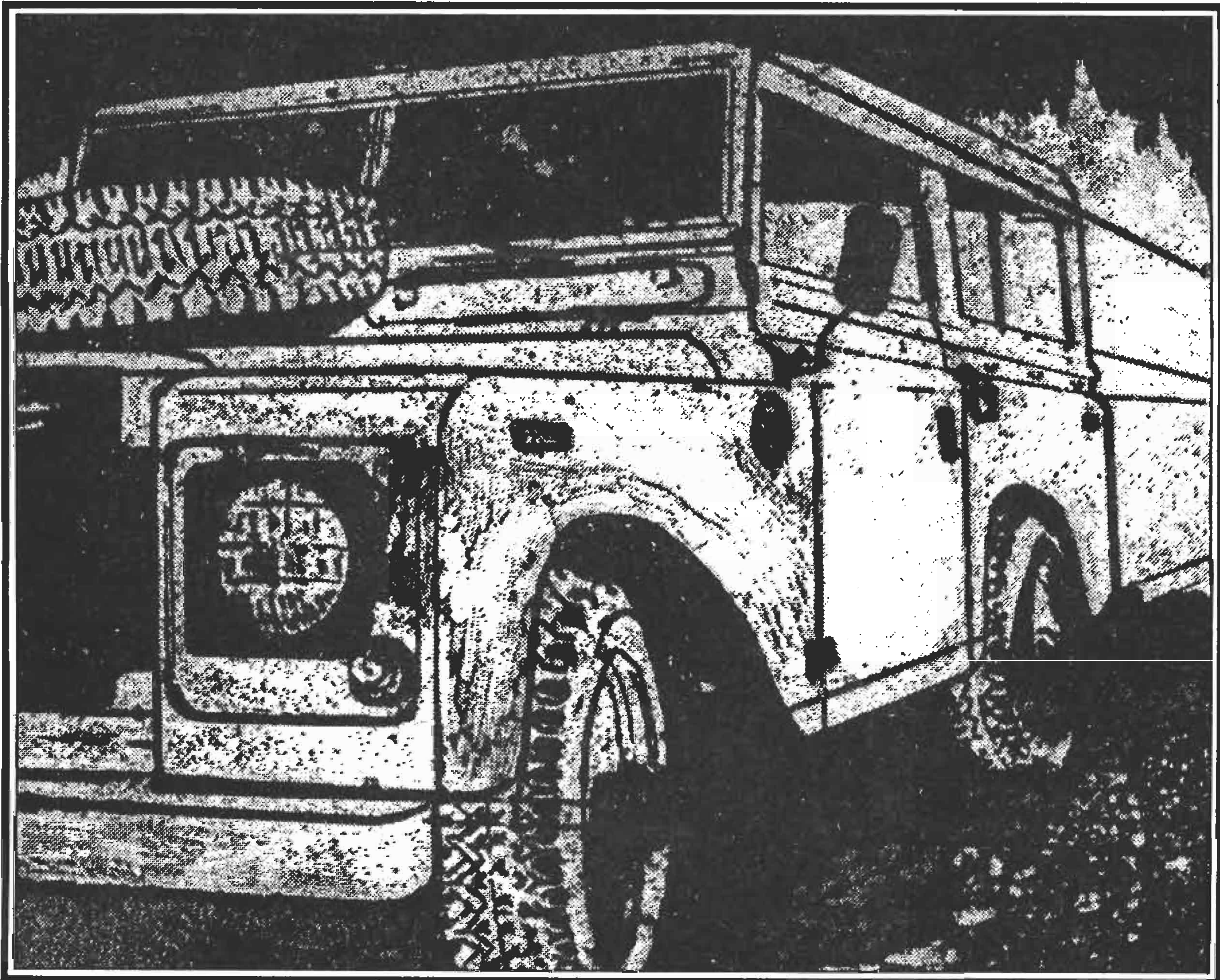


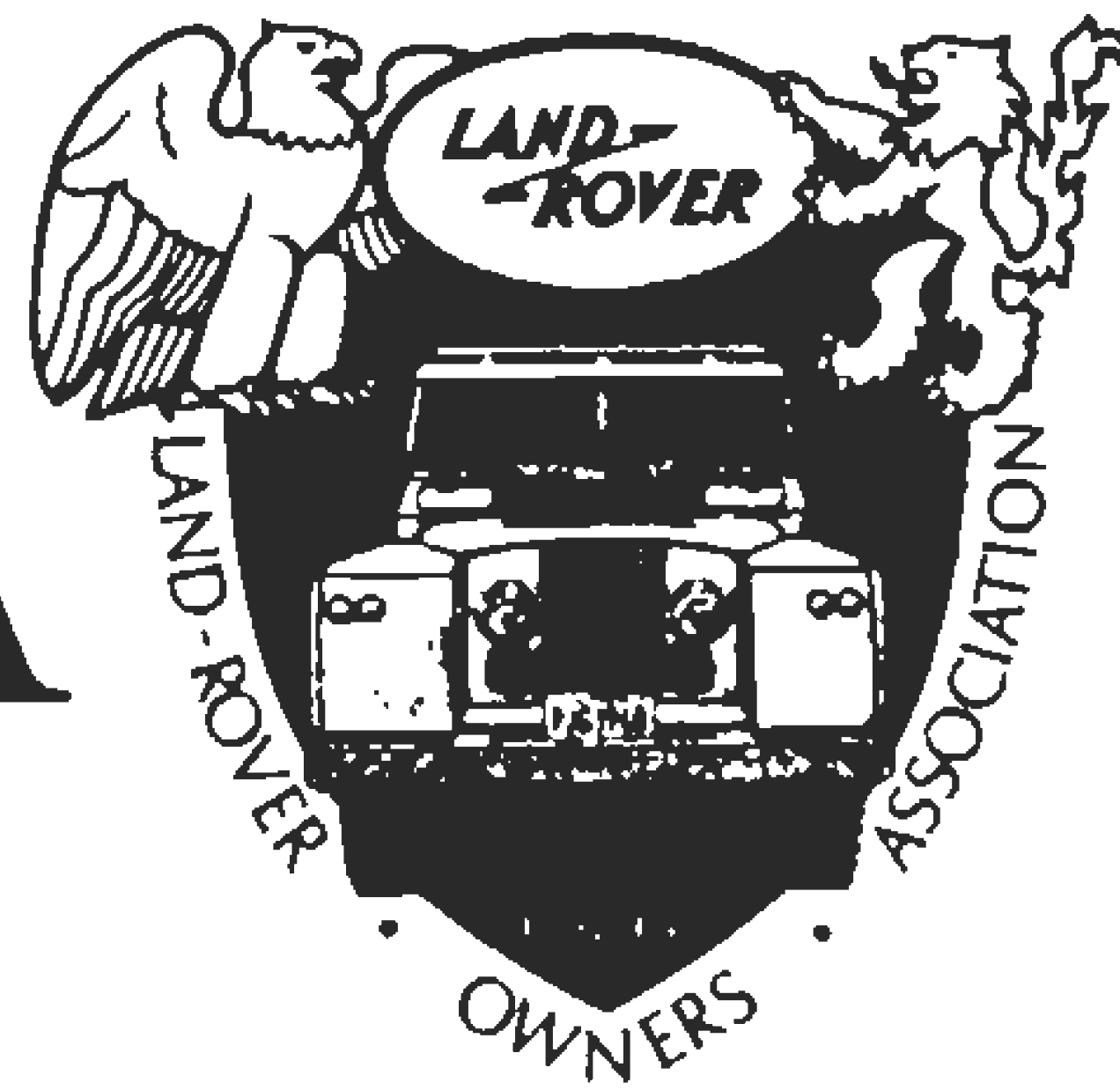
the
**ALUMINUM
WORKHORSE**

OFFICIAL PUBLICATION OF THE LAND-ROVER OWNERS' ASSOCIATION

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LROA



NEWS

Spring 1990 - LROA, P.O. Box 6836, Oakland, CA 94603
A member of the Association of Rover Clubs, Ltd., U.K.

