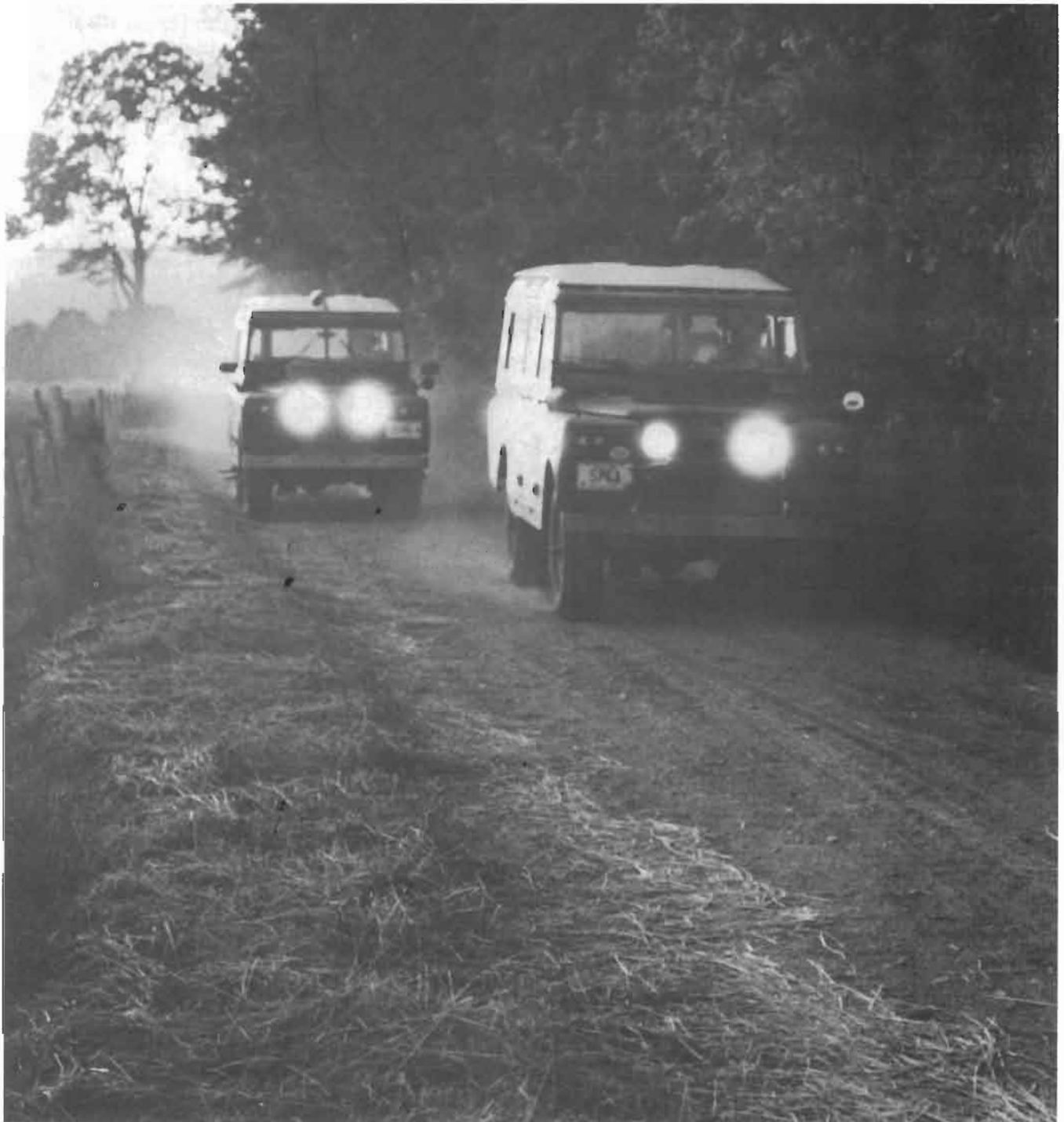




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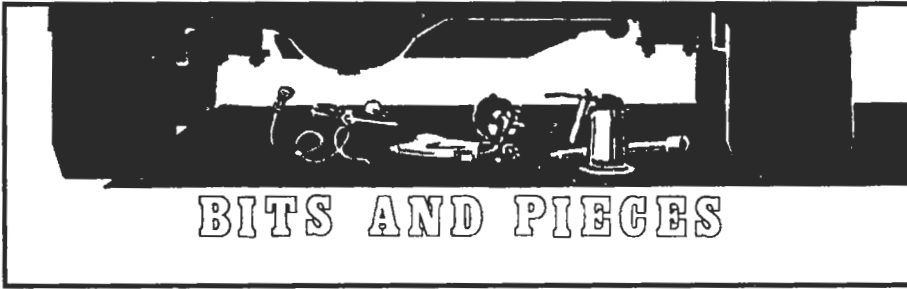
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Myles Murphy (ME) enjoying a bit of fourplay in his series 3 Lightweight. B&W photo by Neal Parent.



I'm a man of few words but some folks think that I ought to be using some space here to chat about how things are going here at LROA Central.

Things are fine around here. (good start, eh?) I am working on a few things for the newsletter. I've been in touch with the folks at Atlantic British and Rovers North about advertising in their newsletters. They both have huge mailing lists, compared to ours and just think of all those poor Rover owners who are missing out on all the fun that we've been having all these years. Besides, an increase in membership would really help us to put together more fun things for you. As soon as I can put a camera ready thing together, I'll send it out. Atlantic British will run it for free and I haven't talked to Rovers North about costs yet.

Another idea, which was brought up by Myles Murphy (ME) is to publish all the classified ads from the various newsletters around the country so that LROA members will not have to file through a whole pile of paper to find the Rover of their dreams. I like it.. haven't started working on it yet. It's pretty high on my list tho'.

I've been in touch with our RCs in the last year, and polled them about tightening up the organization with some bylaws or something like that. The general consensus was that we are doing fine the way things are and, aside from some "guidelines" leave it alone. Ron Mowry (ME) sent in an article from a recent Moss Motors newsletter that was especially enlightening. I don't have it here at the moment, so you'll have to file through all your old issues or call Ron to find out about it. Oh well.

We finally got a membership list put together. Bob and Sue Bernard (CA) did the work for us on their IBM and all we have to do is print it. More later.

We've received quite a bit of material which should show up in the next couple of issues. I don't throw anything away,

tho' (ask my wife!) and I save some stuff for longer than you might like if you're the one who sent it in.

Thanks a million to those who sent in material for this issue. If you don't see your stuff in this issue it's probably because we received a bit more than we needed. Look for it in the next issue.

Catch ya later!

LROA DECALS... We've had quite a few requests for club decals like the ones that were made up and sent to members with the membership directory back in '89. Decals are pretty expensive and we'd like to be able to give them out to members with the new directory so hang in there while we look into it.

The directory should be out before the next issue and you'll either find a decal in with yours... or not.

LRO MAGAZINE ran an article about the LROA in their Feb. '91 issue. The cover photo shows a few of last summer's Moab adventurers out on a trail. We've received a bunch of new members from the article. Seems as tho' there are a lot of folks out there who don't know that we are here.

LAND-ROVER BADGES... Steve Johnson of Dixieland Rovers has sent in a sample of the new badges or plates that he has had made up. These are really nice! They are aluminum with the Rover colors. They have holes for mounting just like a license plate. If you are interested in acquiring one or two, he will sell them to you for a mere \$5 plus \$3 postage (\$2 east of the Mississippi). Not bad! The address there is: Rte 3, Box 358

Tifton, GA 31794

RANGE-ROVER "HUNTER"... It looks like RR has put together a very practical version of their pride & joy. The "Hunter" is pretty much the same basic vehicle as the "County", except that they dropped the spoiler, power seats, some of the trim in the cargo area, and the ABS. The sunroof is optional. The tires are Goodyear Wranglers. The color selection is limited to green, red, beige, and white. And they have put a nice little picture of a horse, jumping a fence, on the tailgate.

The price is somewhere around \$36K or so which doesn't compare that badly to the price tag of around \$30K on the new Jeep (ooh, he said the "J" word!) Cherokee.

LAND-ROVERS IN WAR AGAINST IRAQ... Pentagon military spokesman, Mr. Pete Williams, Thursday, Jan. 24. 12:43 am. EST, ABC, "NIGHTLINE with Ted Koppel". "...Reporters are implying that they would like to get into LAND-ROVERS and head out across the great vast desert...". Chris Winters sent this in with the suggestion that we support our objective of keeping Land-Rovers in the public awareness by bestowing an award, or coffee cup, or something to those who, in one way or another, bring LRs into the public awareness. Not a bad idea! Who'd like the job?

Did you see the article in the Jan. '91 issue of *AUTOMOBILE* titled *Rebel Wheels, Why the Eritrean People's Liberation Front Loves the Toyota Land Cruiser?* Even worse, they don't like Land-Rovers!!! Of course we know that if they were anywhere other than the desert (where the Toyotas haven't rusted away yet) they would be by singing a different tune!

NATIONAL GEOGRAPHIC put a nice photo of a forward control Rover into the Dec. 1990 issue (p. 52). Also received two other pics in print from *AIR TRANSPORT WORLD* (p. 113 Nov. '90) and the American Express Card ad in the *NEW YORK TIMES MAGAZINE* (p. 29 Nov. 18, '90). All 3 sent in by Mike & Renee Bross (NC)

TREASURER'S REPORT... here's an accounting of or expenses in '90. There's not much to say about it. The balance shown is good as of April 1,1991 (no April 1 jokes come to mind... oh well.).

