



the
**ALUMINUM
WORKHORSE**

OFFICIAL PUBLICATION OF THE LAND-ROVER OWNERS' ASSOCIATION

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LROA, P.O. Box 6836, Oakland, CA 94603

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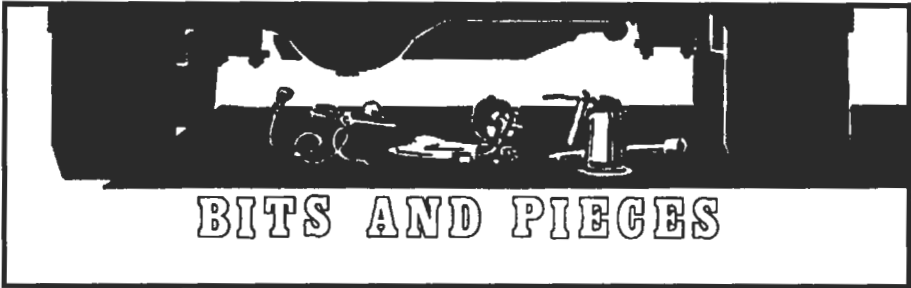
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The Death Valley National Park Rangers will patrol some of the most hostile terrain in North America in considerably greater comfort in this 1991 Range-Rover. The vehicle is on loan to the park service from Range-Rover of North America, Inc. for a one year test.



Looks like we're on to something here at the LROA headquarters. We've had lots of calls & letters and everyone thinks that the new format is a big hit.

I've got to give most of the credit to Paul Kivett in MO. He is handling all the photos now and he knew just what kind of paper I was talking about. He didn't say how much time he spent on this but I'll bet it was buckets full! Feel free to drop him a line to say thanks!

Recently, I've been asked whether we would be willing to allow overseas parts businesses to advertise in the **WORKEHORSE**. It seems that there are two schools of thought here. One says that if our members stop buying from the American businesses, they will go under, and when the import taxes go up we'll be S.O.L. So we have long term safety if we "Buy American."

The other side of the coin is that one of the purposes of the LROA is to serve it's members, and if we withhold information about "other" parts sources we are really doing a disservice to the members.

Just goes to show that you can't please everyone. They say that competition is good for businesses. I'm leaning toward letting every one advertise, myself, and if there are no more convincing arguments against it, the door is open to everyone, everywhere.

About the National Rally... it's really a pretty new concept and when Bill Davis in Utah offered to do it, everyone liked the idea. He did it again this year too. But there are lots of reasons to have a national rally elsewhere as well. What has been getting tossed around, around here is that we hold a national event every couple of years, in different locations, or **REGIONS**. That would mean that you Regional Coordinators would get to organize it in your area at some point, and that we could all have a chance to sample your off road terrain.

Speaking of rallies, K&K Insurance is going to cover Ron Mowry's Trans-Canada Tour, and we will probably use them for all of our events. Those of you who are involved in car club events might want to give them a call for their rates. Call Kerri Jungels at 219-455-3000. Kerri is the account exec. in the Motorsports Division.

Another item of interest is the formation of a "Steering Committee." It's an

informal group of LROA members who will meet from time to time to discuss some of the topic like larger expenditures that need more than one or two opinions.

As a late note, we are considering joining **TREADLIGHTLY, Inc.** The program was conceived by the U.S. Forest Service and is now an independent entity, dedicated to furthering the goals of the original program. More later. Ed.

CALL FOR ENTRIES! It's time to give the cover a face lift. All you graphix guys and arty kinda guys help us out, ok? Draw up a couple of ideas for a new cover layout that we will use or the next 5 or 10 years, or until they can print in 3-D. Send them in as soon as you can. We will want to have different artwork or photos each issue, and will need to change the date & stuff, but the rest is up to you.

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FAX (818) 796-5705

WORLD CLUB LIST! We'd like to publish a list of all the Rover clubs in the world. However, we don't know of too many. If you know of any, please send us the address. We'll probably have a page with them in every issue, just like the Rover shops page, once we have enough addresses.

AUTOMOBILE Magazine, May, '91, has an article called PERSONAL ASSAULT VEHICLE about "you know whats".

Mark Marshall, WA, got married on May 4th, 1991. Here's a shot of his "ilmo". His chauffeur really went all out on this one, eh!



A little sketch of a Forward Control by MJM..

scotty's
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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

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.

N. CENTRAL

•Oct 6... Indy British Motor Day. Indiana Military Museum, 6424 W. 79th St., Indianapolis. Call Howard Holden, 317-251-8531.

NORTHEAST

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?

NORTHWOODS

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

OREGON COAST

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

PENNSYLVANIA

•Sept 29... Meeting of the Marques. Allenberry Playhouse, near Boiling Springs, PA. Call Nichollete Wagman, 717-774-0219.

S. CALIFORNIA

•Sept 29... San Diego British Car Day. Del Mar Race Track. Call John Souders, 619-460-1128.

Trans-Canada/Alaska Tour '92

July, 1992. The tour will begin in Halifax, Nova Scotia, Canada and finish up in Anchorage, Alaska on the 3rd of August, according to the preliminary schedule. Ron Mowry is the "driving force" behind the event and has been faithfully working on all aspects of such an undertaking for the past 2 or 3 years. There is a limit of 50 vehicles (L/R & R/R) and the size will vary as participants join and leave the group over the course of the event.