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Deadlines for material: 1st of Feb, May, Aug, & Nov.
Front Cover: 1964 advertisement sent in by Lynn Helm, #188 (CA)

Front Cover:

An etching by R. Hamilton (CA) to commemorate the May '89 Mendocino Natl. Forest Run.

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TEXAS

Chuck Willis
817-461-9280
address next issue?
(Sorry, Chuck, I lost it.)

S. GEORGIA

OREGON

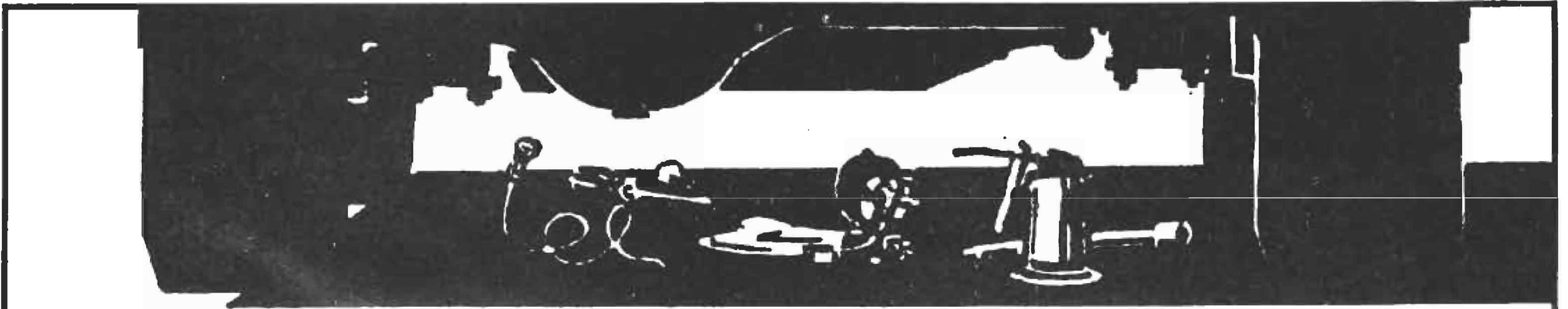
OREGON COAST

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found amongst the clutter of the editor's desk.





BITS AND PIECES

Just heard that Lea Magee, #128, CA, was selected as one of the American group of two, to be included in the Camel Trophy. He'll be heading to the USSR sometime this summer. Lea has been a very active member of the LROA for years... you've seen articles by him in the newsletter and, if you've been on any of the Black Rock Desert runs, you have probably had a chance to get to know him a bit since he and Marvin Mattson have been leading that event for the past several years.

Since we are so excited that an LROA member has made the team (first U.S. Land-Rover owner in 12 years, as far as we know), the club is going to buy him a lens for his camera (we talked to his wife to find out what he needs) so that he can get some real good shots for posterity.

As we know more about Lea's agenda, we'll let you know.

SAN FRANCISCO MEDICINE Magazine...page 29 of the Nov. '89 issue has an article w/ Land-Rover. Thanks Dave Stewart of CA.

Chris Winters #213, FL, found some stuff about Range-Rover and Discovery in the March issue of AUTOMOBILE. Thanks Chris.

We received a note from John Deneke, in New Jersey, saying that, although he's not in the phone book as an official business, he is in business as RC Repair, 526 Doremus Ave., Glen Rock, NJ, 201-445-0361. He's been doing repair work for 25 years, he said, and now is specializing in engine conversions and good advice.

NEW MEMBERS...and there are plenty of you out there... Welcome, and what ever on God's green earth possessed you to go out and squander your hard earned dough on a money eating, time sucking thing like a Land-Rover? (Just a little something from my wife.)

SUPERCHARGER specialists Hunter Performance dropped us a line to let us know that they have just about everything one would need to power up an inline engine. Although they didn't mention Land-Rover engines, you folks who have changed over to Chevy engines may want to look into this. Write or call Jules Glogovcsan.

Hunter Performance
9302 Livernois
Houston, Texas 77080

MAC OWNERS...If any of you folks have a Mac and would like to help out with the newsletter, how's about we send you an article or two, and you send it back to me on a disc all ready to go? Of course, you could just write your own article and send it in ala disc too.

NEW REGIONAL COORDINATORS! Since Cliff Johnson, #71, moved from Illinois to Oregon, **Peter Donnelly** is going to be listed as the R.C. for the N. Central area, and Cliff will start a region to be called Oregon Coast.. **Doug Shipman**, who has been extremely active up in Oregon, is going to be the new R.C. for the region called... Oregon. Also, we are starting up a new Regional Coordinator, Chuck Willis, in Texas. Congratulations!

Green Road Wilderness Expeditions, in Vancouver, British Columbia, sent us an interesting brochure. It seems that these nice people use **only Land-Rovers!** Their secretary, Valerie Albright, offers "if any of your members are interested in coming on our Land-Rover trips, please contact me and I will be happy to supply further information." I wonder if that means we could bring our own Rovers? The address is:

Green Road Wilderness Expeditions, Ltd.
3396 Marine Dr.
West Vancouver, B.C.
Canada V7V 1M9
Ph. 604/ 922-8340

CHANGE OF ADDRESS...CANTAB MOTORS would like you to know that their new address is:
North Bridge Street
Round Hill, VA 22141
703-554-2211

SPRINGS, SPRINGS, SPRINGS...James Rowley has been in touch with the NATIONAL SPRING COMPANY and they can make up custom springs for Land-Rovers. They will give your Rover about 1-1/2 inches of lift AND improved road qualities, sez James. The more they make up, the cheaper the price will be so get in touch with :

James D. Rowley
1209 W. Kentucky
Midland, TX 79701
915-687-6048

TREASURER'S REPORT...Well, sort of. The expenses for 1989 went like this:

| | |
|-------------------|------------|
| Spring Newsletter | \$401.25 |
| Summer Newsletter | \$735.51 |
| Autumn Newsletter | \$604.55 |
| Winter Newsletter | \$501.59 |
| Total | \$2,242.90 |

After April 9, 1990 the LROA account will have \$3,000.71. Looks like, if we hold to last year's pattern, we'll have just enough to do the Member Directory, eh?

OOPS...British American Car Service is located on 25th St., not on 26th as shown in previous issues.

1990 ESSO South American Rally started on April 14th. If we'd had just a little more lead time, this could've been in the last issue and you would be out there instead of wherever you are right now, right? Maybe next year.

IS THERE AN ATTORNEY IN THE HOUSE? This club is not incorporated or insured or anything. Just a bunch of friendly folks with a common love(hate). As things are, everything is fine. But what if someone got hurt at a "club event"? Do the club members have any responsibility? How could we even afford to defend ourselves in the event of a lawsuit?

If there is an attorney and/or an insurance person out there who is willing to donate a bit of time to these questions (and a solution) PUHLEEZ drop us a line ASAP!

Black Rock News... Rumor has it that a few members might get out there this summer sometime after all. Just to keep the tradition, eh?