Lea's gift	\$ 272.52
Spr. Workhorse (prod)	\$ 500.00
Spr. Workhorse postage	\$ 152.33
Sum. Workhorse prod.	\$ 300.00
Sum. Workhorse postage	\$ 60.00
Moab insurance	\$ 350.00
Postbox rental	\$ 39.00
Au. Workhorse (prod)	\$ 500.00
Au. Workhorse postage	\$ 152.33
Final Cut Video	\$ 112.51
Win. Workhorse (prod)	\$ 536.00
Win. Workhorse postage	\$ 100.00
Hard Drive purchase	\$ 500.00
Misc. receipts	\$ 219.97
TOTAL	\$3,906.99

CURRENT BALANCE \$4,339.40

Did you notice the Hard Drive purchase mentioned in the Treasurer's Report? The WORKEHORSE occupies about 30MB on the computer by the time it's complete (It's the scanned graphics like ads and photos that really eat up the ol' megabites!). I just couldn't afford to have it sitting around on my own hard drive for weeks at a time but, it was also a big pain to take it off and put it back every time I want to work on it. So... we (you) bought a 40MB Quantum external hard drive & that solved the problem.

SOLIHULL SOCIETY... kinda catchy eh? Bill Davis sent us a copy of their newsletter. It's a Rover club based in Colorado. The dues are \$15 per year and the newsletter is published every other month. The address is:

Solihull Society
P.O. Box 961
Monument, CO 80132

"BUSHWAKA "suspension bushing service kit

We received a brochure from R.H. Engineering Services which talked about a tool that they have developed. They call it a "Bushwaka". What it does, they say, is extract rialstik suspension bushes and insert the new bush... all in one step.

There are 3 variations available, depending on which vehicle(s) you will be working on and the prices range from around 103 pounds to 190 pounds. That's about \$200 to \$400. It may seem a bit pricey to the average Rover owner but, I suspect that if you work on Rovers for a living, it's well worth it.

Here's the address:

R.H. Engineering Services
The Meads,
Llechwedd,
Conwy,
Gwynedd,
LL32 8DX



Gerry O'Brien sent in this photo of Mike Liodice (both NY). What you see in the foreground is a Rover diesel flywheel bolted onto a cider press masher for smoother hi-torque apple crushing. they say it works great!

Scotty's
Foreign Car Service
Est. 1960 British Trained

**THE Authority on
Chevrolet Engine
Conversions in
Land-Rovers**

Many Hard-to-Find Parts

.....

415-432-2221

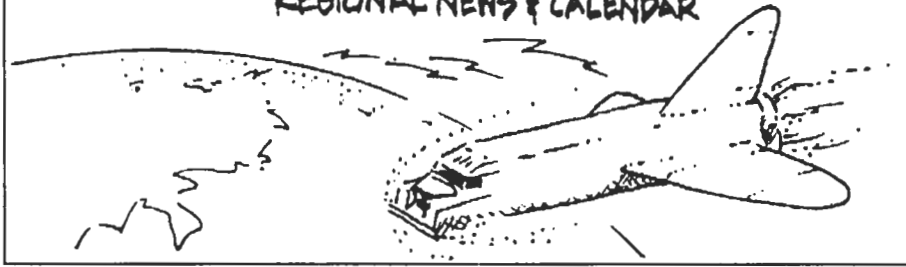
680, "A" Garcia Ave Pittsburgh, CA 94565

WELCOME TO NEW MEMBERS!

We'd like to give a hearty welcome to the folks who have joined our ranks in the last several months. One or two of these names may be familiar to you as having been members in the past. To them we'd like to say "welcome back!"

#697 JOHN CORRIEA (CA)	#752 DAVID WALWORTH (RI)	#804 JOHN KEYSER (UT)
#698 EARL DINGUS (PA)	#753 GORDON EDWARDS	#805 PETER MOSLING (WI)
#699 STEPHEN MOORE (NC)	#754 PAUL DUNN JR. (ME)	#806 GEORGE VEYTIA (TX)
#700 DON WATSON (ONT. CANADA)	#755 ROBERT ANIOL (NY)	#807 WILLIAM BRUCE (KS)
#701 MARK KIMMEL (CA)	#756 RICHARD KELLY (MD)	#808 ALBERT TANNER (CO)
#702 ALEX HEATH (AB. CANADA)	#757 ALLEN UNDERWOOD (IN)	#809 ROGER SINASOHN (CA)
#703 ROY PARVIN (CA)	#758 PHIL VOLLMER (NC)	#810 DAN MARKS (CA)
#704 JOHN JOHNSON (CA)	#759 RICHARD DUDEK (NJ)	#811 BILL RIPKA (AK)
#705 WILLIAM TITUS (MA)	#760 TOM ROBERTSON (GA)	#812 RICHARD TERRY (VA)
#706 DAN HARVELL (SC)	#761 GENE ALFORD (GA)	#813 CHARLES BANZET (PA)
#707 ROBERT/JAN KOEPKE (CA)	#762 ANNE SISSON (FL)	#814 JAMES GARLAND (AR)
#708 JAMES O'CONNOR (GA)	#763 KIRK HOLLAND (IL)	#815 JAMES ALEXANDER (CA)
#709 DAVE KERR (CA)	#764 LIWE GUNNERSEN (CA)	#816 EDWINHEATH (ME)
#710 DAVID/SYLVA MUZZIO (CA)	#765 STUART/MARTHA BRACKEN (CA)	#817 JAMES BOGNER (OH)
#711 ROBERT WELSH (UT)	#766 MICHAEL GREEN (CA)	#818 MICHAEL HEALT (CA)
#712 GEORGE/LINDA COLOVOS (OR)	#767 CARLOS OREL (CA)	#819 RICK SOLBERG (MO)
#713 GEORGE SWEETLAND (CA)	#069 SCOT MAC INNIS (CA)	#820 PATRICK THOMPSON (NY)
#714 BOB MOREL (CA)	#016 ERIC MC KAY (CA)	#821 ROBERT GAUGER (CA)
#715 RICHARD/NORMA GARCIA-KENNEDY (CA)	#768 DAVID PICOTT (MI)	#822 JOHN MASTERS (OR)
#716 GLEN ZARO (CA)	#769 LYNDON NOLAN (ID)	#823 DAVID EBY (CA)
#717 MIKE BARB (WI)	#770 ALAN ROQUET (CA)	#824 HAROLD COPE (KY)
#719 JOE GINNANE (OH)	#771 BILL DIXON (IL)	#825 CHARLES THURSTON (OH)
#720 NORMAN WALTERS (ME)	#772 PAUL/NANCIA KIVETT (KS)	#826 CORBIN SMITH (CA)
#721 PADDY KANE (NY)	#773 GEORGE CUMMINGS (FL)	#827 EARL LEWIS (NJ)
#722 D.R. BAILEY (CO)	#774 LARRY WALTON (GA)	#828 GUY SATTLEY (AK)
#723 FRANK FRYMAN (AZ)	#775 DAVID FERGUSON (CA)	#829 PHILLIP CALDERBANK (B.C. CANADA)
#724 TERRY ARTER (IL)	#776 DAN/LORI DIXON (CA)	#830 GARY MUMMERT (B.C. CANADA)
#725 MARK CUMMINGS (TX)	#777 D. ATTIC (FL)	#831 JOHN MC MILLAN (NC)
#726 JAMES MATTHEWS (AZ)	#778 ALBERT GODWIN (FL)	#832 NEIL FONGER (MA)
#727 SAM SHOGREN (ME)	#779 WILLIAM HARDER (CT)	#833 CAROL SPECTOR (MA)
#728 MAC LENNAN (NV)	#780 ERIC COPE (CA)	#834 MICHAEL SAGARESE (NY)
#729 PETER JEAL/SUSAN PARKER (CA)	#781 JUDY CORNER (ME)	#835 WILLIAM MORRISON (VT)
#730 KEN PAGANS (TX)	#782 DAN O'TOOLE (MA)	#836 CON SEITL (NS CANADA)
#731 RAYMOND ROY (B.C. CANADA)	#783 DAVID KAPOR (OH)	#837 GIORGIO LO BUE (MA)
#732 LUKE EVANS (AZ)	#784 SCOTT SCHADLICH (CA)	#838 FRED WEIGLEB (ME)
#733 TOM GILLESPIE (NV)	#785 WILLIAM WATKINS (NY)	#839 MIKE BRADY (NY)
#734 CHARLES FORMANECK (NJ)	#786 CARL VOLKMAR (NV)	#840 ALFRED LEE (ME)
#735 KEVIN HASTINGS (VT)	#787 WILLIAM GRAY (CA)	#841 TOM HORTON (SC)
#736 MICHAEL TUCK (CA)	#788 MICHAEL SMITH (VT)	#842 MERLE KENYON (NH)
#737 MIKE STUDE (TX)	#789 EDWARD WALKLEY (WA)	#845 DAVID LOWE (ONT. CANADA)
#738 DOUGLAS FLETCHER (CA)	#790 DENNIS FRYE (OR)	#846 MARK CHARLTON-DAVIS (NH)
#739 STEVE NETER (CA)	#791 JAMES SEIBERT (WA)	#847 DEMO REGAS (ME)
#740 ROBERT GRETZNER (CA)	#792 BYRON OLSON (CA)	EARL LEWIS (NJ)
#741 JOHN WALTON (MO)	#793 FOSSIL RIM WILDLIFE CTR (TX)	MIKE LOVELL (ENGLAND)
#742 BRUCE HUST (OR)	#794 ROBERT SLATER (WI)	PETER VALLERAND (ME)
#743 RICK BLOOMQUIST (MN)	#795 RALPH BECKMAN (RI)	RICK BERMAN (TX)
#744 JAMES O'SHEA (NY)	#796 STEPHEN PAIGE (RI)	TOM DI MAURO (CT)
#745 TED HATCH (CA)	#797 TIMOTHY VAN WINKLE (OH)	JOHN MARENAKOS (CT)
#746 RANDAL KOVAR (OR)	#798 KRYSTA ZONGKER (CA)	LAWRENCE RILEY (MA)
#747 PAUL HANSEN (NE)	#799 EVAN ROSS (CA)	C MACDONALD-SMITH CO. (ENGLAND)
#748 CHRISTOPHER MELTVEDT (MN)	#800 RICK BOEDDICKER (CA)	FLEMMING HEEGAARD (DC)
#749 GREGORY LONG (MA)	#801 CHRISTOPHER VELONIS	PHIL & LUCKY CUNNINGHAM (ME)
#750 MARK MARSHALL (WA)	#802 MARTIN DAY (CA)	RALPH & SUSAN BAGNALL (NH)
#751 JEFF CHAMPIGNIE (MA)	#803 TED LOHR (MA)	