For prospectus, write to:

Ron Mowry
PO Box 1023

West Lebanon, ME 04027

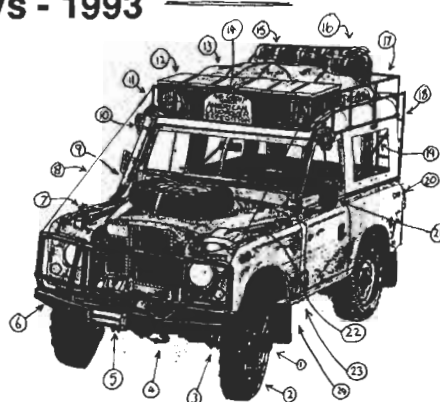
or call

207-658-9064

Around the New World in 80 Days - 1993

Landrover 88

25 Land-Rovers, 25,000 miles, and 80 days to enjoy the best that North America has to offer. There are only a few slots left, and your Land-Rover must be in top condition to be accepted on this little adventure. Actual driving times will be comfortable and manageable... It isn't an endurance run. For prospectus, write to M.J. Murphy, 25 Congress St., Belfast, ME or call at 207-338-5919.



photos from the "Down East Rally in Maine. The event was at the Owl's Head Transportation Museum... thus the aircraft in the background. Thanx to Trevor Hunt, ME.



A part of the Land-Rover line up... Can you see the Range-Rover in there?



Museum visitors got to tour the line-up in antique autos and Rover folks discuss those galvanized frame - up restorations.



The LROA Table with Ron Mowry asking folks how they'd like to trek across Canada in a Land-Rover.

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.



Trevor Hunt's *winterized 88*.



Trevor believes that everyone should have two. Actually, this is new member to the family makes it three.

Dear Editor,

The word around here is that you are interested in pictures and stories from the membership. While I probably could make up many stories and send tons of vehicle pictures I would not want to eclipse Myles Murphy. Seriously he is a friend of mine and I gave him grief about the number of times he was mentioned in the last Aluminum Workhorse.

This first picture is of my daily commuter vehicle. A 73 88". Down here in Maine we have two reasons to drive a Land Rover. Winter and summer. In the winter we have some awful weather to deal with and the Land Rover nearly always gets us through. In the summer we have tourists thick as flies. They drive our roads rubbernecking at all the sights and only pay attention when they see a Land Rover bearing down on them. (they drive so slow that they are the only vehicles we can catch).

The second photograph is of a recent acquisition. I just can't help it! I see another Land-Rover for sale and I just have to have a look. (Does this sound familiar?) Every once in a while, a gem like this 88" diesel comes along and, off I go on another restoration project.

I hope you find some of this useful , keep up the good work with the new format of the Aluminum Workhorse. Trevor Hunt, ME.

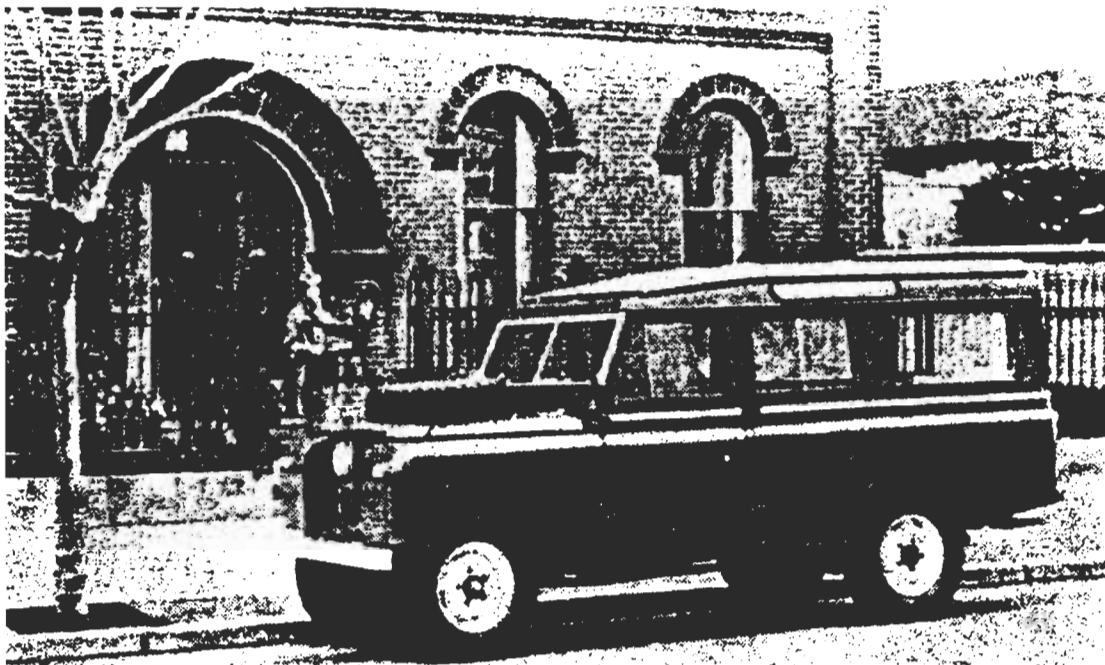
Dear Sirs,

I am writing to you in hopes that you can assist me in locating the magazine names and dates that the enclosed Rover advertisement was issued in (see page 7). The copy I have is from a January 1984 issue of CAR AND DRIVER magazine article about the 10 best automobile advertisements. The copyright on the ad is 1965 for Rover Motorcar Company of North America, Ltd., so it is a good bet that the ad ran in 1965.

I am a collector of items relating to John Steinbeck, the author quoted in the advertisement and I am hopeful of obtaining a copy of it. Any help you can offer in identifying these magazines would be greatly appreciated.

Sincerely,
Grant Ring
12476 Dover Ct.
Saratoga, CA 95070

Have You Seen This Ad?



Land-Rover 100 Station Wagon with Fleet Shield Road.

"At 60 miles an hour the loudest noise in this new Land-Rover comes from the roar of the engine"

What makes Land-Rover the most conspicuous car in the world? "There is really no secret," says an eminent Land-Rover enthusiast.