We also hear that Fly Geyser has been closed to the public because of the amount of trash that was dredged from the bottom of the pool last year. These kinds of things happen all the time and Four Wheelers everywhere can find ways to make our image a positive one, rather than a negative one. Local FWD groups are working with forestry folks to maintain trails and the like. Join and support these groups so that our kids won't be faced with these problems too.

Speaking of badges... We received exactly two letters from people who thought that it would be a good idea. We received exactly zero letters from people who thought that it wouldn't be a good idea (I know because I counted them all!). The idea isn't dead but, we're going to need more input from you guys before we go any farther on it.



Bill Grouell (front) and Ian Howat...Black Rock Run, '87.
photographer unknown

REGIONAL NEWS & CALENDAR



IF YOU DON'T SEE ANYTHING FROM YOUR REGION IN THIS SECTION, GIVE YOUR REGIONAL COORDINATOR A CALL AND SUGGEST THAT HE SEND SOMETHING IN.

NORTHEAST

Ottawa Valley Land-Rovers haven't sent us anything yet.
May 12... On/Off Road Rally
May 25-28... N. Maine Trek
June 30- July 1...2nd Annual Maine Land/Rover Rally.
Sat. will be a casual event and Sun. will be at Owl's Head Transportation. Contact Miles Murphy at 207-342-4110.

NORTHWOODS

Regular events scheduled on the 3rd Sunday of most months...check with your R/C.

N. GEORGIA

June (last Sat.)... 13th Annual British Car Day.
August 3, 4, 5...Blue Ridge Land-Rover Club Off Road Camp/Meet and Gourmet Burger Weekend (whew!)
October (first Sat.)... Shenandoah Valley Br. Car Show

MOUNTAIN

August 18-26...The Moab Run. See pages 7 and 10.

OREGON

May 26, 27, 28...N.W. Challenge (not for the weak of heart!)
Contact Jim Gwynn... 206-851-3371
or Rick Harrison...206-869-2039
Memorial Day Weekend...Central Oregon Off-Road Run
July 7-8...4th Annual July Run- Mt. Hood National Forest via the Barlow Trail. A good family run for everyone. We had 18 Rovers last year...Let's beat it this year! Contact Tony Starbird...503-645-0767 or Doug Shipman...503-661-5123
Labor Day Weekend... All British Field Meet.

S. GEORGIA

Aug 17, 18, 19...3rd Annual Dixieland Rovers Rally, Hog Cook, & Swap Meet. Camping on site and hotels within 1 mi.
Contact Steve Johnson...912-386-8498

NEVADA

July...Annual Black Rock Desert Run isn't going to happen this year. The August Moab run is going to take it's place. Have a look on page 8 for more on Moab.

N. CALIFORNIA

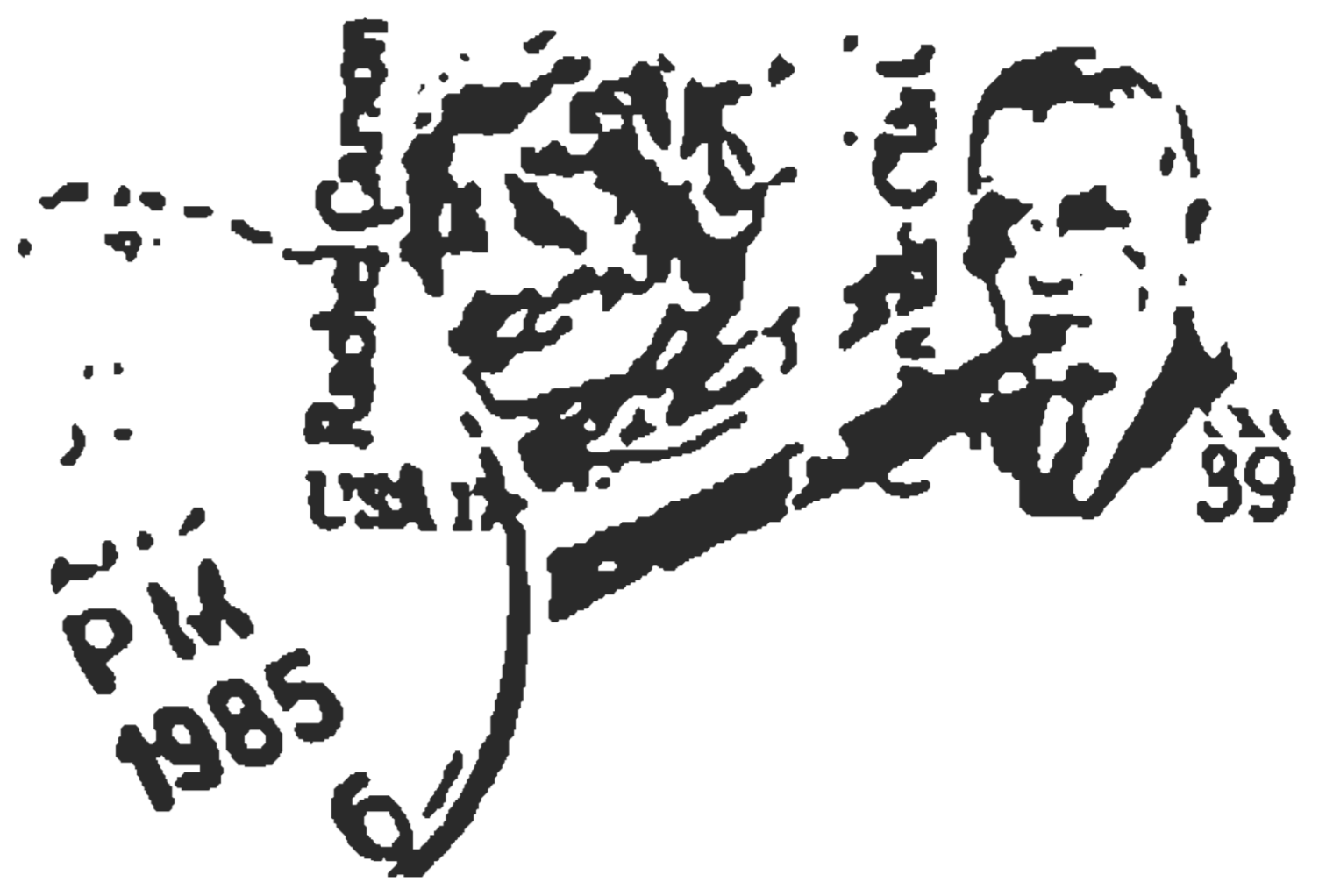
May 12, 13...All British Swap Meet & Car Show- Amador County Fairgrounds.
Contact British Parts Direct...916-626-0803
June 17...Chico's 3rd Annual All British Car Meet.
Call 916-342-1821

Group photo at 2nd Annual Dixieland Rover Rally, Aug. '89



LAND ROVER OWNERS ASSOC
P.O. BOX 6836
OAKLAND, CA 94603

Letters



THE FOLLOWING LETTERS ARE THE VIEWS OF THEIR AUTHORS AND NOT NECESSARILY THOSE OF ANYONE ELSE.

Dear LROA,

In the very quiet days of no Land-Rover newsletters...we started our own Washington and Oregon Only club called PACIFIC COAST ROVER CLUB. Now, it has a life of it's own! There are 35 of us... both Land-Rover and Rover saloon owners. Could we work out some sort of association? We have a quarterly newsletter and lots of active members. We're about to put out our 4th newsletter and have our first annual meeting.