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. FOR INFORMATION ABOUT ANY OF THE EVENTS LISTED HERE, CONTACT THE REGIONAL COORDINATOR FOR THE AREA. R.C. NAMES AND ADDRESSES ARE LISTED ON THE INSIDE FRONT COVER PAGE OF THIS ISSUE.

NORTHWOODS

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

•Aug 16,17,18... 8th Annual Rover Picnic, Northern Wisconsin. Call Bill Osterheim, 612-434-8144 for details.

OREGON

•Memorial wknd... Central Oregon Run
•July 6-7... Anl July Run - Safari trip
•Labor Day Weekend... All British Field Meet.

MOUNTAIN STATES

- May 18... All British Car & Motorcycle Show. Salt Lake's First!
- June 14-16... Weekend Campout & Exploration. Deep Creek Mountains, UT.
- August 17-25... 3rd Annual Rally. Moab, Utah - San Juan Mountains, Colorado.
- September 14... Annual Liberty Park Gathering & Trailride.

N. GEORGIA

•May 19... North Georgia British Motorcar Day at the Chateau Elan Winery, just off I-85, about 45 miles north of Atlanta, Georgia.

This event is an annual gathering of all the local British car clubs to benefit a local charity and generally draws 300-400 participants. The local Land-Rover Owners have participated in this event every year for all seven annual meetings. There have been as many as 14 Land-Rovers attending from as far away as South Georgia, Alabama, and North Carolina, and it is hoped that there will be as many as 30 Land-Rovers attending this next event. You can expect a hand-crafted trophy for the peoples' choice of the best Rover in attendance. There will also be trophies for the best 109, 88, and Range-Rover.

•Land-Rover Picnic at Amicalola Falls State Park (N. Georgia) in the Spring, followed by an interesting drive through some unimproved dirt trails and fire roads in the Chattahoochie National Forest. Very scenic, challenging, not threatening. More details next issue.



Cliff Johnson was in S. Africa visiting the farm there recently. This is Gladys, a 1954 "86" in her "Game Viewing Outfit".



Doug Shipman at the N.W. Challenge, Stampede Pass, WA. Looks like he really uses that snorkel now & then!

NORTHEAST

May 24-27... North Maine Trek IV. New Brunswick to Quebec via the Allagash area of Maine, tracing the route for the Trans Canada Alaska Tour of 1992.

June 29, 30... 3rd annual Down East Rally. Mild off-road drives through mid-coast Maine. Sunday at Owl's Head Transportation Museum.

July 12-14... Promoted as the largest Land-Rover event in North America. Atlantic British Parts Ltd. Rally in Mechanicsville, N.Y.

Oct 19... 3rd annual Frame Oiler.

Feb. 29, '92... Winter Safari II. Help celebrate the leap year in the snow!

June 30, 1992... Staging for the beginning of the Trans Canada Alaska Tour schedule.

Ron is always looking for new ideas for events. One interesting idea that came up was what they are calling "THE URBAN JUNGLE... an off road adventure through the rough and grotty outskirts of Boston.

Let Ron know if you are planning to attend any of the events up in his area so that he can notify you of possible changes in agenda, ok?

OREGON COAST

September 28-29... Camp Rilea Outing. Stay in military huts for weekend and drive army obstacle course.

Down East Land Rover Rally

by Myles J. Murphy, #242, ME

On June 30, 1990, a group of LROA members attending the annual Down East Land Rover Rally toured the Robbins Mill in Waldo County, Maine. The mill owners, Jim and Jenness Robbins took the time on a holiday weekend to show us around. They went to great lengths to explain the how and why of everything. The very latest in German and Scandinavian equipment was in evidence. Laser beams measure incoming logs, allowing operators in computerized, air-conditioned rooms to decide how to handle and cut each log to maximize usable footage and minimize waste. Leftovers from the mill and logging waste are burned on-site to produce heat for the drying kilns and to generate all the electricity needed to run the entire operation. Surplus power is sold to the local community. Chemicals used to control pests, fungus, and bacteria in finished wood are carefully controlled, recovered, and recycled. The nearby St. Georges River has had a clean bill of health above and below the mill since testing began.

While other companies clear-cut without regard for wildlife or the future, the policy of the Robbins Mill is the exact opposite. Areas are selectively cut and replanted with a mixture of young trees, even though the mill specializes in white pine. Logging and planting methods are

designed to minimize damage to the ecosystems and create a healthy environment for people and wildlife. As for the local wildlife, deer, moose, bears, mountain lions, coyotes, bobcats, beavers, bald eagles, and osprey frequent the area.

After touring the mill, we drove to several areas in the county to view logging sites. We were shown how some areas had been left to regenerate naturally and other sites had been controlled and/or replanted. Everything was being done with an eye to the future.

Being someone who cares about the environment and how it is used or abused, I don't look favorably on any group who exploits natural resources in an indiscriminate way. But I can say that all LROA members left the Robbins Mill that day with a very favorable opinion.

Mark your calendars. This year's Down East Rally will be on June 29 and 30. We hope to visit the Dragon Cement and Fertilizer factory in Thomaston, ME. Then we will visit a small one-man factory where woodworking planes and other tools are designed and cast in brass. After lunch in Camden, ME, will be a tour of a boat-building shop (canoes and yachts in wood) and of Mt. Battie National Park. There will be scenic drives to and from all these places. At the end of the day we'll have a barbecue. See the last issue of *Aluminum Workhorse* for more details, or get in touch with Myles Murphy, P.O. Box 905, Morrill, ME 04952, telephone (207) 342-5055.

There are a couple of other interesting places to see as alternatives to the above. There are an organic farm and a fish farm that are well worth visits. Get in touch with Myles if you have a preference. See you in June.

Bernie Mowry leading the Down East group to another logging site. In the background are trees for the future and on the ground, young saplings are settling in for the next 50 or so years until it's their turn.



Date Line - Utah

MOAB 1991 Third Annual National Rally

Yes, we are doing it again! As these photographs show, there was enough excitement and challenge for everyone.

We would again like to thank Rovers North as well the other sponsors for their positive support at the second annual rally last year. Rovers North alone ended up spending close to \$9000.00 dollars. Without all of these sponsor generous support we're not sure how the rally would have turned out. Rovers North have indicated that they would again be a major participating sponsor this year! We would like to thank the in advance for agreeing to help. We would also welcome any other sponsorship or other participation. Please contact Kerry or I personally to discuss these arrangements.

The date we have scheduled for this year's event are August 17th through August 28th. Most of the organized activities will be held the 19th thru the 23rd, with each weekend be counted as travel days for most people.

The general format of events will similar to last year, including:

- Guided trail rides each day, both difficult and easy.
- Awards banquet and dinner Wednesday night.
- "Welcome to Moab" breakfast Tuesday morning.
- Possible movie nights.
- Scenic tours of the surrounding areas.



Norm Lewis attempting the "bounce method" in Moab- it worked!



Kerry Oldham negotiating a 3ft. ledge. It worked too!

There will be some minor changes from last year as well.

We will be requiring pre payment for the entire event, the sum of approximately \$40.00. This fee will include all activities, including the breakfast, banquet dinner and an official tee shirt. We are doing this for several reasons. First off, it helps the organizers (that's us) plan further ahead and better. As most everyone who came last year were able to participate in all the activities, this shouldn't cause much inconvenience. We can also make special arrangements on an individual basis if there is someone who can't attend the entire event. The other change that we will be having, is a two day excursion to the San Juan mountains in Colorado on the 22nd thru the 23rd. This will be held in conjunction with the Solihull Society out of the Denver area. As you may already know, this area is where the Range Rover Great Divide expedition traveled. Some of the mountainous areas here reach 14,000 feet above sea level.