1. "Except for rattles, I am against silence in a car," writes John Steinbeck, a Land-Rover enthusiast, "and I don't know a driver who doesn't want to hear his engine."

2. If this is so, then you may like the Land-Rover very much indeed.

3. Our 4-wheel drive (it speeds forward, 2 in reverse) masterpiece is not money. Its steady authority is amazing in times of stress, which nowadays is usually.

4. Now in this class you only at 60 miles an hour. A Land-Rover is more conspicuous even when it is standing still. With the ignition off.

5. The Land-Rover stands nearly seven feet tall. All its features tend to have proportion.

6. Therefore, when driving, you will simply lean over traffic which previously had scared the devil out of you.

7. This is not only safe and enjoyable, but you will want to observe how other

drivers, awe-inspired by the Land-Rover's casual might, yield in deference.

8. (Small wonder that women are enormously fond of driving Land-Rovers. The easy command of such massive, manouverable masculinity is heady stuff.)

9. You may have read of towns where "imported cars" forced badly in circulation. It's a pity we weren't in there to help out the side. The Land-Rover is built to resist the charge of a bull rhinoceros or a bull Lincoln for that matter.

10. The Land-Rover's standard of construction (the under-frame resembles a reinforced section of railway track) makes it ideal for trucking teams, or packs of small children, wretched orphans, or others.

11. There are perhaps 14 Land-Rover hardy personnel ranging from safari cars and campers to police vans and gateway cars. Our most popular passenger models are the 7-seater Model 88 and the 10-seater Model 100 Station Wagon.

11-A. An attractive feature of the '66 Land-Rover is that it is precisely as attractive as the '65.

12. Both of these have capacious rear doors for unloading bulk or people. The mathematic may use the fold-down step.

13. The after compartment has facing seats. This arrangement, although somewhat reminiscent of riding in a poultry wagon, is extremely sociable. Late at night, it is hilarious.



LAND-ROVER WITH A WITHOUT FIRE ON HOOD

14. The Land-Rover is available with a spare tire either mounted on the rear door or on top of the hood. The tires are identical in every respect save that it costs \$7.40 more to have one on the hood.

15. People who feel difficult about driving a Land-Rover with the spare tire on the hood can buy the conventional Land-Rover and save \$7.40.

PRICE: The Model 100 Station Wagon illustrated in this advertisement costs \$3,900 on the Atlantic Coast, \$4,000 on the Pacific Coast; at places in between, it falls in between. The Model 88 Station Wagon (shorter by 1 door) costs about \$3,600 less.

If you would like to listen to the Land-Rover, or to the embarrassingly quiet Mark II Rover Sedan, or to the Rover 2000 Sports Sedan (which has "a little penny meter when killing that rear to a whirring roar in the lower gears," according to Mr. Steinbeck), please ask any dealer here (and, I.R.) sign for a Land-Rover dealer, (I.R.), a Rover dealer, (R & L.R.), both.

Thank you.

Gallery



John Kirn



Marvin Mattson



Gordon Kallio

Anonymous





Steve Johnson



M.J. Murphy



North to Alaska Part 1

by Glen Foster, #19, MA

The idea came to us out in the desert, of all places. Alaska — why not Alaska. Even sitting there in the safety of our campfire and friends, it seemed to give us an empty chill, for we would be going in November and December when most people would be settling down to the holidays at home. I returned to the east coast with my friends, the Range Rover gobbling up the miles from Nevada. Would I want to turn around and head back across the country after this 6,000 miles? Wanderlust always wins out. Of course I'd go.

My partner for the trip would be Eric McKay, even though he doubted this until I showed up on his doorstep in Walnut Creek, California. Eric had had extensive survival experience up in the Northwest Territories of Canada while working on a survey crew that travelled as an advance team in the frozen arctic. I knew he'd not let me freeze to death as long as I held on to the gasoline kitty pouch. The fact that he is an overly enthusiastic Rover owner may give us a thing or two to talk about. Over the thousands of miles, I believe we did talk of Rovers: Rover cars, Land-Rovers, Range-Rovers, Discoverys and the like at least once. He also brought the mobile library of English car and LR magazines to help pass the time in some "interesting" motels at night.

All said and done, Eric knew I was serious after a few long distance phone calls. And, yes, he was in. I set about preparing, doing many errands and whittling my endless gathering of supplies down to something that would fit into an Air Force cargo plane. The trouble was that I thought I'd need enough parts that I may have just as easily towed a spare RR! After a day or two, I narrowed the mountain down to essentials: extra spare tires (two on rims inside and one unmounted on the roof), basic tools, tow strap, and all the usual stuff that clinked around in the back anyway. The most interesting comment other than "Why?" came from a checkout girl. "Alaska? Isn't that near

Toys for Scots

by Eric McKay, CA

After seeing my collection of toy Land Rovers, many times the editor has asked me to write a small article for the club magazine. So here goes. I wasn't sure how I wanted to do the article, but I think the easiest way is to concentrate on the Series Ones first and go from there.