Yours a Land-roverin', Rick Harrison, #346, WA.

Hi,

This is the first time I've written to the LROA, so let me introduce myself. I'm Fred Mudloff from Louisville, CO. Louisville is right next to Boulder, CO...in fact, all the young yupps that can't handle the outrageous housing market in Boulder move out to the new subs in Louisville. Kinda like myself... well, almost. I do have a couple of beamers, but you should have seen some of the looks when I came rumbling in with my '88! I've lived in Colorado for about 10 years now, and it is a most JAMMIN' state.

I own a 1973 '88" 2 1/4 Petrol in Marine Blue, with 46,000 mi. on the clock. The paint's a little thin in some spots but the interior is choice. Under the hood, I've updated the carburation to a two barrel Weber, installed an MSD 6A ignition set-up with 8mm s.s. plug wires, sealed and vented the important parts for those five foot water crossings (I've done four-footers...amazing how many holes ya miss when sealing the cab), remote oil filter, and am currently installing an electric fuel pump. I've also manufactured a brush bar and safari rack.

I bought my Landy from a friend of a friend about 18 months ago. My wife, Dana, drives it daily throughout the winter, while most of it's summer action is off road. I have yet to install an overdrive...hey, know anybody that's got one they might sell? There are quite a few Landys "roving" around the Boulder-Denver area (Denver is about a 30 minute drive in a Rover). We have an un-official group that hangs around together in Boulder and does a fair share of 4x4in'. We plan to go to Moab in August.

I think the Aluminum Workhorse looks great! I've done a few newsletters myself, and can really appreciate the fine job. One thing... do you have a spelling checker loaded onto your

Mac? Do you have a modem? I'm so used to downloading/uploading, I forgot how the laser printer worked...writing?...by HAND?!? Anyway, enough's enough. I'll write some articles in the future (4x4in' & tech stuff), so if ya ever need to fill some voids...

See ya. Fred

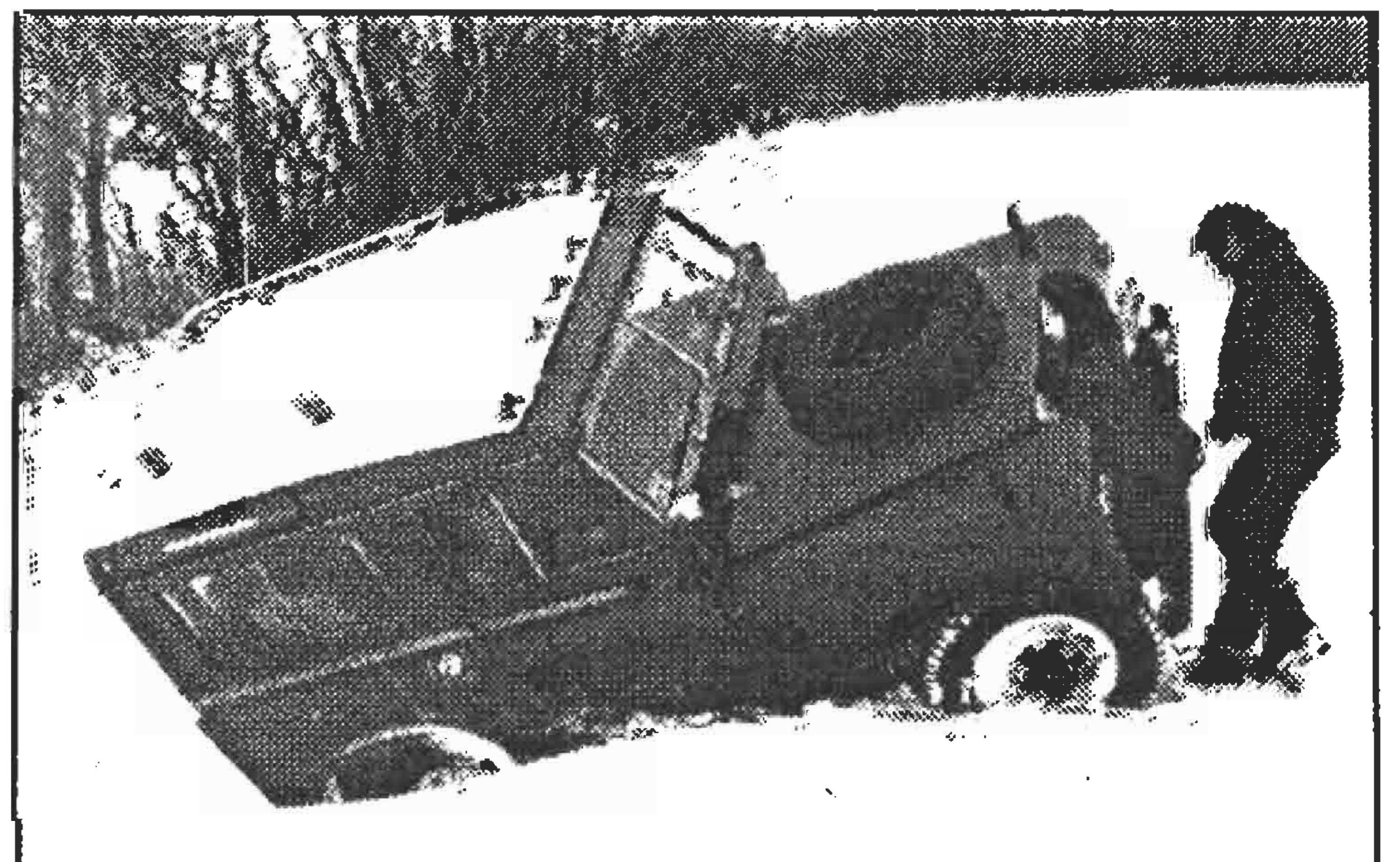
Fred,

Yes, I have a spelling checker, but half the stuff I do here, I do in Pagemaker which doesn't have one, and no I don't have a modem...yet. And I'm very sorry, but I tossed the envelope your letter came in, which also had your last name on it. Thanks for writing.

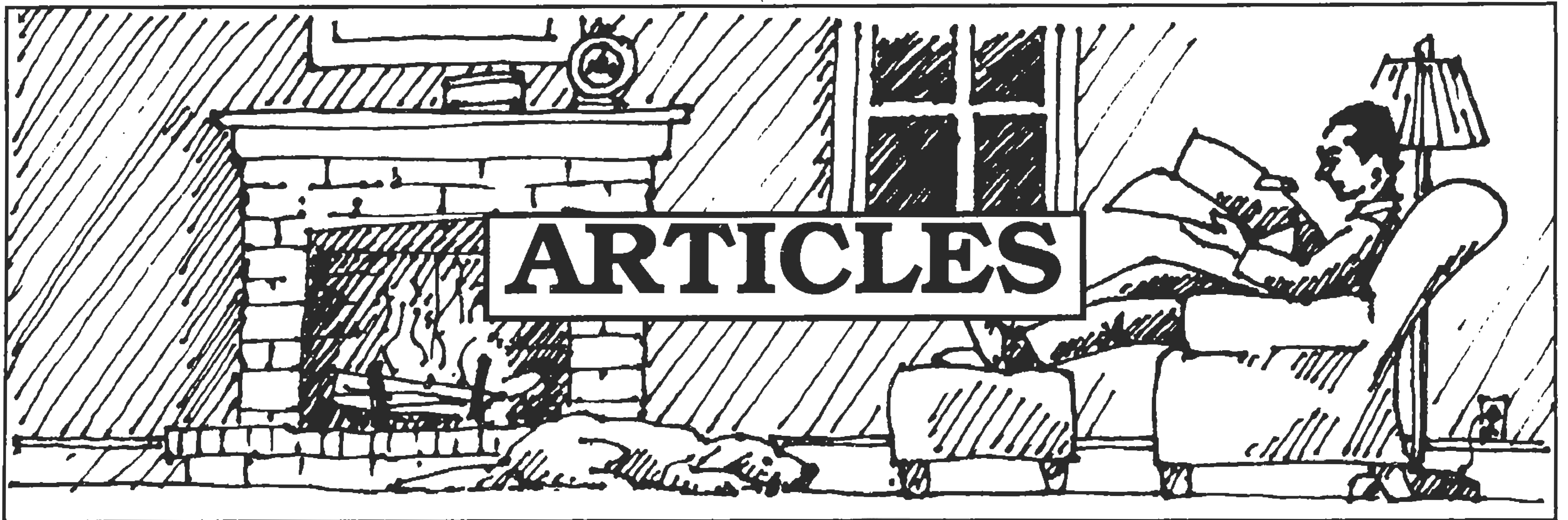
the editor.