We are planning a separate mailing with specific details in a couple of months, so keep an eye out for it. As with last year, you will each be responsible for you own accommodations for the event. These range from the very primitive to luxurious motels. Our only advice at this point is to make your reservations early, as this seems to be the height for the tourist season. We will be staying in the KOA campground this year. We will try to reserve one or two of the group camp areas for those who may be interested. Let us know.

Helpful contacts in the local area are:

The Grand County Travel Council
805 North Main
Moab, Utah 84522
(800) 635-6622

Ouray Co. Chamber of Commerce
P.O. Box 145
Ouray, Colorado 81427
(303) 325-4746

Bill Davis/Kerry Oldham
c/o LROA - Mountain States Region
P.O. Box 603
Midvale, Utah 84047-0603

Hope to see you there!!

Bill Davis #44

Kerry Oldham #6

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



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

Dom,

I sighted a series I 88 petrol in West Lake Worth, FL (near West Palm Beach). The car has a series II engine and is recently repainted. It was imported from England where it was in civil government service for a short time. Owner said he had mad sketches & photographed the markings... then painted the Rover a BRIGHT OLIVE GREEN. I sighted the Rover as he pulled out onto Military Trail and due to traffic, couldn't catch up until he had stopped at an Army-Navy Surplus store. I had to circle a 6 block area to get back to Military Trail. Then didn't see the Rover the first time because he had parked on the north side of the building. So, round- about one more time hoping he wouldn't be gone. Cheerful chap... had a long discussion about Rovers. He has several- and lots of parts, and knows several chaps with Rovers.

While we were "kicking the tires" and "beating the bully beef" we attracted the attention of several passersby, including a Mr. Jerry Fritz, of 3493 Chickasaw Circle, Lake Worth, FL 33467. Mr. Fritz said he was looking for an old Willys Jeep or truck, so we filled him in about LRs... in particular, the rust-free aluminum body, which opened his eyes! We suggested that he join up with the LROA and call Rovers North for a catalogue of parts.

It seems that there are a good number of Land-Rovers in the Palm Beach County area. See you real soon!
Chris Winters (FL)



This "Workhorse" pic was brought back from Fiji by a honeymooner who doesn't even own a Rover but thought we might be interested.

Dear LROA,

I am a Land-Rover fanatic who also belongs to the Sydney Land-Rover Owners' Club of Sydney, Australia. I collect Land-Rover photos from every country and only just managed to get your address via a friend in the U.S.A.

If any of your members who have photos of their pride and joy, and are willing to drop me a line, please ask them to do so as I have a collection of over 300 Land-Rover photos. I promise to write to everyone who writes in and to include some photos of Australian owned Land-Rovers.

Hope to hear from you very soon.

Happy Land-Rovering!

Mr. Joe Shamir
147 Fisher Rd. North
Dee Why 2099 NSW
Sydney, Australia

Dear sirs,

I have just read an article of yours in my Land-Rover Owner magazine which I have been getting for the last two years.

Firstly, I am a 19 year old who eats, sleeps and breaths Land-Rovers. Since I was 16 I have owned two Land-Rovers and one Range-Rover, and I am presently running a series IIA s/w pick up with a Ford engine fitted by myself. My profession is a motor mechanic, starting on trucks and progressing to Land-Rovers. I will be qualified in June and eventually wish to start my own business repairing the loves of my life.

I am writing this letter in the hope, firstly, of getting a pen pal in America with the same good taste in vehicles, and secondly and more importantly, to find out some details of Land-Rovers in America, as I intend to come over to your country on a working holiday for six or more months in the next couple of years. I would, therefore, be very grateful if you could pass this letter on to anyone who may be able to help my situation.

Keep on Land-Rovering!

Adam Ogden
The Haven
9 Keighly Rd.
Cullingworth,
Bradford
BD13 5JA
West Yorkshire,
England

Dear Editor,

...wanted to know if you've considered my idea of resurrecting the club decal? You may want to poll the club membership thru the newsletter. It's a shame that our only national club doesn't have one to identify it's members.

Thanks for the tip about the LR badges from Steve Johnson at Dixieland Rovers. I sent for 2 and you were right... very good quality and worth the price. I work at Lockheed here in the Carolinas and put one on my rollaway toolbox- got a lot of attention from that! Maybe some converts from Jeep to LR too!

Thanks.

Mike Bross

Dear Friends,

Some years ago I started the Land-Rover and Range-Rover Club in the Netherlands. Through different circumstances we decided to change our name. Since May last year we have been called DUTCH OFF-ROAD ASSOCIATION.

The organization is now open for all makes of 4x4 and for people who are interested in these cars.

The goal is to promote the contacts between these 4x4 owners by organizing events and information evenings.

The events consist of social drives in a natural environment, camping weekends, special off-road courses, and combinations of them.

The information evenings CAR (College Automobile Research) consists of technical information, film or video presentation, slide programs, and/or a Gast presentation.

D.O.R.A. is organizer of the Belgian Ardennes Event (TRACK), off-road events (TERRA), drives in the province (COUNTRY DRIVE), and the European off-road travels called EXPLORER. Our bulletin board is called "4EVER4".

Please feel free to give my name and address for visitors of Holland.

Cor Bakker

D.O.R.A.

Postbus 9042

1006 AA Amsterdam

The Netherlands

Dear Domingo,

Enclosed are some photos from the All English show in Denver, Sept. 15-16. All told, there were 15-16 Rovers of various models. Most of us were members of "The Solihull Society". In case you didn't know, it's the Denver-based LR club which is a couple of years old now. However, of this group, only my RR and the stage 1 109 made it to Moab.

In addition to the Denver show, I also drove my 1980 Rover SD-1 to the Kansas City show. And while the temp. was over 100, we still managed to have a pretty good turn out of Rovers or otherwise. We had 3 LRs, 1 P6-B, 1 SD-1, and a 1948 P-3 saloon.

So, in a period of three weeks, I attended three Rover related events!

Long live Land-Rovers! See you next year in Moab!

Bill Bruce (KS)



The Solihull Society's banner at the All English Car Show in Denver last Sept. These 2 pics sent by Bill Bruce (KS)

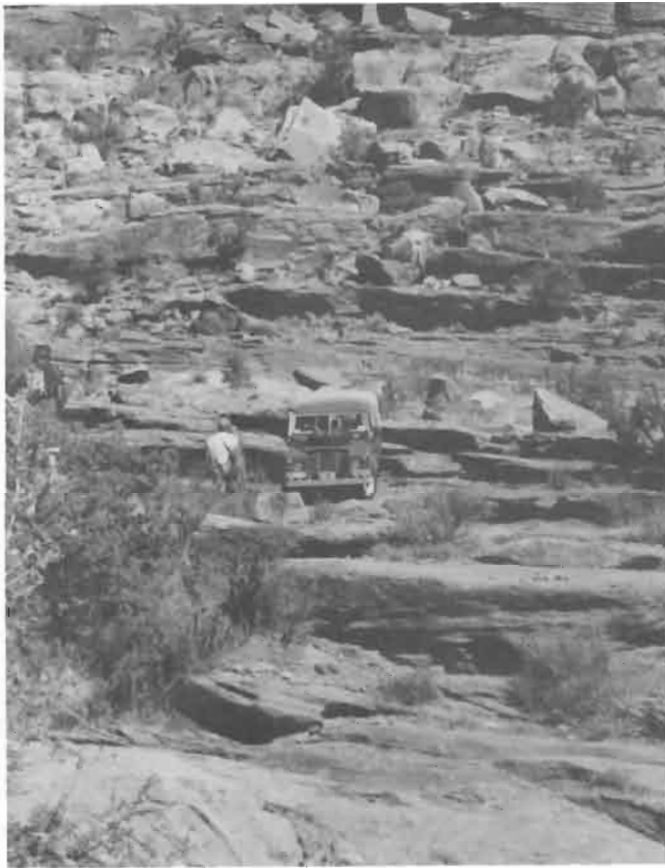


Notice the Rover SD-1 in the lower right?

Gallery



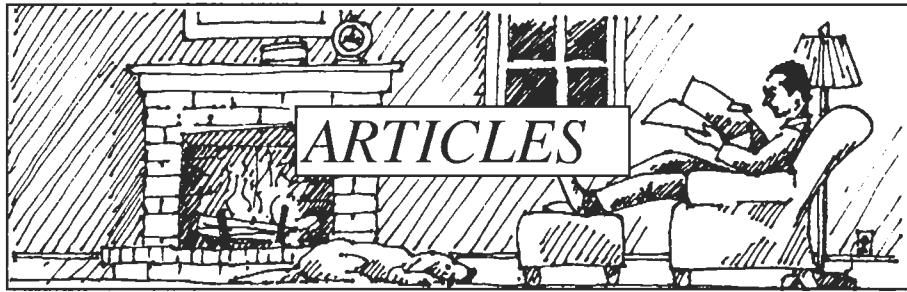
**Marvin Mattson
Black Rock, '89**



Fred Sweet Moab, '90

Gordon Kallio, '91





What the Hell is Going On?

a personal view by Myles Murphy #242 ME

Land Rover rallies are supposed to be fun, aren't they? Well, aren't they?