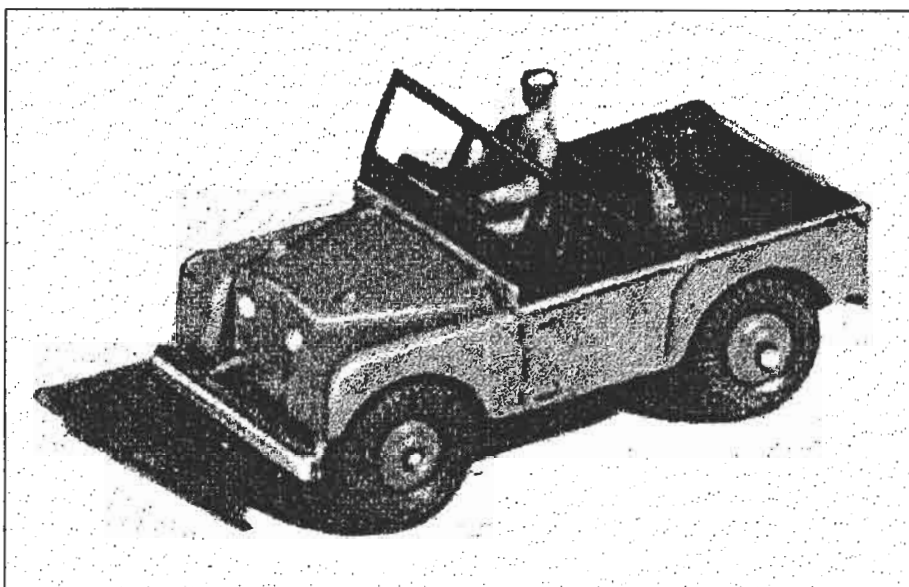
My interest in toy collecting started when, by chance, I spotted a pair of toy Land Rovers in a small collectors' shop. I bought the toys, and have been looking for toy Rovers ever since.

Land Rover toys are not that easy to find in this country, but many have been made since the first ones by Dinky in 1950. This was a very nice open-top 80" with a driver and even such detail as a P.T.O. on the rear frame. This model was to have an amazingly long production run, finally being phased out in 1970. Dinky also made another Series One based on the vehicle that the police used in the Mersey Tunnel. This vehicle was a hard-top pickup cab with what looks like a small utility box built in the back. I wonder if any of the real ones survive?

Corgi, the other big English toy maker, were much slower in making a Land Rover toy, but when they finally did it was also an interesting variant. They had decided on the Series One 109" pickup — a vehicle that had a very short production run in real life. Introduced in 1957, this toy was made in quite a few variations, including a tow truck and an RAF version towing either a Thunderbird or Bloodhound missile. This toy was made until 1964, by which time Corgi had introduced their Series Two 109" pickup.

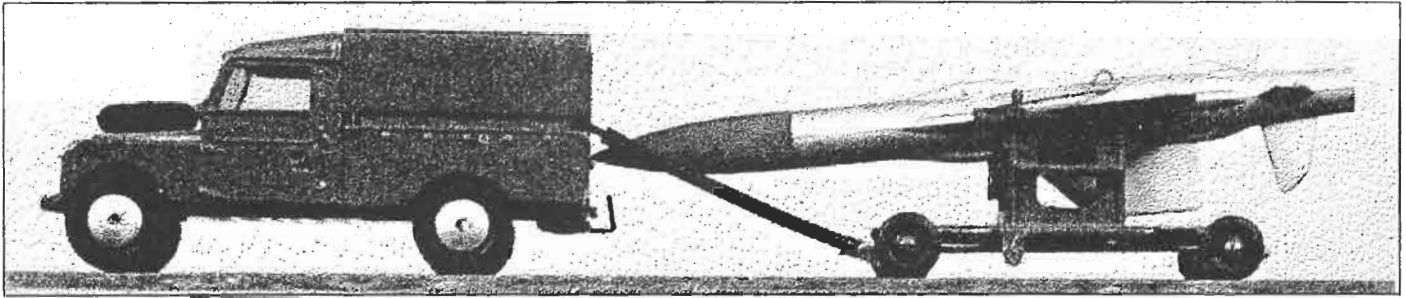
The three toys just mentioned were made in huge numbers, but I do own a few that

...continued on page 12



One of the earliest Toyland Rovers. A Dinky Series 1.

...continued on page 12



A very rare toy... Corgi Series 1 with Missile Launcher.

Dinky Series 1 Mersey Tunnel Police Vehicle.



Toys...

are quite rare. One of my favorites is an 86" with a removable truck cab and canvas back. This one was made by Lone Star in England and is the only one I have ever seen. Found in very poor shape, it had been hand-painted a few times by previous owners. I have since stripped it and it now looks much better.

On a smaller scale, Matchbox made an open-top Series One. This was a fairly simple model with little detail except at the front grill. I also have a bootleg copy of this toy and the copy actually has a chassis added so is more detailed than the original!

The latest Series One toy I picked up is the new release from Dinky. This is a very detailed toy with a full canvas top, a spare on the hood, and even rear mud flaps. Released in 1989, I have seen this toy in the States, so keep your eyes open if you want one.

This article is by no means meant to be a definitive history of Land Rover toys, as there are many that I unfortunately don't have or have never seen. In the next issue, I will cover the Series 2 and 2a, which have been modeled by companies from Hong Kong to Holland, along with the Series 3, which has also been very popular with toy companies.

If anyone out there has a similar interest, please feel free to write or call me:

179 Saranap Avenue
Walnut Creek, CA 94595
(415) 937-0784

Alaska...

Australia? You mean it's attached to the United States? You can drive there? Are you going to see penguins?" There's a girl that needs her horizons expanded, if you know what I mean.

Thursday, November 8, 1990. This was it. It was a cold morning with the dampness Massachusetts is famous for. I grabbed a coffee on the way out of town and headed west. I had a late start and lots of traffic, something else I'd hoped to leave on the East Coast, and made it to Pennsylvania later that night. There was scattered snow on the ground and as I drifted off to sleep on the back seat, freight trains rolled on nearby in the dark, mixing with the idling diesel trucks that seemed to come and go by the hundreds. I awoke to a bleak morning, open fields stretching out to a cloud-filled sky, the last of the diesels laboring to get out onto the open road shifting through their endless gears.

After a quick brew of propaned coffee, I armed my equipment and joined them. I travelled with a CB radio, a Passport radar detector, and a Chips detector scanner for obvious reasons [ed. for the sake of us LR owners, please explain]. I found I could keep up with the professionals safely and make good time.

