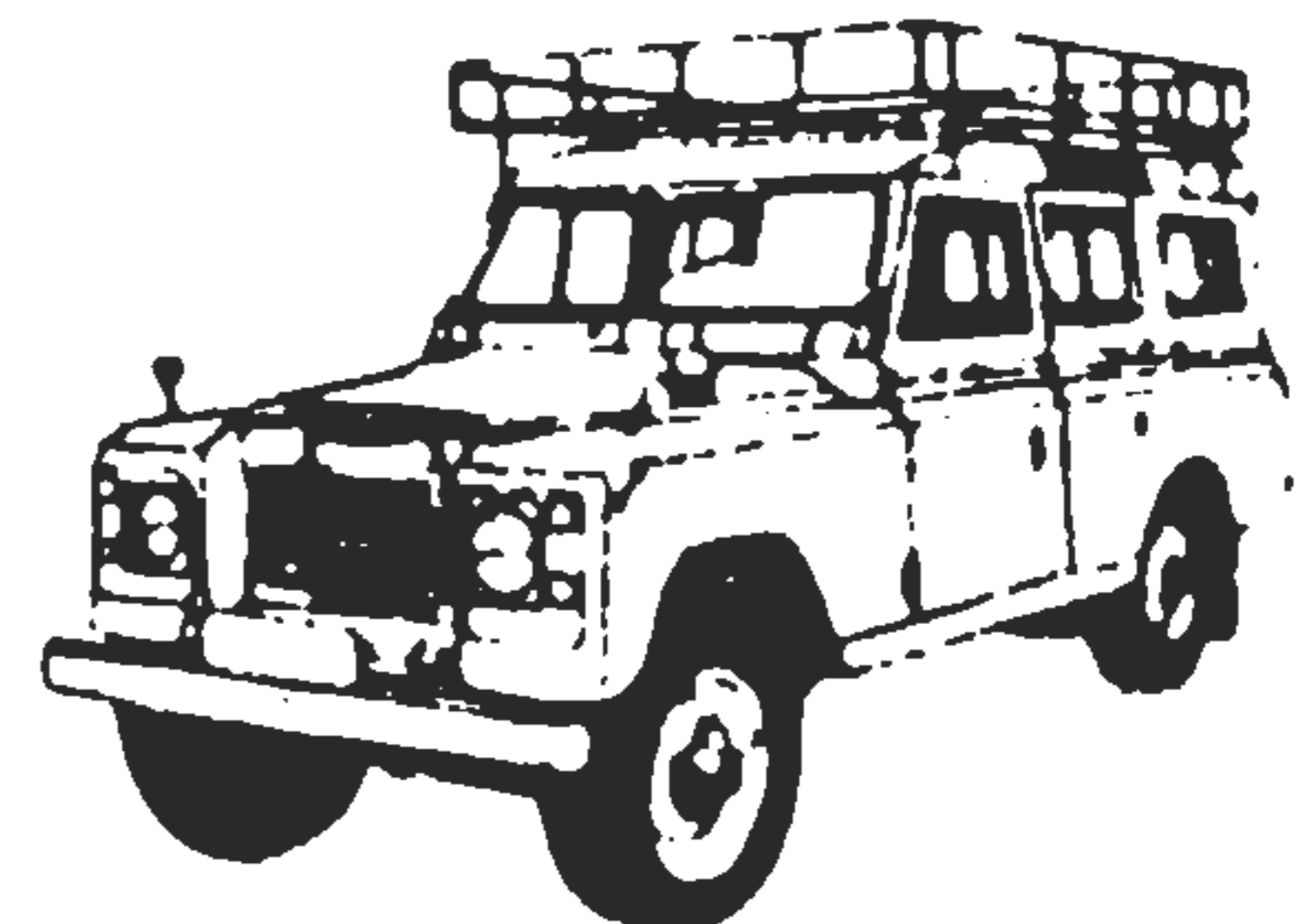
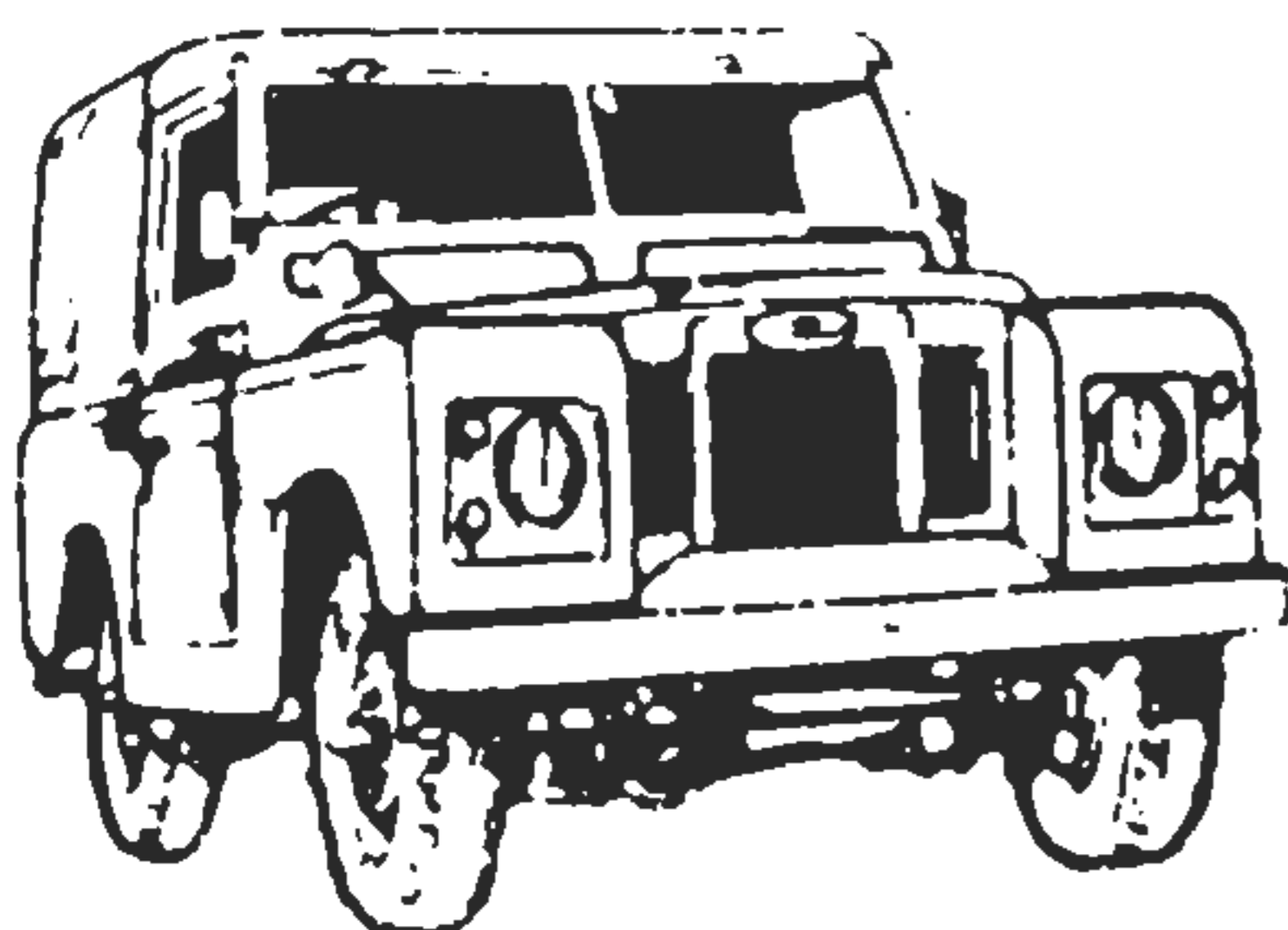
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## POSTSCRIPTS & MISCELLANY