Most of the events that I have participated in over the years were very enjoyable. However, there have been moments. What really bothers me are those highly-modified, jacked-up, smoke-belching, oil-dripping, noise-making, mud-running, mufflerless pieces of junk that some people try to pass off as Land Rovers. Why they have to interfere with good enough is beyond me. I have come to the conclusion that it is somehow related to their I.Q. Some of my friends have concluded that it has something to do with the color of one's neck. The bigger the wheels, the deeper the shade.

A few years ago I was invited to a New England rally. Everything looked great until one of those infernal machines showed up.

We (myself included) were having a great time exploring the back woods until we arrived at a fallen tree. Tree limbs and branches were piled up on either side of the trunk to form a ramp. An angled approach in first low soon had everyone over it. Naturally, Brains with the Big Wheels and the V8 decided that the swamp on either side of the trail was a much better idea. An opportunity to get ahead of the pack was too good to pass up. Into the mud he went. And in the mud he stayed.

After a lot of heaving and winching, he was eventually extracted from the mire, but he was still on the wrong side of the downed tree. No problem. Just rev it up and let her rip. Of course, no angled approach for this fellow — up he went — and up he stayed. At this point in the proceedings, I had just about had enough. The amount of



This photo shot in Panang, Malaysia last summer by Steve Niter, (CA). Steve says that the only LRs there now are military vehicles.

environmental damage this fellow was capable of was staggering, it was only surpassed by the noise he made. I promised myself there and then that I'd never get involved in this sort of thing again.

When we finally drove out of the woods, there was a reception committee in the form of an irate landowner. Fortunately for us, it was an older woman. Lord only knows what would have happened had it been a man. I found myself parked in the middle of the road apologizing for someone else. Several other 'innocent' Roverists found themselves in the same position.

Later, remarks were made about the woman's mental state. Things like "our legal right" and "it doesn't say 'private road' on the map" were also said.

During the preparations for the annual Maine Land Rover Rally, I go to great pains to see that all roads and trails are safe and legal. Even when I'm completely satisfied that they are legal public rights of way, I still talk to the local park ranger and consult locals residing along the trail to be driven to see if they have any suggestions or objections. Finally, a week or so before the rally, I will drive the route. If I feel a regular Land Rover — even when driven carefully — will do too much damage, I'll go find an alternative.

Another rally not so long ago had a regrettable occurrence, in my opinion. Basically what happened was this. Far too many Rovers were led deep into the middle of nowhere on what turned out to be an unimpressive dead end dirt road. The organizers had all the right intentions. A friend of mine on learning what trail was to be taken advised one of the leaders that there were better, more interesting trails in the area that actually went somewhere. Even though my friend had intimate knowledge of the area, his advise was graciously rejected.

An hour or so later and halfway along the trail, we came to the conclusion that as we were going nowhere, why go any further. The way things looked, we'd be stuck in the area until well after dark. We pulled off the trail by a wide, shallow river to let everyone go by. A few people pulled up and enquired where the hell they were going — others had gotten the message.

This is not to say we weren't having a good time. On the contrary, there's nothing better than crawling along in 2nd or

3rd low with Land Rovers front and rear.

So there we were, spread out over a mile with only two or three people knowing what was going on. My friend is a very careful and environmentally-aware off-roader. Being a relative newcomer to the Land Rover scene, he didn't have enough experience in the finer points of off-roading. The river (incidentally out of view of the rest of the group) was a good opportunity to teach him a few things about fording. The water depth — about 20 inches — was just right and the bottom was visible all the way across. This was a crossing point, a trail on the other side linked up with a road out of the area. The bank on the other side was heavily eroded, but the right gear and approach would overcome it. Bow waves, depressions, gears, and speeds were explained and off we went. We drove a 100 yards or so on the other side, but determined that a hill was too steep and the rocks too large.

On our way back across the river, we were met by a few 'hardliners' all lined up, ready to have a go at the water. Things got a bit out of hand with Land Rovers and a solitary Range Rover racing up and down the river, chewing up the banks and shredding the vegetation. Crossing a river is fine if there is good reason. Trashing the place is just not acceptable. This sort of behavior might be good camera material to go along with last year's Camel Trophy videos, but one of these days, the 'powers that be' and your 'registered voter' neighbor will put a stop to 4-wheelin' in the woods or the desert. What good will a Land Rover be then? It only takes one — or a few — to screw it up for everyone else. Of course, Land Rover owners are not the only ones to get carried away — Broncos Jeeps, Toyotas, etc all do their bit.

This article is not a criticism of the organizers of these events. Some of you will know when and where they took place. Some of you will say, there was absolutely nothing wrong with what went on. But think. Some day there might be a pad-locked gate across your favorite trail — then what will you do?

I'll keep going to and organizing rallies. But next time I want to know ... What the hell's going on?

If you have feelings about the use, or the abuse, of the wide-open spaces, I'd like to hear it.

Hollister Hills Spring Training Weekend, March 8-10 1991

By Geoffrey Jackson, CA

Participating members
Dom Dias (109" regular)
Lynn Helm (88")
Geoff Jackson (109" SW)
Gordon Kallio (109 Military)
John Kirm (88")
Dan Marks (88")
Lea McGee (88")
Geoff Tobin (88")
Peter Wong (109" SW)



Jeff Jackson way up at a 35 degree tilt. Note the other LR, top, center.



Geoff Tobin in his 88. See, Land-Rovers can do wheelies.

Despite the relatively low member turnout a very enjoyable weekend was had by all. The unpredictable weather and very low temperatures probably had something to do with the low turnout, although the SVRA Rangers had received over thirty requests for maps and directions in the weeks prior to the event. Come on you local folks. You own Land Rovers; you're supposed to be tough! Many thanks to all those who turned out though especially the long suffering families and friends.

Anyway, that's enough of the complaining. Now here are some of the highlights.

After a cool Friday night we awoke to a sunny Saturday morning. My sons Robin and Thomas went for an early morning hike and returned with a freshly killed wild turkey. Now before the animal lovers start complaining and the hunters start cheering there was nothing spectacular about the kill. Robin inadvertently disturbed several turkeys in some brush and one of the fleeing birds flew straight at an electricity power line then ZAP and the poor thing dropped to the ground stone dead. Robin was teased when he tried to convince us of his story even though the wound across the bird's breast certainly backed it up. Anyway, after the obligatory white hunter photographs were taken and a few souvenir feathers had been removed the turkey was taken to the ranger station where it will eventually appear in their museum with other stuffed animals.

We all moved off to the obstacle course to test our mettle (or rather our Land Rovers metal) on each task. For those of you not familiar with Hollister Hills State Vehicular Recreational Area I will describe the obstacles and for those of you who are? Well tough. I've got to write about something.

- See-saw. You have to balance your vehicle on a giant teeter totter.

- 20" deep water crossing or ("Dom's Demise"). Water just about covers your vehicles floor boards and represents no problem for a LR as long as you don't try and emulate a Jet-ski. We know who we're talking about don't we. This wouldn't be the first time Lynn's winch came into play.

- Anthills. 5-8 feet high lumps with just enough approach and departure angles for a 109" separated by a slightly shallower water crossing.

- Tire Alley. Suspension testing ride over a bed of old tires.

- "Moab" Slope. A short steep artificial slick rock ascent. Except it's not really like driving on slick rock. It has been worn so smooth by repeated use especially on it's "steps" that traction is extremely poor. A jeep driver was showing off and a loud crack was heard as he threw his machine at the slope severing his drive shaft.

After the engines had dried out we proceeded along the perimeter trail with its spectacular views and challenging wet sandy climbs. Of course we had to make the mandatory Gordon Kallio photography halts, but then it's nice to stretch your legs once in a while. As with all group runs there is always a problem with someone taking a left,





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or was it a right and losing the pack, but we all eventually arrived at the "Five Fingers" hill climbs. The longest climb seemed to be easily achieved by some dune buggies, so after much hesitation my eldest son Matthew decided that I should have a go. With some trepidation I dropped into 1st low and successfully chugged up the wet sandy slope to within 20 yards of the top. It wasn't so steep that my handbrake wouldn't hold, so I inched my way up until I wasn't getting any more traction on the sand. My sons ran up the hill and proceeded to shovel the sand from around my wheels and this enabled me to proceed to the point where my front wheels were almost on the top. However, I had zero traction and after a couple of attempts, no high revving, just relying on the torque, I was caught in a rut as I reversed down. This forced my vehicle to the left and I was left stranded almost horizontally across the slope at a very precarious angle just short of LR's roll over tolerance. Cowardice immediately came into play. I exited my vehicle from the passenger door and scrambled up the last 20 yards of the slope expecting to hear repeated rolling noises. However, it just sat there with its handbrake clicking and groaning. Matthew's girl friend Sherry, who I may add is an excellent navigator, led a rescue party of 3 88", including Lynn "I've got the winch" Helm up an alternate route to the top of the hill. The first winching effort by Lynn with the other 88"s acting as anchor vehicles pulled my Rover back to the correct angle for the slope. I was then "advised" to reenter my vehicle and secure the handbrake while the winch cable was removed and the winchers repositioned their vehicles for a direct pull. I could easily have descended in reverse, but Lynn insisted that as so much effort had been expended to climb that

darn hill the only way to go was up. five minutes later and all was well again. After a few derogatory photographs we hastened back to camp to prepare our meals and set up Gordon's musically accompanied slide show before darkness fell.