Under still-bleak skies, I entered Ohio and more farmland. I had decided to travel through Missouri, Kansas, and Colorado — a route I had not taken before. Travelling south on Hwy 69 through Indiana, I side tripped to the Speedway in Indianapolis at dinner time. On into the night I made for the Kansas border through heavy snow and rain. The first rest stop in Kansas was a welcome sight at 3:20 am. Making time, the Colorado line came up at dinner and afforded a spectacular sunset, splashing reds and oranges up into the wispy clouds over my truck stop. The stop that night was certainly a memorable

one at the mouth of the Eisenhower Memorial Tunnel with alarms going off all night to warn of trucks that pulled a too-high trailer. None proved to be, but I was awakened every half hour from my back seat slumber. I awoke the next day to a spectacular mountain roadway, stopping briefly in Vail. The day warmed as I neared my first destination: Moab and Arches National Park.

Arches was truly as awe-inspiring as I had heard from those who attended the LROA event last summer. The park was almost empty and as I toured around, I found the tall rock formations and arches lonely and cold, towering above as if to show just how small we are in the grand scheme of things. Sundown, and you are in for a treat as the cliffs and arches are lit by quiet, pastel light that seems to change as you watch in silence. That night at my campsite, I watched the numerous shooting stars and satellites in the wide sky. Monday, Nov 12, I awoke to a morning so quiet that a raven's wings overhead seemed loud. The morning was spent on the dirt and rock trail out to a remote arch, the Tower Arch. The Range-Rover seemed eager to be back in it's element, climbing and clawing up and down the jagged trail after miles of highway cruising. In the afternoon, I stopped at the crossroads parking area, Routes 191 and 128, and propaned some lunch on the tailgate, watching the truck traffic rumbling by on their way south. I wondered if they had any idea of the beauty that they drove past as they patiently slowed to pass through Moab.

The drive up to US 70 yielded another fantastic sunset, the colors turned all shades of pastel pinks and reds before my eyes as I struggled to capture it on video.





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802.879.0032



Glen's Range-Rover has a few xtras like the custom front bumper with 12,000 lb. winch attached. Probably comforting in this kind of country.

Heading into the night on 191, the trail of headlights coming my way would turn out to be one truck, the lights had been reflecting off the reserved heat waves in the tarmac. As it passed by in a flash of yellow side-marker lights and a blast of air, the RR would once again be left alone in the vast darkness. The CB radio was now silent as I turned up to Route 50 west: the "Loneliest Highway" a sign proclaimed truthfully. A fuel stop in Delta revealed a quiet and cold small town on the edge of the Sevier Desert. Once again, only trucks seemed to pass as I fueled, into the night. Passing the Pacific Time Zone sign, I headed into Nevada. A search for the Great Basin Park turned up some empty and unsigned roads that at this late hour had the look of unfinished runways. The park had free camping; I shared the area with only one other camper. Snow covered the ground and I fell asleep to the sounds of a nearby stream.

A cold wake up, but the air was fresh and crisp as I headed back out to the desert road west. For the next eight hours or so

the road stretched out in a vanishing point that lead to mountain range after range. Up through the pass and then back down to the desert floor and another vanishing point. Small towns dotted the way with names such as Ely, Eureka, Frenchman, and finally, Fallon and the road up to Reno. Along the way, a portion of a Pony Express trail could be seen crossing the highway. One can only imagine the loneliness of that horseback ride across prairie and desert. Farther along are the preserved remains of a Pony Express station, large rock walls surrounding the compound against the elements of the mid-1800's wild west.

After all the empty highway, Reno was almost dizzying with its flashing and sparkling jungle of neon. Finally, a hotel room — and wouldn't you know that within a half hour of checking in there was a power failure on my block and the room was plunged into darkness!

Afterwards, I did a bit of driving around the city and shot some night-time video of the casino lights. Touristy, sure, but it was dark and no one could see me! The news stories were full of predictions of snow for the mountains that night. I went to bed with visions of the Donner party and high

snowy mountain passes. Unfortunately, the snow never came and I had to remind myself that in a few days on the road to Alaska, I would probably have all the snow I could have wished for.

The Range-Rover is a 1988 model; they are not known for their highway speed hill-climbing abilities. For all that, it does with no complaints off road, its one weak point is the total lack of steam on steep grades. [ed. I'll challenge you to a poop-out race with my '65 7:1 military LR!] I was reminded of this as I watched the traffic fly by on my way up and over the Sierras. So I had time to sight see on my way up, that's all. It snowed lightly now and I pulled in to a rest stop for an early lunch on the tailgate. As I brewed hot soup and coffee in the flurries, I could only imagine how lonely (and hungry) those of the Donner party must have felt here among the pines. The snow eventually gave way to a light rain as I touched down to earth in California on the other side. A few hours later, I neared Walnut Creek and followed the signs that led to Eric's Rover Emporium.

Even his spare time is consumed with Roverism. And there was Eric, Cup of tea in hand, working on an 88 in the driveway

while his 109 sat at the curb and a rare 1947 Rover car sat in the garage. After catching my breath and unwinding, I worked on the Range-Rover. The oil had to be changed and we fit his gear in the back. It must have looked quite comical to see us with arctic sno-pac boots and parkas piled up on the tailgate under clear blue California skies and palm trees. Once the chores were done, we went out to dinner and laid plans to depart at 4 am. Of course, about 100 things needed to be done at the last minute, and then we resigned ourselves to staying up very late. I swear I didn't get more than three hours sleep.

So many thoughts go through your mind when a trip is about to begin and all of them came back to me as I tried to sleep that night. The trip cross country had so far been unguarded and relaxing, but now we truly faced the unknown and I hoped the Range-Rover, as well as us, would rise to the occasion. Hadn't I just drifted off to sleep when that alarm sounded... Here and now at 3:45 am Eric's driveway was the start of the road to Alaska.