Tom Gillespie's (#721, NV) 109 at rest



A winter "play day" at Charlie Malachek's folks' place back in '87. (Looks like fun to me!)



Land-Rovers Can Be Hazardous to Your Health

by Miles Murphy

In the autumn issue I related the story of a friend in Virginia who broke an axle shaft in traffic on a steep hill, high up in the Blue Ridge Mountains. This is the story of another Series III, a '73 "88" belonging to a friend of mine who, for fear of embarrassing him, shall remain nameless. Initially, he got a good deal on the thing but, soon it would turn out to be more trouble than it was worth (hmm... doesn't that have a familiar ring to it?). After sorting out the usual problems associated with a "new" rover, a potentially disasterous situation arose.

It was easy enough to figure out what the problem was but, how the hell was it going to be fixed? The symptom was simple... every now and then the starter motor would engage, with or without the driver's help. As is usually the case with Land-Rovers, nothing is as straightforward as it seems. Sometimes the starter would engage when the wipers were switched on, and sometimes it would engage when the direction indicators were used.

It was decided to rectify the problem right away before things got out of hand. The Rover was driven up on ramps (front only) in the barn. For reasons unknown, it was left in reverse... probably due to an unreliable handbrake. The barn doors were closed to keep out the wind, tools for the job were laid out, and the electrical diagrams in the service manual were consulted.

An additional helper was brought in to assist with the initial investigation. Together, they decided to check out each individual circuit, starting with the sidelights, then headlights, high/low beams, wipers, horn, and so on. This seemed the likely way to go. They would satisfy themselves that everything was working and in the process they just might find the source of all the trouble. The assistant stuck his hand in the drivers window, turned the key to the first notch, and flicked the sidelight switch on.

Amazingly, they found the source of all the trouble on the very first try! Unfortunately, starters are, for a few seconds,

connected to engines, and should a vehicle be left in gear, engines are connected to gearboxes and so on. The Rover made a break for it, as owner and assistant dived for cover.

When the dust had settled, the Rover was sitting outside on a trailer. The intrepid two brushed themselves off and went out to survey the damage. Naturally, the Rover was none the worse for wear, but, the barn doors had been reduced to kindling.

The wiring problem was eventually sorted out and the barn received a nice new set of doors.

But wait! That's not all!

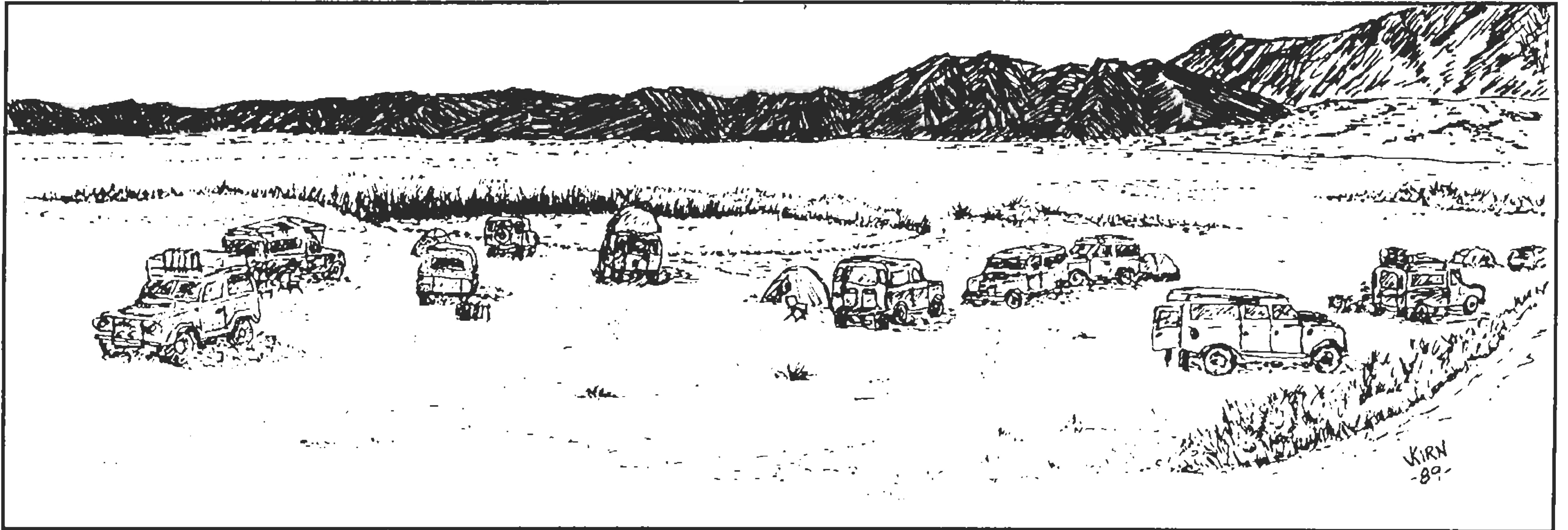
A few weeks later, while driving through town, a brake line fractured. Fortunately, years of Roving experience and clever use of gears and handbrake saved the day and the Land-Rover was safely driven back home. A little overconfidence on the home stretch resulted in a rather speedy entry to the driveway and, by the time it was realized, the brakes were gone. It was too late!

You'll never guess what stopped that rogue Rover. That's right... Those nice, new barn doors!

So there...beware!



Lightweight with 3 trailers. That's Ron Mowry smiling away in the trailer. (that's the best I could do with this pic)



Return to Black Rock

by John L. Kirn, #645, CA

This was the scene at Fly Geyser on the first morning of the Black Rock Run of '89. Having visited the deserts of Southern California for the past 20 years, Black Rock revealed to me a whole new area to explore. I had to return. And soon. I did so two months later.

There were six of us with four Land-Rovers, three "88"s and one military "109." We topped off our tanks at Bruno's in Gerlach, Nevada, and drove north across the Playa straight for the "Black Rock" itself where we picked up the Lassen-Appelgate Immigrant trail. Our objective was to follow the trail on into High Rock Canyon.

The first point of interest was the water hole that the pioneers were to come to next after leaving Rabbit Springs. It was a full day's travel for them across a barren desert and dry lake only to come to a spring almost too hot to touch. The spring contained huge folds of algae. Not the most inviting scene. One pioneer records in 1849: 150 oxen, 3 horses and 5 mules, all dead, at the spring when he arrived. An old wagon still stands there but no longer looks like the pictures I have seen of it, for it is sadly being picked apart by souvenir hunters.