The camp site had a covered presentation stand so the show as all set up under its roof. We all sat in front of the stand swaddled in multiple layers of clothing and sleeping bags and watched Gordon's superbly presented show of LR treks, including some of last



Lynn Helm (CA) making a big splash

year's Moab trip. Also of great interest were his slides, with appropriate Arabic background music, of a trip he made to Morocco. The colors, scenes and faces were fantastic, but we won't mention the topless french ladies on the beach slides. John Kirm's wife had made a very nice large cake and he dutifully handed it out during the "intermissions" when we were staring up at the beautifully clear starlet night. Cold, but with feelings of worm satisfaction we retired to our beds.

No we didn't kill any animals the following morning. The group started to break up to return home just as "Mr. Camel Trophy", Lea McGee arrived. Some people stayed with him and had a second very enjoyable day although I haven't heard the details yet!

One thing I know for sure is that we will hold this event a little later in the year next time. I'm not a sissy, but California is supposed to be hot and I'm damned if I'm going to kit myself up with Arctic camping gear!

See you all soon.

Badger

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TECH TIPS...

Paean to Soft Tops

by Tom Gallucci, #137, CT

How many of you out there long to remove the hard top from your Land Rover but never do it? There are many excuses: too much work to remove it, it will never seal properly and be forevermore drafty, where will I put the hard top, what about rainy days, I need it for the winter months, ... I had used all those excuses and more since purchasing



Tom Gallucci's Rover with top off.



Front view of Tom's Rover. (now there's a creative caption!)

my Land-Rover new, but finally, by May 1989, I removed the top!

In the beginning, I tried various ideas to eliminate the heat build up under the driver's feet, which, during the warm months, makes the interior of the Land Rover resemble an oven. I fabricated canvas doors that later became canvas windows and replaced the rear door with a home-made plywood two-piece tailgate. Unfortunately, these methods were only marginally successful. On and off from 1978 through 1988 I considered removing the top and purchasing a soft top, but the expense always killed it. However, I kept remembering my 1971 CJ-5 Jeep and how much fun it was to drive with the soft top removed. Unfortunately, that was the only fun thing about it, but that's another story.

By the end of 1987, Bryan Davies, who operates The Classic Rover in an adjacent town, suggested that I remove the hard top to resolve the heat problem and lack of road speed. He would tell me how much better the performance of a Land Rover is without the heavy top and rear door, not to mention the fun and freedom of no top in the summer. By the spring of 1989, Bryan's gentle suggestions during the past year and a half had been working on my subconscious mind. On Memorial Day 1989, I took one last look at my Land Rover. "That's it. The top is coming off for the summer. I'll cover it with a tarp when it rains and in October I'll put the top and rear door back on for the winter," I said.

Well, it was all that Bryan had said plus what I had remembered from the days with my Jeep — it was fantastic! For 15+ years I had known this beast as it was and now it was a totally different vehicle; it was now a convertible! It was fun to drive. It eliminated the tremendous heat build up in the cab. Why, it was peppier! Much to my amazement, I found myself driving up hills in third gear that had previously required second gear, or in fourth gear for those that had needed third gear in the past. This was too good to be true. The smile stretched from ear to ear each time I looked at my Land Rover and farther when I drove it! Within two weeks I declared that I would never put the hard top and rear door back on — and I didn't.

I bought a new military soft top, a used hoop set, and a used tailgate in the fall. I

haven't regretted that decision for one second since. I found that even in the winter, the soft top is worth it — it is not that much colder or draftier. Now if I lived in a winter climate where 20 to 30 below zero was the norm and if I had only the Land Rover for transportation, I'd use the hard top in the winter. Otherwise, I suggest going with the soft top all year.

I have created a list of pros and cons for you to evaluate based upon your needs which I have ranked in order of importance to me. I strongly suggest to those of you like myself who have always hedged on this matter to remove the top by the end of spring and by mid-summer you'll know whether to go with a soft top. I recommend a military top over the civilian top. I have been told the military top is made from heavier canvas and the stitching is superior to the civilian. While a military top has a rear window, there are no side windows. However, you can have your local canvas fabricator install side windows if you desire.

Disadvantages of a soft top

1. Without a roll bar, a roll over could be lethal.
2. A military top without side windows gives poor visibility. You must have good side mirrors and use them carefully.
3. No security for the interior of your Land Rover.
4. In northern climates, less protection from winter cold.
5. Without the top and windows on, branches are potential obstacles. A stout limb that is pushed by the windshield and then flies back at you can be a formidable missile capable of serious injury.
6. The cost of a top, hoop set, and tail gate.

Advantages of a soft top

1. Elimination of extreme heat build up trapped inside the "greenhouse."
2. Noticeable increase in acceleration and power.
3. A feeling of freedom and openness without the top. It is just more fun to drive.
4. Aesthetics of a soft top or no top.
5. Ability to fold down the windshield for the ultimate cooling on very hot and humid days.
6. Slight improvement in gas mileage.

7. Ability to drive under obstacles (by removing the top and dropping the windshield) that would have previously required cutting, re-routing, or abandoning your forward progress.

8. Improved visibility with the sides rolled up or the top removed.

Well I hope to have put a "bee in your bonnet" and presented both the pros and cons of a soft top. Obviously I'm sold and am anxiously awaiting a warm weekend in April or, hopefully, March.



Gordon Kallio's 109 "Military" with full soft top.



Gordon's 109 "Military" showing off a nice feature of soft tops.

Life Under Canvas

by Myles J. Murphy, ME

Ah! Cool winds and fresh air — you know, the only disadvantage of having a canvas tilt on a Rover is the ease with which the would-be thief can help him or herself to whatever's handy. Losing cameras or camping gear is one thing. Losing your Rover is something completely different.

For the past couple of years, I have operated a military 88" lightweight (air-portable) under canvas all year 'round. I have kept it in full military trim and it can usually be seen pulling an ex-NATO military trailer.

The menacing look to the thing sitting in a supermarket parking lot is enough to discourage anyone with a bit of theft in mind. Anyway, who the heck would be dumb enough to steal such a high-profile vehicle! Well, stranger things have happened, and, bearing this in mind, I still take a few simple precautions, mostly to make stealing it a little more challenging.

The first line of defense is simple: park the thing where everyone can see it. Second, put the transfer lever (red) and overdrive (if applicable) in neutral. Third, if I have to leave it for an extended period, particularly at night, I bring the Doberman. No, seriously, I take the fuses out, and/or remove the lead from the coil to the distributor. After all that, the only thing for the thief to do is tow the bloody thing! If the price of scrap aluminum goes up any more, that may be something to be concerned about.

There's nothing like a rag top in summertime. I really can't wait to roll up those sides and let the wind whisk away the aroma of hot gear oil from the overdrive. Getting rid of door tops, too, is a good idea, as leaving them in place causes a bit of turbulence in the cockpit area. The nicest thing about the lightweight is the ease of removing doors: just open and lift, à la Series I of *Gods Must Be Crazy* fame. This feature makes it all worthwhile — hopping in and out without hindrance, and nice cool feet on a hot summer's day.

There are a few things you might like to know about canvas tops (or tilts, as they

are called in most circles). Once you have decided that canvas is the way to go, and you have recovered from "sticker shock," the only problem you have to face is carbon monoxide poisoning. As most of you should know by now, when motoring 'round with no lid on top, the wind hits you in the back of the head. (ed., only if you've left the windscreen up; with windscreen down it hits you square in the face.) A topless Land Rover is no exception. Dust. Dirt. Stones. And enough carbon monoxide to make you and your company as sick as a dog for a week.

The solution: don't roll up the rear; just roll the sides. This will give you all the fresh air you need without the debris.

low look favorably on Southern California. To keep the sides straight and firm when up or down, I insert an old broom handle (3 inches shorter than the length of the side) into the slot where the tie-down rope runs. The broom handles are left permanently in place.

If, for some reason, I need the rear rolled up for any length of time, I use another handle, this time 12 inches shorter than the width of the Rover. It helps with the rolling-up process and prevents creasing in the clear panel. When rolling up, place the handle 2 inches from the bottom, fold sides over, and roll. The handles on the sides and the rear make strapping up much easier.



FULL TILT LIGHTWEIGHT... sides rolled up, rear rolled down, and door tops off. Standing on left is Robert Hitt with Clifford Hitt undergoing LR initiation rites in the drivers seat, and M.J. Murphy (ME) on the right attired in his "rovering attire".

When leaving the rear flap down, you'll have to rearrange a few knots. Wrap the sides of the rear flap around the rear hoop and tie the straps to the ones you would use if you had the rear rolled up. The only time this method gives trouble is when there is a strong tail wind.

The next problem with a tilt is keeping it looking good and tidy. All the wind pressure exerted on it while on the road tends to loosen things up a bit after a while. I rearrange and re-tie everything about once a month, year round.

Wintertime operation is, to put it mildly, a pain — trying to undo all those knots and buckles with frozen fingers makes a fel-

In summer, I never take the top off completely. It is always useful to have a bit of shade, and who but a fool would expose him / herself to the hazards of the sun in these days of thin ozone? One nice thing about a soft top is it makes you keep track of the weather. It wouldn't do to get stuck in a downpour in the middle of nowhere without canvas or door tops. To store your door tops, just dump them in the back — but make sure they are well wrapped up if you intend to bounce around a bit. If you want to be a bit more professional about it, have someone make up some brackets and bolt them to the side of the Rover above the rear wheel arch. The

brackets are very useful for 88" and 109", whether you have a canvas or not.