...continued next issue

Badger

INTERIOR • TRIM & ACCESSORIES

RANGE ROVER

- Leather Interiors
- Sheepskin Seatcovers
- Custom Carpeting
- Car Covers
- Recaro Seats
- Mobile Phones
- Custom Interiors

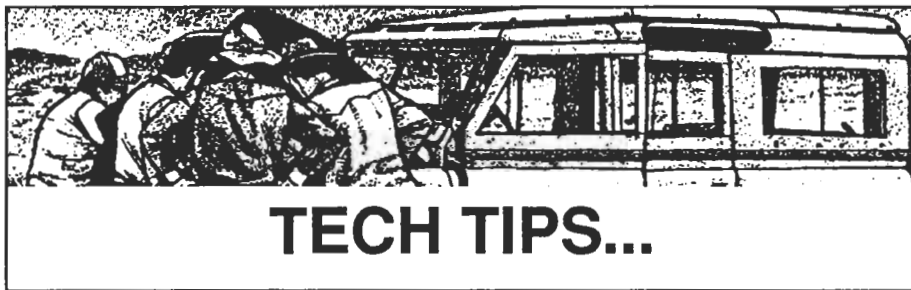
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In the Desert with Ice

by Susan McCasland,
#198, CA

Well, folks, summer's rolling around. Just 'cause it's getting hot doesn't mean we're going to stop going out on several-day camping and 4-wheeling trips — many to the desert. Moab is scheduled for August. The traditional Black Rock Desert Run is in July. Temperatures most everywhere in the country will be 90+. How do we continue to eat like modern humans when challenged by these temperatures?

The first choice is to eat only canned and freeze-dried. Thanks, but I'll save that for emergencies.

The second choice is to buy a Range Rover with air conditioning and keep your ice chest under the vents. That sounds like a good choice, but is a bit pricey.

A third choice is the topic of this article: keeping ice in you ice chest for several days (three or more, depending on temperature) while driving a Land Rover.

Take the obvious precautions. Keep your ice chest out of direct sun as much as you can when driving and never park with sun on the ice chest or on the side of the Rover the ice chest may be against. Don't put the ice chest on the bed floor (the exhaust pipe runs underneath and the bed floor gets hot.) Rather place it on the wheel-well platforms or on other gear. Use block ice rather than cube ice. We freeze water in milk cartons (1/2 gallon and 1 gallon). Pour the melt out at least a couple of times a day. And, lastly, make a MLI cover for your ice chest.

MLI stands for multi-layer insulation. It's the system used on spacecraft for passive rejection of solar (radiant) heat. It works best for radiative heat sources like the sun — not so good against conductive sources like an ice chest resting on the hot bed of your truck. On spacecraft, reflective (usually gold) foil is applied layer upon layer on the surfaces that need to be kept cool. Sometimes a hundred layers might be used. Each layer will reflect, say, 90% of the infrared radiation (heat). With two layers, you're rejecting 99% of the heat. With five layers, you're letting through only one millionth of the radia-

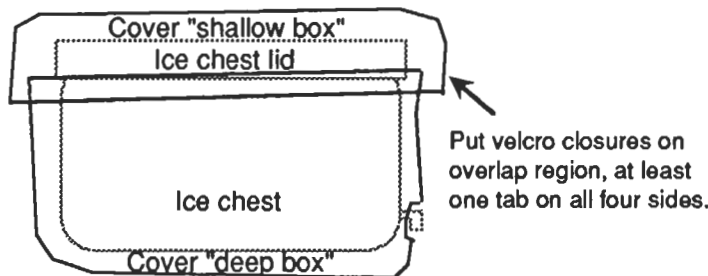


Figure 1. Ice chest inside a finished MLI cover. Note: the cover will not be very rigid.

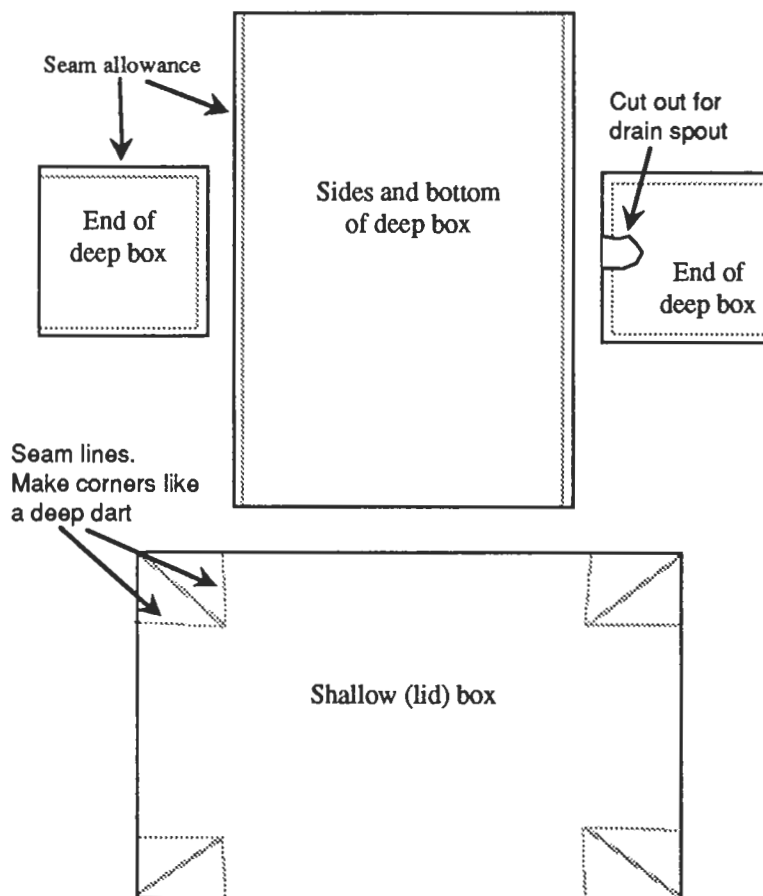


Figure 2. A pattern for the MLI ice chest cover might look something like this. Remember to make two of each of these pieces so you can sew the thin mylar sheets in between them.

tion. You can see where this is heading. And this is the concept used to make a custom cover for an ice chest.