### Phlogiston Electronics

A sheet of paper crossed my desk the other day, and as I read it, realization of a Basic Truth came over me. So simple! So obvious we couldn't see it. John Kuivinen, Chairman of the Palomar Repeater Committee, has discovered what makes integrated circuits work. He says that smoke is the thing that makes IC's work because every time you let the smoke out of an IC, it stops working. He claims to have verified this through thorough testing.

I was flabbergasted. Of course! Smoke makes all things electrical work. Remember the last time the smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that

carries smoke from one device to another in your car, and when the harness springs a leak, it lets the smoke out of everything all at once and then nothing works. The starter motor requires large quantities of smoke to operate properly; that's why the wire going to it is so big.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electrics more likely to leak smoke than, say, Bosch? Hmm. Aha! Lucas is British. Things British always leak! British convertible tops leak water. British engines leak oil. British displacer units leak hydroelastic fluid. Naturally, British electrics leak smoke.

*Thanks to Fred Kenfield for passing this on; he credits Robert Campbell of Poway, CA.*

Reprinted from The Jag Wire, the official publication of the Sacramento Jaguar Club.

'61 LAND ROVER 88", trop.  
locking hubs, dual tank  
shocks, FM cassette. M

LAND ROVER 88", 4 cyl  
excellent mechanically-needs  
cosmetics, driven daily - \$

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Ron Mowry, (207) 658-9064

'67 LAND ROVER 109", 6 cyl., trop. roof,  
Fairey O.D., aux. fuel tank, 2500 miles since  
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Cal Taylor #41 (618) 235-2247 after 5

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