If your door tops have never been off, they're held in place by two bolts. They might need a bit of persuasion to get the nuts undone, but it's worth the trouble. When you need them back on, just slide them into their holes — it's not necessary to secure them — they won't go anywhere.

Getting a canvas tilt is not an inexpensive proposition. They should be available from all Land Rover parts distributors. I strongly recommend buying the genuine article, simply because it will fit properly and be well made and finished. In the past, I have purchased about fifteen canvases for Rovers I've owned and sold. Two of them were non-Genuine and definitely not approved by the Rover company. One of them was a full-length 109" which was an inch short all around. The other I foolishly bought for my lightweight — it has to be pulled like crazy to get a decent fit, and the rear flap stops about a quarter inch from the tailgate. Even though the tilt on the lightweight keeps the rain out, the quality of the hardware and the stitching leave a lot to be desired.

Used canvas and hoop sets are hard to come by. When they are offered, they are snapped up fast. Used hoop sets might be a bit bent, but are usually usable. The used canvas is something you have to be careful with, as it may look good but the stitching could be rotten and the clear-view panels brittle and somewhat opaque.

The cost of a "Genuine" canvas can run to \$650 for an 88" (including hoop set) and over \$700 for a two-door 109". For Rovers with a cab top, 3/4 canvases are available with hoops for \$100 or so less. Tilts come with or without clear-view side panels. I recommend the clear-view sides; otherwise, you'll end up with a serious blind spot on the passenger's side. The "Genuine" canvas will last a long time without any sort of protection, but after five years or so it could do with a little help — just to keep it healthy. Whatever you do, avoid a used canvas which has been painted, and don't paint or lacquer a relatively new one.

Most 88"s in the U.S. have a rear door. In most cases, there are two brackets welded onto the rear chassis for tailgate hinges, but nothing to latch the thing up with. The cost of a new tailgate and

fittings is about \$350. You might find it cheaper to modify the rear door.

For those with a 109" station wagon (4-door), there was a special canvas conversion kit. But such modifications are usually frowned upon and not recommended by officialdom. Today, you'll have to buy a full tilt for a 109" 2-door with hoops and hardware and have it modified. If you want to know how, get in touch with me.

At this point, I should say that a hoop set merely supports the canvas, and not the weight of an up-turned Rover. It is

advisable to have a well-designed roll bar fitted, especially if you get into some serious off-road driving. Your Land Rover parts supplier should be able to advise and supply you with a suitable roll bar. Although most soft-top Rovers do not have a roll bar fitted, it is a definite must for a 109" station wagon conversion. When you remove the roof, there is little or no support for the center door posts, but a sturdy roll bar solves this problem.

Finally, a soft top, rag top, canvas top, or tilt top Rover is the best way to absorb the great outdoors.

Quiz Pic

Here's a pretty easy one!

What series is this 88?

Point out at least two features to back up your answer. This time, all the correct answers will go into a hat & the first one drawn will receive a second hand copy of James Taylor's book, "THE LANDROVER 1948-1988 A COLLECTOR'S GUIDE", compliments, again from M.J. Murphy.



The answer to last issue's quiz pic is LAND-ROVER, SERIES III 88, and either LIGHTWEIGHT, HALF TON, ROVER ONE, or AIR PORTABLE.

Norman Lewis (CO) was the first (but not the only) one to send in the correct answer. Congratulations, and watch your mailbox, Norman!

Frame-up, Plus On a Series I

by John Johnson (CA)

I previously owned a '67 109 5-door, and a 64 109 pick-up, selling them for, what reason... I don't know. Most likely, I needed the money. Since most of my driving is on pavement, I thought I would like an 88 for ease of getting around, and parking.

I put the word out to Scotty that I was looking for a "builder" and located a 1956 series I 86, into which he had previously installed series II running gear. It had been sitting a few years and the engine was frozen, and the gearbox munched. But it had good sheet metal, which is mainly what I was interested in.

The first order of business was to completely dismantle it. The frame was sandblasted, repaired as needed, and

painted with epoxy paint. Springs were disassembled and cleaned. New eye bushings and center bolts installed. All brake lines replaced, Wagner wheel cylinders, and new brake shoes installed. Master cylinder rebuilt. Stiffener welded onto front axle housing.

Sent gearbox and both diffs to Scotty for repair and had 3.54 gears installed in diff housings. Installed new wheel bearings and seals, new swivel pins and ball seals, new tie rod ends, new u-joints. Rebuilt steering dampner and steering box. Ratio box installed in speedo cable to correct speedo for 3.54 gears.

It was about this time I stopped keeping track of the costs. It was getting out of hand and if I worried about it, I would

probably not get the project finished.

The fuel tank was rusted out so I had a new one made. Also had an aux. tank made for an extra 10 gal. of fuel. Installed an electric tank-change valve, filters on each tank, and an electric boost pump.

I decided on a 2.5 liter Pontiac 4 cyl. cross flow engine out of a 1981 Sunbird, mainly for the cost, parts availability, electronic ignition, and the fact that Scotty's adapter would fit it. I installed new cam, lifters, timing gears, oil & water pumps, bearings, alternator, starter, and replaced the computerized carb. with a standard one. Enlarged the oil sump to 7 qts., made new motor mounts, and complete exhaust system. Had the radiator rodded out and new outlets installed to fit the engine.

I lined the engine with sheet lead, foam insulated underside of body & door panels for sound deadening & insulation. Painted body parts inside and out, and sealed the floor panels. Installed roof vents.

Complete re-wire job. Added oil, volt and temp gages (note: before buying Stuart/Warner gages, price them to avoid sticker shock). Electronic compass, stereo tape player, tach, and clock.

Had seats re upholstered in velour. Installed foam-backed headliner. Installed door panels and floor mats. Replaced windshields and door windows with tinted glass. Installed sun visors and seat belts and replaced all weatherstrip and cab seals.

Had Barden-type bumpers rolled out of 3.16 diamond-plate, front & rear. Installed aluminum diamond-plate on top of front fenders. I used U.S. bolts wherever possible.

Last, but not least, new shocks and tires.

I guess a project like this is never completed to one's satisfaction... I have a brake booster off a Rover 2000 yet to install. I thought I would need power steering, but that is not necessary. I am, however, putting cruise control on it, as it seems to want to run about 70 on the freeway. I would really like to put air conditioning on it, but there just isn't enough room in the cab for it.

It really delivers all I had hoped it would... it is a nice little runabout. Easy to park, no water or wind leaks in the cab (the heater actually warms the interior), and I can park on your driveway without leaving any grease or oil spots.



John Johnson's "built" 1956 "86" with no clue to what's under the hood.



3/4 view of John's pride & joy.

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Company Profiles

This series is about companies and individuals who specialize in the supply of vehicles, new and used parts, general servicing, complete engine and transmission overhauls, and total 'frame-up' restorations of Land Rovers, Range Rovers, and Rover automobiles.

If you are involved in any of the above activities, and would like to be included in this column, please submit full details of your entire operation relating to Rovers.

Send info to:

*Myles Murphy (#242)
RR 1, Box 905
Morrill, ME 04952*

or

*Brad Blevins (editor)
Aluminum Workhorse
1998 Atlantic Street
Concord, CA 94518*

LROA members are encouraged to send in any info on companies they feel deserve mention. This series will, hopefully, help members find a company with a good reputation throughout the Rover community.

Naturally, opinions expressed here are those of the writer(s) and not necessarily those of anyone else.

Before having work done, try to get a second opinion. Once you decide to leave your Rover with a shop, get a written and signed commitment on the work to be done. Try to keep track of the progress and any extra work that is recommended. Let us know how it goes.

Consult the Rover parts and service page for the services nearest you. If everything's too far away, give your R.C. a call. He'll most likely be able to recommend someone near you.

A Labour of Love

**Dixieland Rovers
Route 3, Box 358
Tifton, GA 31794**

reviewed by Myles J. Murphy, #242, ME

Steve Johnson, #336, had Land Rovers on his mind long before he ever owned one. His first purchase in 1977 was a '65 short-wheel-base station wagon which belonged to a high-school buddy's father. It was in — as Steve puts it — mint condition. ten years after his first acquisition, Steve decided to put his love of Land Rovers and his mechanical ability together. The result of this decision is now known as Dixieland Rovers. It didn't take long for Steve to realize he wasn't alone. He says, "I have met some



Steve Johnson's rag-top 88" in Dixieland Rovers' workshop, Tifton, Georgia.



Dixieland Rovers. Ingenuity at work. A Ila with homemade hoist, a few pieces of angle iron, and a come-along lift a 2-1/4 engine.

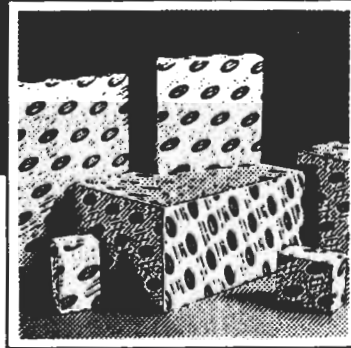
of the best people on the planet and we have developed a growing brotherhood of Roverists in the Southeast."