We continued on, passing another spring which, at least, had more grass growing around it. Hopefully, it was that way for the pioneers. One captain of a train wisely cut grass at Lassen Meadows and took it along for the animals. Many others did not. We came across what appeared to be the remains of a reservoir with its partly washed away earthen dam. A small stream is all that now flows there and, strangely enough, there were goldfish in it. One can only assume that someone dumped their pet goldfish there and the little buggers survived. I was looking forward to seeing High Rock Lake which should've been coming up next. It was there all right, but just in the form of a field of grass with some lonely cattle grazing on it.

All of this time I was constantly trying to imagine those immigrants pulling and pushing their wagons through this forest of sagebrush over rock strewn mountains and sand choked valleys. It was rough enough in the Land-Rover but, in a covered wagon...? I had four rubber tires and shock absorbers. And them? Those poor people didn't have the

option to pull the red lever back! I was gaining more respect for them with each passing mile. I thought to myself, "if they were alive today, I'm sure that some would certainly be Land-Rover owners. They just had to be of that quality."

At Fly Canyon, we saw where they tied ropes around two rock pillars and eased their wagons down into the canyon. I could not even consider such a move but, they had no choice. We pressed on into High Rock Canyon itself as, all the while, the terrain became rougher. That which I wanted to see most of all was here. The etchings into the rock by one of the men on a passing wagon train. And, finally, there it was: "GEORGE N. JAPUITH JULY THE 16th 1852 from WIS." For me, it is something special to be able to stand exactly where this man did 137 years ago and touch the rock just as he did on that day in July. I could picture the wagons all in line on the trail down the slope from where I stood. And then the coarse voice of the trekmaster bellowing, "Come on George, let's move it! We want to get rolling!" And poor George never got to finish "WISCONSIN."

I could not help but to continue to think about how these people, over a hundred years ago, traveled along this seemingly desolate country, not really knowing where they were going. At least we had a map and knew where we were all the time (or at least thought we did). The Lassen-Appelgate Trail was hailed as a much shorter route to the promised land of California and Oregon. And most important, one would not have to traverse the feared 40 Mile Desert of the California Immigrant Trail and the High Sierra pass made famous by the unfortunate Donner Party, who became trapped in its winter snows. Truth in fact, the Lassen-Appelgate Trail was much more difficult, took weeks longer, and was nearly 200 miles farther.

We made camp there, in High Rock Canyon. Tomorrow's section would be shorter, leading out of the canyon into some high plains and ultimately onto the dirt "Highway 34." This would take us back to Fly Geyser, where we could swim in its hot pools, cleansing away the alkali dirt and dust of the Black Rock Desert. As I lay in my sleeping bag that evening, I thought that I wanted to spend my last night, tomorrow, someplace different. Someplace all alone. Someplace like...the Playa. Yes, that was it. Right out in the middle of that huge expanse of nothingness. I had no idea what that experience would mean to me.

Part 2 continued next issue

MOAB- AUGUST, 1990

Those of you out west ought to seriously consider scheduling your vacation around this! The annual 4th of July Black Rock Run is off because of this event. Seems like the "Black Rock Regulars" view this as a great opportunity to have a look at some of Utah's finest four-wheel drive territory. And, since the dates are so close to each other (the Moab Run is scheduled for Aug. 18-26) they decided to give the Black Rock a break 'till next year.

I just happen to have my little atlas out on the Moab page and it shows Moab about half way down, on the eastern side of Utah. I figure it's about 535 miles from Reno. To those of us in California, that means it's a 2 day drive (remember, these are Land-Rovers).

You folks in Oregon, Idaho, Montana, S. Dakota, Nebraska, Kansas, Oklahoma, New Mexico, and Arizona can probably figure 14-15 hours too. But what do I know? You'll figure it out.

If you're interested enough to make a long distance phone call, talk to Bill Davis in Salt Lake City. His number is 801-363-2390. He's the organizer of this event and can tell you all about it.



OK, OK... it's Marvin Mattson in the Black Rock.

ALASKA- 1992

Halifax, Nova Scotia to Anchorage, Alaska in one month. This event will require a great deal of assistance from all interested parties. It's a big project. Halifax has an excellent port with facilities to handle automobiles that may be brought in by European enthusiasts who wish to make the trip. European enthusiasts are encouraged to bring pre-1967 registered Land-Rovers suitably prepared to make the trip to Alaska, where the owners can probably sell their vehicles for a profit, or continue on their own journey. A network will be set up to connect buyers and sellers of vehicles to help pre-arrange sales. The Maritime Canadian Land-Rover Organization is rapidly developing and will hopefully be able to host a kick-off rally.

As you cross Canada, you will be co-ordinated with organizations and individuals who may wish to have events of their own and help arrange for places to stay and see.

Feedback and ideas from everyone interested in this event are very welcome. Our Regional Coordinator, Ron Mowry would like especially to hear from the following people:

1. Canadians and Alaskans along the way who are

interested in helping to organize or to join us as we pass through.

2. Europeans interested in shipping over vehicles to take on the trip with them.

3. Others coming from further away wishing to acquire Land-Rovers in Halifax, in which to make the trip, or looking for an empty seat to ride in.

4. Anyone who just wants to have a really superb vacation. If you are an organization, please inform your membership of this event and, if you are an individual, please spread the word.

A special mailing list is being made up for this event so, if you want to be kept up on details, you will have to write back saying so. Some information will also be included in this publication.

Write to :