Since gold foil is a little delicate and a bit expensive for most of us (if you can afford the gold foil, you can afford that air-conditioned Range Rover), we'll use two different types of "space blankets." The first is called an emergency space blanket. Designed for a single use in an emergency, they're rather thin silver or silver and gold mylar. Get two or three of them. They're about \$2 to \$3 each in sporting goods and surplus stores. The next item is harder to find. You'll need a heavier, reusable space blanket. These seem to come most often in dark, non-reflective colors, which are sort of useless. Keep casting about until you find one that is reflective silver. My search ended at SportMart. Unless you have a really big ice chest, one of these (at about \$10 to \$13) is enough.

I can't give you a pattern, because everyone's ice chest is a different shape and size. So I'll describe what you want to be doing; the figures may help, too. From the heavy blanket, cut pieces to make two deep open-top boxes that your ice chest can sit in, and two shallow open-top boxes that will fit over the lid and attach to the deeper box. There are two of each, because the emergency blankets, which are fragile, will be sewn between them. Fold the emergency blankets so you have five to 15 layers (the more, the merrier) the size of the ice chest top and of the sides/bottom. Put the most layers in the lid (top). Sew the two deep boxes (made from the heavy blanket) together with the emergency-blanket layers in between them. Likewise for the shallow (lid) box. Be sure to stitch through all layers occasionally, so the thin, inside layers don't bunch up. But keep such through stitching to a minimum, because that (a) causes heat loss and (b) weakens the construction. Use fairly long stitch lengths to keep from tearing or weakening the mylar. Now sew on velcro tabs to attach the shallow (lid) box to the deeper (ice chest) box. Edge the top and bottom with all those scraps of bias tape and seam binding you never threw away. If you really want to get fancy, allow a hole for the drain spout. Put your ice chest inside, fill it with ice and cold foods, and head for the desert.

Adapting the Oil-Bath Air Cleaner to the 2-Barrel Weber

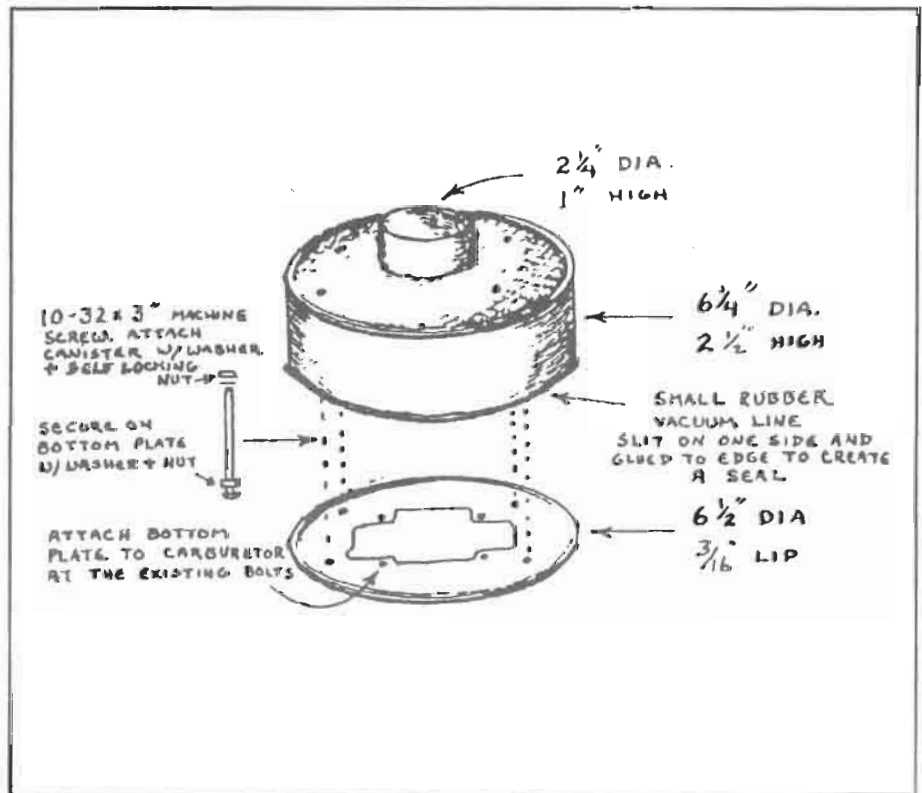
by John Kirn, CA

At the recent ABP gathering in the desert of Anza Berrego, several people took an interest in the adapter that I made for the 2 barrel Weber carb feeding my Rover. It was also brought to my attention that a new law goes into effect this year for California motorists. Something to do with the open-air cleaner and smog requirements.

I was always uncomfortable with the air filter element apparatus that came with the Weber kit. I simply missed the efficiency of the stock oil bath unit, not to mention the now naked look of the engine compartment. Yet, I was concerned about a possible sacrifice in that new found performance if I incorporated the oil bath filter once again.. With some trial and error in prototypes, I came up with a model that just might work.

On Highway 101 just north of my home is a new section that has a subtle and deceiving grade that rapidly brings your engine's RPMs down with great humility. I took a run up this section in 4th gear-overdrive (could never have done that with a single throat) and noted what the RPM reading was at various points. I then installed my new adapter and made the same test run, being sure to hit the start of the grade at the same speed and RPM. There was NO loss of RPM at any point and, surprisingly, I topped out at the summit with a 500+ reading over the previous run. This was good enough for me., un-scientific as it may be. Another benefit is that the air intake is muffled once again.