Before long he was servicing locally-owned Land Rovers, buying, restoring, and selling all models and even finding time to organize rallies.

The first year of Dixieland Rovers was spent restoring a dozen or so Rovers on a dirt floor in an open-sided pole shed. In March 1989, Steve decided to take a more serious approach and poured the foundation for a new workshop and office. During all this time, he managed to work a 6 to 7 day week as a maintenance mechanic for the Alcoa Company in addition to his Rovering activities.

Dixieland Rovers is located in Tifton, Georgia. Steve offers general service, minor and major repairs, custom fabrication, restoration, component rebuilding, and re-manufactured short and long block assemblies — or in other words, he can make your engine as good as or better than new. The company also handles parts and service for the Keonig PTO winch. Genuine, Unipart, and other quality after-market parts are available. He also has a large selection of used parts including complete vehicles in various condition. In fact, if you want a Series I, Steve's got two of 'em available. Ask Steve for info and prices on alternator conversion kits, sun visors, and other locally-fabricated goodies for your Land Rover.

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Bill Davis (UT) has this LR. It's a professional camper conversion built by a company in Grand Junction, he thinks. If anyone knows anything about these, Bill would greatly appreciate it if you'd drop him a line. Bill is the Mt. States Regional Coordinator... You'll find his address on the inside of the cover page.

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

LAND ROVER 88", 4 cyl
ellant mechanically-ne
metics, driven daily - \$

MARKET PLACE

'66 LAND ROVER 88", Trop. r
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rior redone, recent re
00 or trade for 109"PU.

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w paste green paint, in
mechanical condition - \$320

*Marketplace ads are free to members selling or in search of
vehicles or parts for themselves.*

VEHICLES

*'74 series III. 8000 lb. Warn winch, overdrive, locking hubs (front and rear, for towing), tow bar. New tires, shocks, brakes, mirrors, springs, exhaust, frame & chassis parts. Rebuilt engine. Painted camouflage. Starts and runs great, hot or cold. Asking \$5,500. Dale Foster, OH, 513-392-1220 anytime.

*'61 88 Has all parts disassembled... two complete engines. Need help to assemble or will sell for best offer. Will exchange winter or summer vacation for work done. Have spare room in house or time share in Fall. Please call Sherry Mitchell, 303-453-1190 Breckenridge, CO.

*Series III Military Lightweight 88 (1/2 ton). 2 1/4 petrol, free wheeling hubs, overdrive, oil cooler, engine heater, twin tanks, weber carb, left hand drive, high lift jack, 5 Cooper radials, military manual, radiator muff. NEW distr, coil, plugs & leads, thermostat, radiator & hoses, light cages, and more. 6 inches narrower than standard Rover and much lighter. Also Military trailer for the Lightweight. Surge brakes, handbrake, springs, shocks, three support jacks, lights (as Land-Rover), Land-Rover wheels and good tires. Land-Rover and Trailer are designed for each other... all are in excellent shape. \$10,000. Myles, 207-342-5055, Maine.

70 series IIA 88 pick-up. TOTAL RESTORATION. All work was done with the intent of durability for which Land-Rover is famous. Quality was never sacrificed during the entire restoration. 90% of the parts were genuine Land-Rover parts - the other 10% were of same or higher quality, or were not available from Land-Rover. The selling price is \$16,500. Herbert C. Smith, Jr. 207-698-5604 (ME).

61 109 3-door wagon w/ 198 cid Buick V-6 & 2 sp. auto. HD suspension w/ tow package. Fresh paint.

Also 69 88 w/IIA front sheet metal. Stock 4 cyl. & everything else. New dark blue paint. XHD suspension. 201-445-0361 (NJ)

83 90 3.5L V-8, 4sp. pick-up cab, 7:50x16 Michelin XCL radials, power steering, HD rear axle, headers, deluxe seats, twin electric fans on radiator. N.A.T.O. green. Owner is asking \$16,000. The vehicle is currently registered in North America.

Also has 78 custom Range-Rover off-road racer for \$10,000. Ron Mowry. 207-658-9064 (ME).

PARTS

*Have for sale or trade, 1959 Austin Gypsy parts rig... about 80% complete. Also some Range-Rover parts. Brian Kemsley, 907-262-3241, AK.

*2 1/4 Diesel motors or parts. Richard, Lincoln Park, NJ. 201-694-9014

2.6L six cyl engine from '67 109. Complete except starter. 50K on rebuild. Engine turns freely. Extra exh. manifold, distributor, and tune-up parts. I'll crate... you pay freight. \$400.00 or best offer. Mark Marshall. 206-759-6856, (WA).

1, 86 RR 4-door chassis, \$1000. 1, 86 LR (110) chasis, \$1,200. 5, Michelin 6:50x16 XCL tires-new, \$600. 5, Michelin 7:50x16 XCL tires-new, \$700. 3 LR/RR radiators, \$200ea. 2, Rover V8 used engine blocks, \$300ea. 1 set of 12 County cloth seats-brown, \$600. 1 new truck cab (90 or 110) complete, \$650. 1 new high capacity pick-up bed, \$1,600. 1, 5sp. LR gearbox, \$2,500. 1 set of 110 body panels (wings, bonnet, dash, trim, glass, steering, clock, etc), \$2,600. 1 new HD rear axle for 90/110, \$2,00. 4, used RR 4sp gearboxes, \$800ea. 4 used RR front axles-complete w/discs (RHD), \$800ea. 4 RR rear axles-complete w/discs, \$800ea. Call Ron Mowry, 207-658-9064 (ME).

WANTED

*Solid frame for 1973 88, series III. Preferably in or near Alaska. Brian Kemsley, 907-262-3241, AK.

"Dreamer Camper" for LR, any condition. Ron, 207-658-9064 (ME).

109 or possibly an 88. Reasonable price is a must so I'll consider almost any condition. Would also consider trade for a reliable 1982 Toyota Supra or restored 1963 Triumph Spitfire. Eric Zipkin. 914-234-0145 (NY).

Rover Parts and Service

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* P= new parts, UP= used parts, SV= service/repair, S= rover sales, F= custom fabrication, R= component rebuilder.

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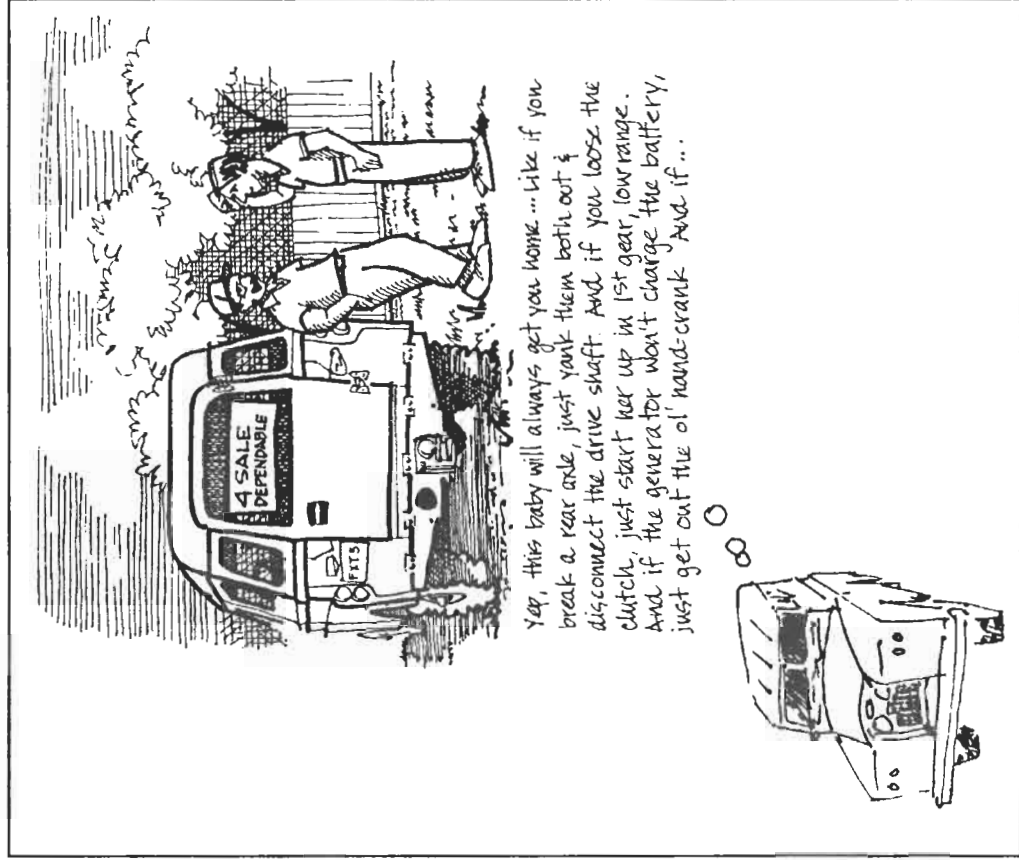
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Wishful Thinking

by Brad Blevins



Yes, this baby will always get you home... like if you break a rear axle, just yank them both out & disconnect the drive shaft. And if you loose the clutch, just start her up in 1st gear, low range. And if the generator won't charge the battery, just get out the ol' hand-crank. And if...