Ron Mowry

P.O. Box 1023

West Lebanon, Maine 04027

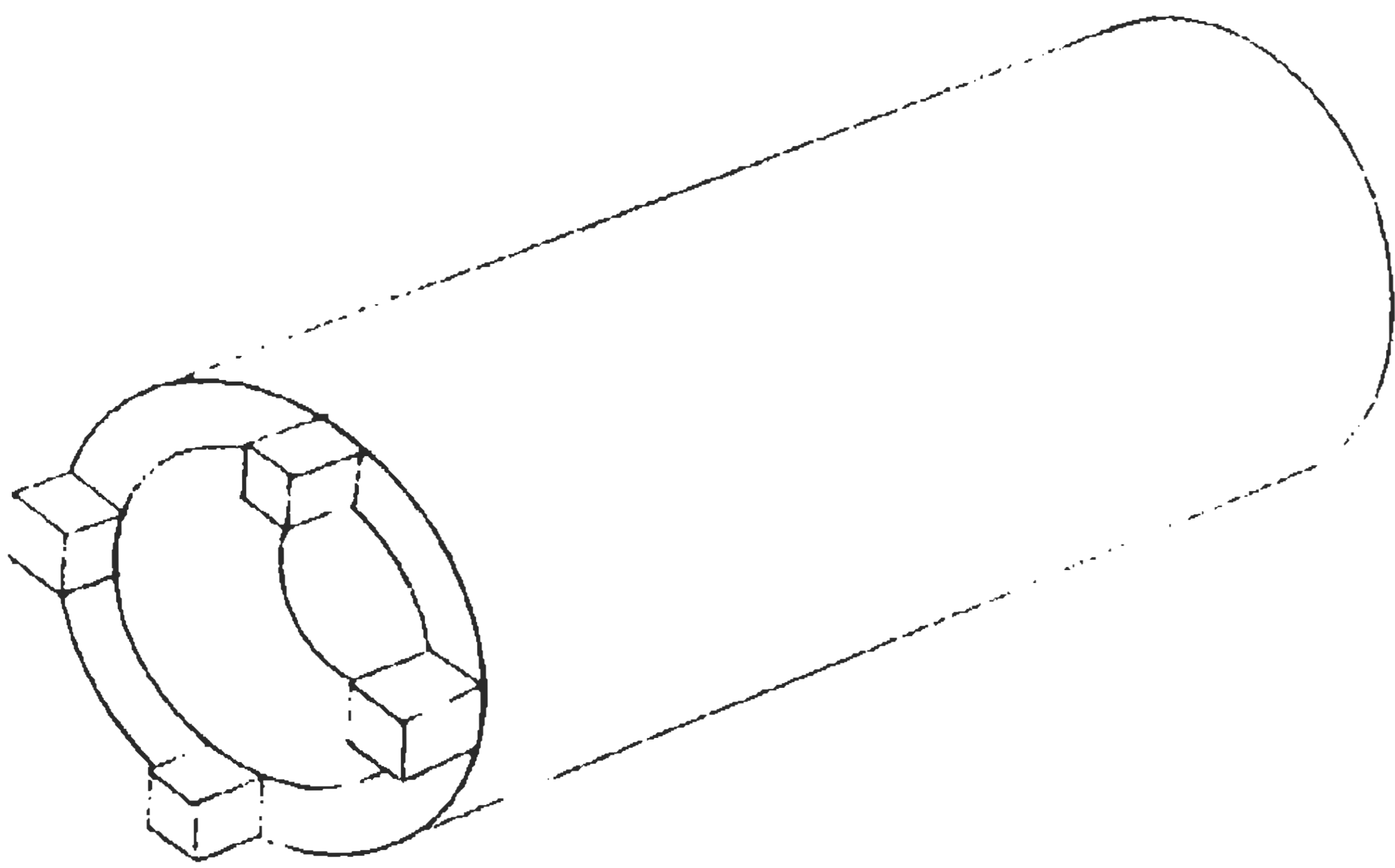
U.S.A.

His telephone number is:

207-658-9064



TECH TIPS...by the numbers



Geoff Tobin #37, CA has made a main shaft nut wrench (shown above) and it sounds like he would like to offer to loan it to any club members. Geoff manufactures neat things for Rovers so I'm sure you could purchase one as well.

6-2-4 Conversion

by George Babits, #99, ID

Are you the proud owner of a smoke belching 6 cylinder Land-Rover Station Wagon for which you are having a harder and harder time getting parts to keep it all original? I was. For 11 years I poured oil into that crankcase and cleaned fouled spark plugs. I replaced the head once, and applied to the Dept. of Agriculture for a mosquito abatement contract to reap some benefit from the smoke.

For the last 3 years or so that I put up with the 6, I pondered whether to convert and, if so, what should I convert the car to? Because a lot of my driving is on steep mountain roads, often pulling a heavily loaded trailer, I was apprehensive about putting in a Chevy for fear of snapping axle shafts. I am also a bit of a purist and wanted to keep the Wagon (named Mortical) as close to original as possible.

I got to thinking about sticking in a 2.5 liter 4 banger as a possibility. Since I was also working over a 1960 109 Pickup, I thought it would be nice if both cars were set up with the same engine. I had a lot of misgivings about the drop from 140 HP down to 77, but the difference in torque was only 18 ft. lbs. After talking to a couple of mechanical engineers, I thought I

might still be able to tow trailers and all with a 4 banger. The decision was finalized when I had the opportunity to buy a 1973 4 banger for \$500. A couple of months later, I started the conversion.

I had some doubt about my ability to complete the conversion because I'd never done an engine swap before. It turned out to be an easy job. The hardest part was figuring out just what would have to be changed. To save you all that grief, here's a list:

- Bell housing (series 2A, not 2)
- Clutch slave cylinder bracket
- Lay shaft bearing retainer nuts (series 2A)
- Radiator (series 2 or 2A, or have the lower hose nipple

moved)

Was that all? Well, I think so. There were some gaskets for the transmission, fuel line changes, and radiator hoses, but I think that was about it. Like I said, it was a pretty simple swap.

The throw-out assembly for the 6 will work just fine, but the nuts and retainer (I think) for the lay shaft bearing have to be replaced to clear the throw-out bearing assembly. Doubtlessly, there are other little things that I've forgotten, but those are the major components.

Rather than move the motor mounts, I used 3 inch by 3/8 inch steel strap to fabricate bolt-on mounts. These are attached to the original mounts and then bolted to the frame about 8 inches back from the originals. This makes a handy platform with plenty of room for locating the final bolt holes. You have to do a bit of welding to build the mounts, but there is no welding to the frame, which is hard to do without a wire welder. With the mounts installed, the engine was lowered into place and the holes marked. Pull the engine out and drill the holes. Use the standard Land-Rover rubber motor mounts and you've got the job done.

You can pretty well line the whole works up by eye-balling the starter dog on the pulley. Get it roughly centered in the hole for the hand crank. If you have another Land-Rover available with a 4 banger, you can gauge the engine set by measuring the distance from the top of the fenders to the top of the valve cover.

Tow the rig to the local muffler shop and have the new exhaust pipe built and you are just about done.

Now you get to figure out the throttle linkage. This depends upon the carburetor. If you have a Zenith, you need a downward motion, but with a Solex you push upward to open the throttle. Rather than try to adapt the stock linkage, I hacked up the bellcrank from the 6 cylinder engine (it is under the intake manifold.) The bearing can be used and a pivot bolt was made that attached to the heat

shield tapped hole on the 4 cyl. inlet manifold. You will have to weld some extensions on one side or the other (depending on the carb) to get things moving the right way. Then put one of the clamp-on arms directly onto the footfeed shaft and use a rod to transfer the motion from the accelerator pedal to the bellcrank. Simple huh? It's a lot simpler to do than to describe. You will also need to add a stiff spring from the bellcrank to the fender to get positive return to idle when you take your foot off the gas. One more thing requires attention. If you like to use the starting handle, it needs to be lengthened 6 or 7 inches. Seel Piece of cake!

Was it worth it?...You bet!

The strong running 4 banger actually moves us down the road better than the ailing 6 ever did. The trailer, with 2 BIG horses, pulls every bit as well as with the 6. Operation at 10,000 to 12,000 feet (I spend a lot of time on the continental Divide) is as good as with the 6. Mileage? First run was up the creek and over the hill (Continental Divide), mixing 4 wheeling and speed limit driving. The mileage was 15.8 mpg. The best I ever got with the 6 was somewhere around 12 mpg. The conversion was completed about a year ago and I'm still tickled with it. It turned out to be a lot better than fighting the parts problem and oil burning of the worn out 6 cylinder. The car also remains a Land-Rover. I think the approximate cost was \$1800 which included the engine (\$500), all parts to rebuild the 4 cylinder engine (including stellite valves and guides), new clutch, and a few other goodies. Bear in mind that I did all the work myself, so there was no labor cost.

If you are pondering such a conversion and are having a hard time finding help, give me a call at 208-756-4147 and I'll try to get you straightened out.

Happy Land-Rovering!