Use your imagination and creativity. Make your own adapter. I think you will not be sorry. Mine ended up costing less than \$25, welding included. Or you can buy one from Rovers North for around \$80, I believe. A point of note though, regarding that model. The air intake is on the side, and I really had to pressure the air intake hose down tightly against the valve cover to make the connection. It was made at an unnecessarily low profile. A test run with it produced identical figures as the open element air cleaner.



John's diagram showing construction of Carb Adapter

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61 88" Station Wagon. Tropical roof with new headliner, hood mounted spare, overhauled braking system including new shoe linings rebuilt cylinders and machined drums, new paint, brand new tires, perfect rust free chassis. Asking \$4950. Call for more details, Eric 415-937-0784 CA.

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

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).

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66 109 military. Rebuilt engine, trans and swivel pin housings. Completely repainted with aircraft urethane paint... Bronze green. 70 amp alternator, electronic ignition. Overdrive, free wheeling hubs. 5 new Cooper radials on new rims. Hard & soft tops. Spare engine and more. \$11,900. John Palmer, 916-938-3392, CA.

74 88 series 3. Rebuilt engine, hydraulic brakes, framework. Stored 8 yrs. Much recent work including dist., carb, starter, brakes.

Also have 67 109. 5-door, 6 cyl GMC engine. Frame excellent condition. Sale or trade for Range-Rover. John ,508-588-3036, MA.

68 109 3-door, 1 ton. Factory installed Carawagon interior. Galvanized roof rack. New doors, tires, speedo, defrosters. New ser 3 H/D trans with 5000 mi. New brakes, prop shafts, axle straps, twin tanks. Overdrive. 292 cid inline chevy 6 cyl with 5000 mi. Vehicle is CA smog legal. \$9,500. Domingo Dias, 415-569-8879, CA.

69 88. 43,000 original miles. Very nice, very original. \$6,500 or offer. Doug Shipman, 503-661-5123, OR.

WANTED

Fenders for 80" or 86" Series One. Also pre 1954 steering wheel and wheel centre with horn button and high beam switch, and Series One front bumper. Also Series One capstan winch. May also be interested in 109" NADA 6cyl 2a Capstan. Nigel Clark 304-983-2408. W Va. Eves and wknds.

good, clean series 1 80" or 86". Paint and RHD not a problem but must be straight and original. Gordon Edwards, 415-896-0822, CA.

Jump seats for station wagon. Center facing, individual style. Need 4, any condition. John Stallings, 1-800-356-1137 days, or 812-476-5095 eves, IN.

2 1/4 diesel motors, complete or parts. 2.6 liter 6 cyl motors, complete or parts. Koenig winch, complete or parts. Richard Dudek, 201-694-9014, NJ.

Solid frame for '71 series 2a (has new type hinges). Also Used canvas top and hoops. Didier Dornt, 914-761-1227, NY.

WANTED 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).

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

Need lower rear body or LT side assy for 109 2-door. Ted, 415 787-1966, CA.

Quiz Pic

No pic this time! Just a few short questions for the true enthusiast:

1. When the 1-ton 109 came out, what visual features distinguished it from a regular 109?
2. Two of the most obvious features that distinguished a 109 forward control from a 110 forward control.
3. What famous U.S. 4x4 manufacturer put its familiar body onto a Land-Rover rolling chassis?
4. Name 2 L/R manufacturers still in business outside of England.
5. What sort of engine did the L/R "81" have?
6. Did L/R ever build a 109 Airportable?
7. What's so special about a Centaur Land-Rover?
8. In what European country can you still find large numbers of pre-1956 series 1 Land-Rovers in front line military service?
9. What is a "Ligero", and where is it made?
10. The first Range-Rovers were called ___? ___-Rovers.

Those entries with all 10 right will be thrown in a hat. The winning entry will be drawn out. The prize for this one is a copy of the "Great Divide Expedition" video, an excellent account of the off road trek in Colorado sponsored by Range-Rover in 1989.

Peter Donnelly (IL) is the winner from the last Quiz Pic. The answer is: Series 3, based on door, hood & windshield hinges.

PARTS

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).

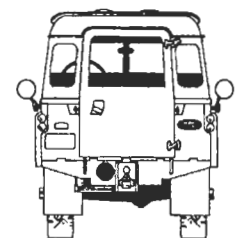
1, 86 RR 4-door chassis, \$1000. 1, 86 LR (110) chassis, \$1,200. 5, Michelin 6:50x16 XCL tires-new, \$600. 5, Michelin 7:50x16 XCL tires-new, \$700. 3 LR/RR radiators, \$200ea. 2, Rover V8 used engine blocks, \$300ea. 1 set of 12 County cloth seats- brown, \$600. 1 new truck cab (90 or 110) complete, \$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).

Rust free Series 3 Ex Military 109" chassis. \$1200. Ron Mowry, 207-658-9064.ME

Series 2,2a and 3 used parts for sale. Totally rust free and waxoiled 88" frames & bulkheads. Ser 2 radiator supports. Also lots of misc parts. Call or write for info & prices. Bill Davis. 360 North 10th West, Salt Lake City. Utah, 84116. 801-363-2390.

Weber 2 barrel carb with air filter and manifold for L/R 4 cyl. Still in box. \$325. Also 2 bench seats for 88. Also series 2 windshield frame & misc. other parts. Pedro, 415-668-5072, CA.

Parting out '60 109 2-door. No top or lower rear body. Ted, 415-787-1966, CA.



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Wishful Thinking

by Brad Blevins

...LIKE I WAS SAYING... EVERYTHING IS
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