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| #4 | N | 25 | 5 x 38 | 43.00 | 1.60 | 28.95 |
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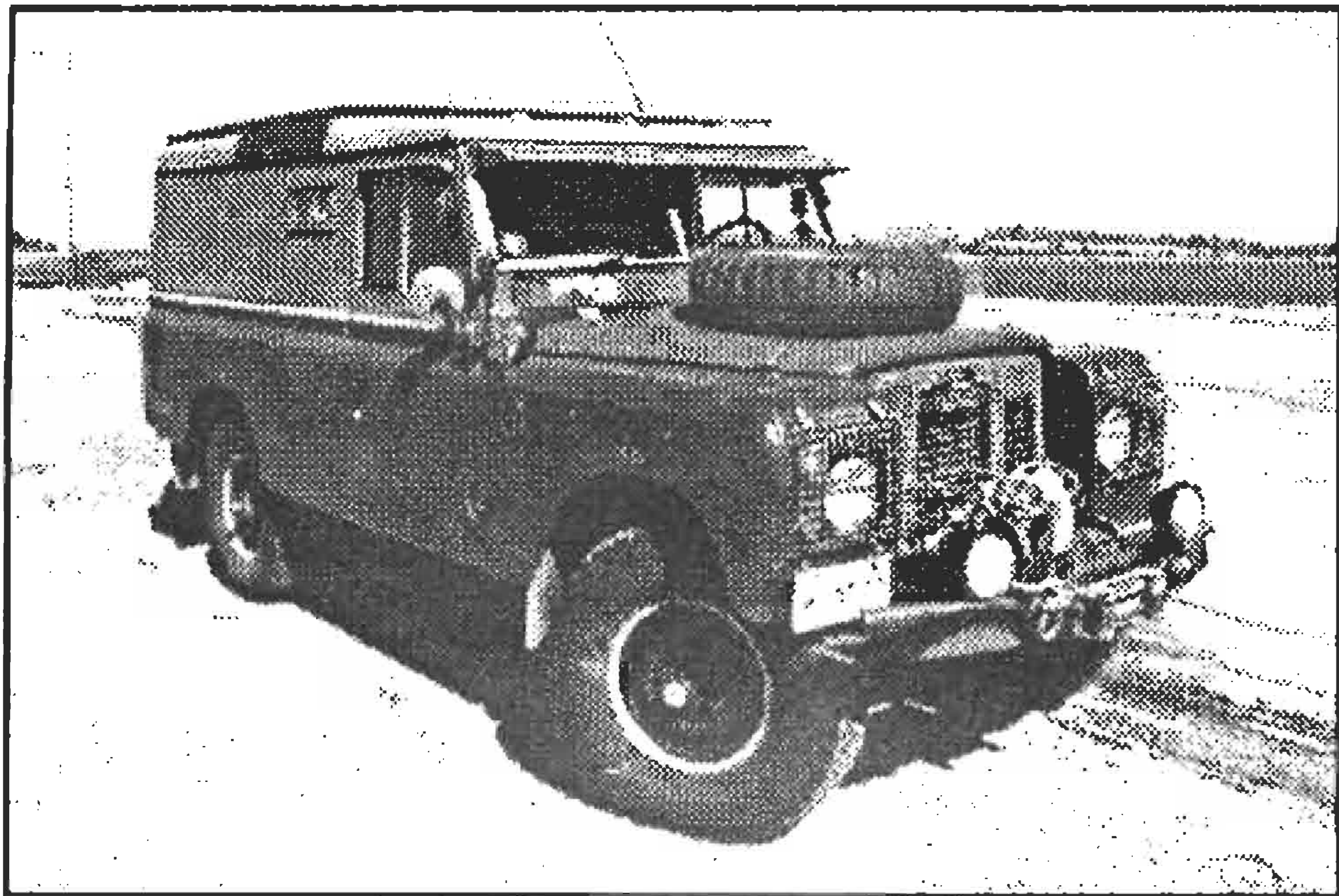
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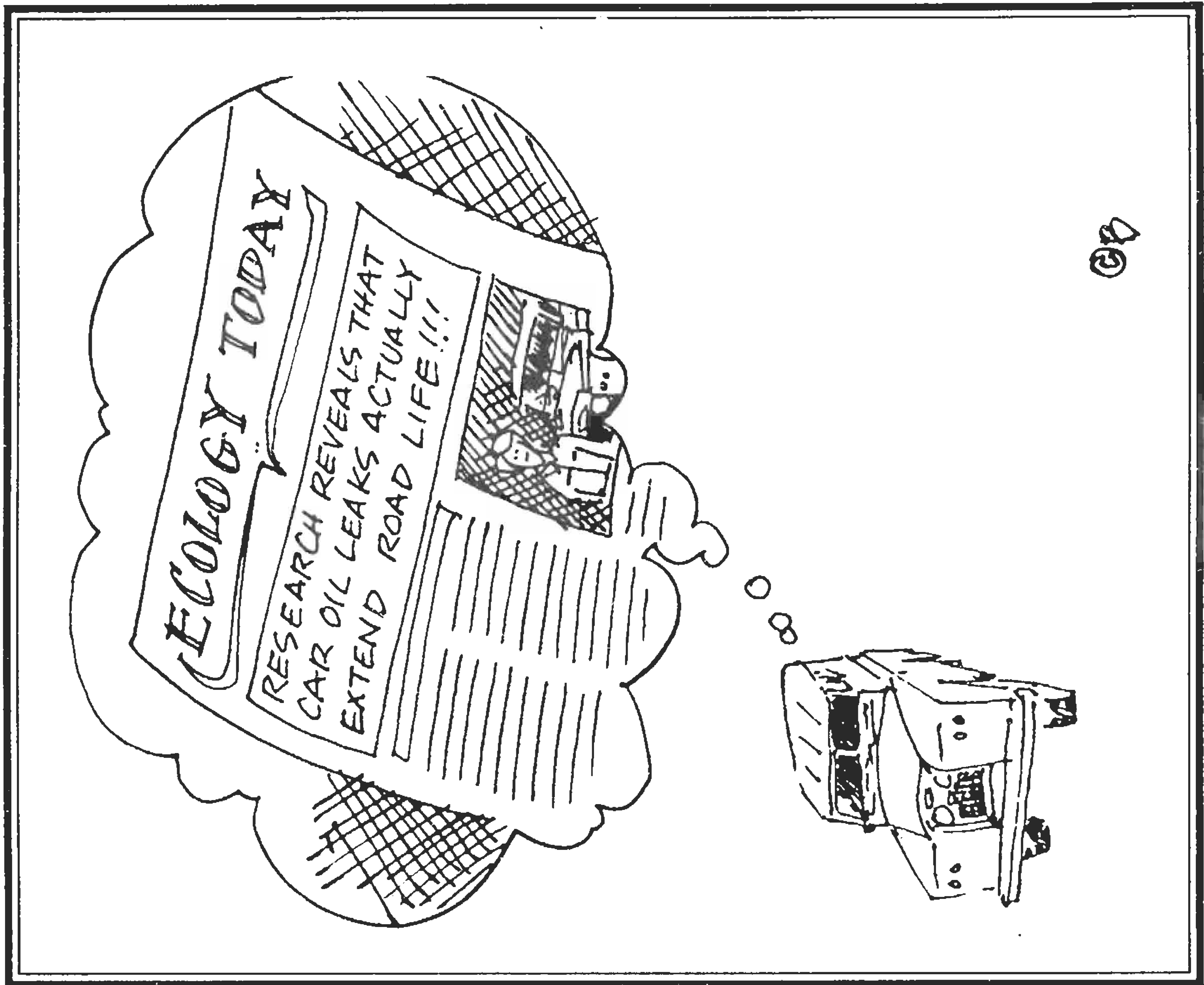
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