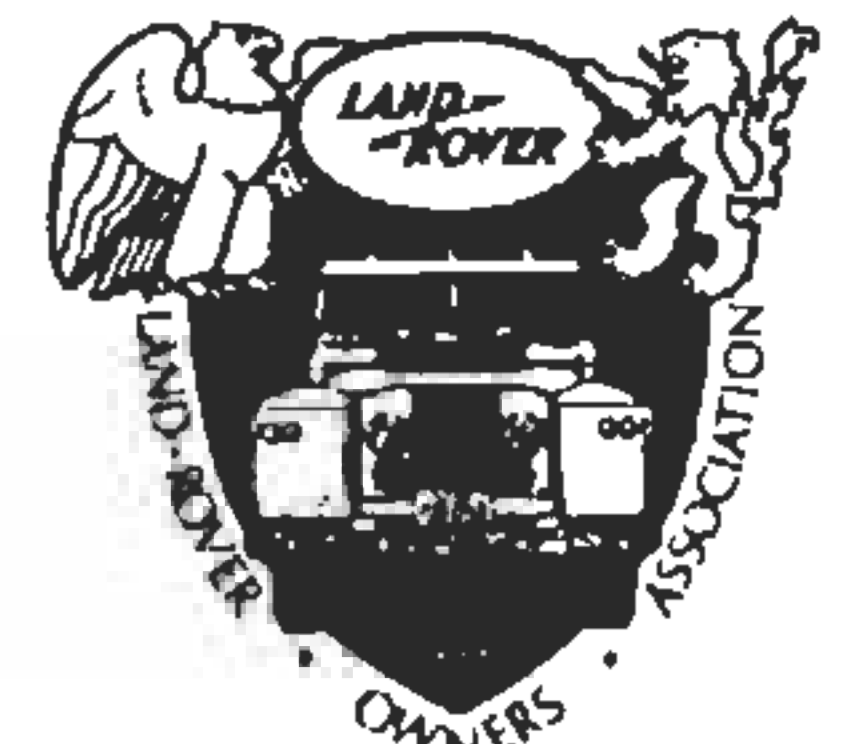


THE **ALUMINIUM**

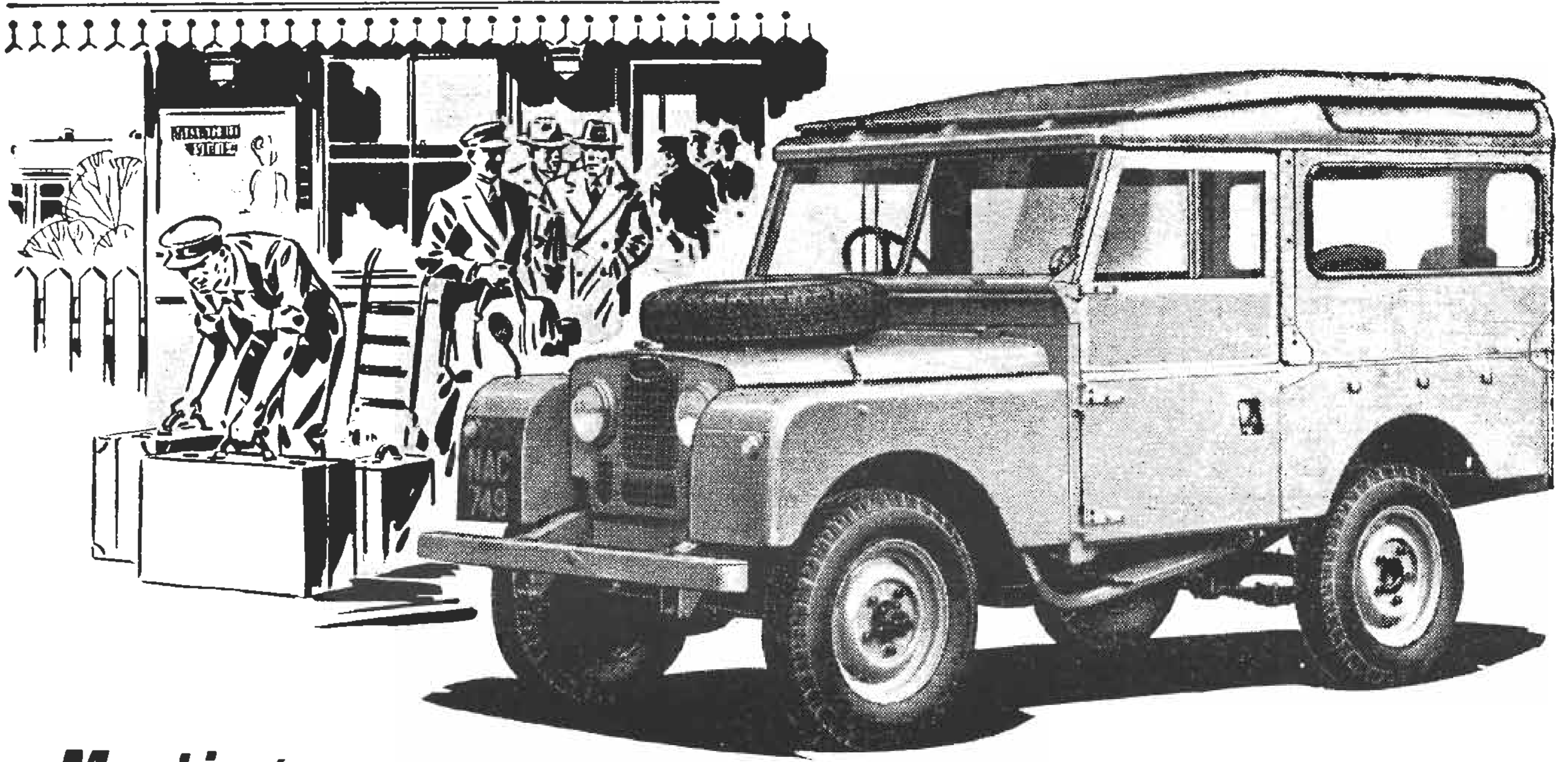


**WORKHORSE** ©

MAGAZINE



SUMMER 1993



*Meeting every  
occasion —*

**LAND  
ROVER**

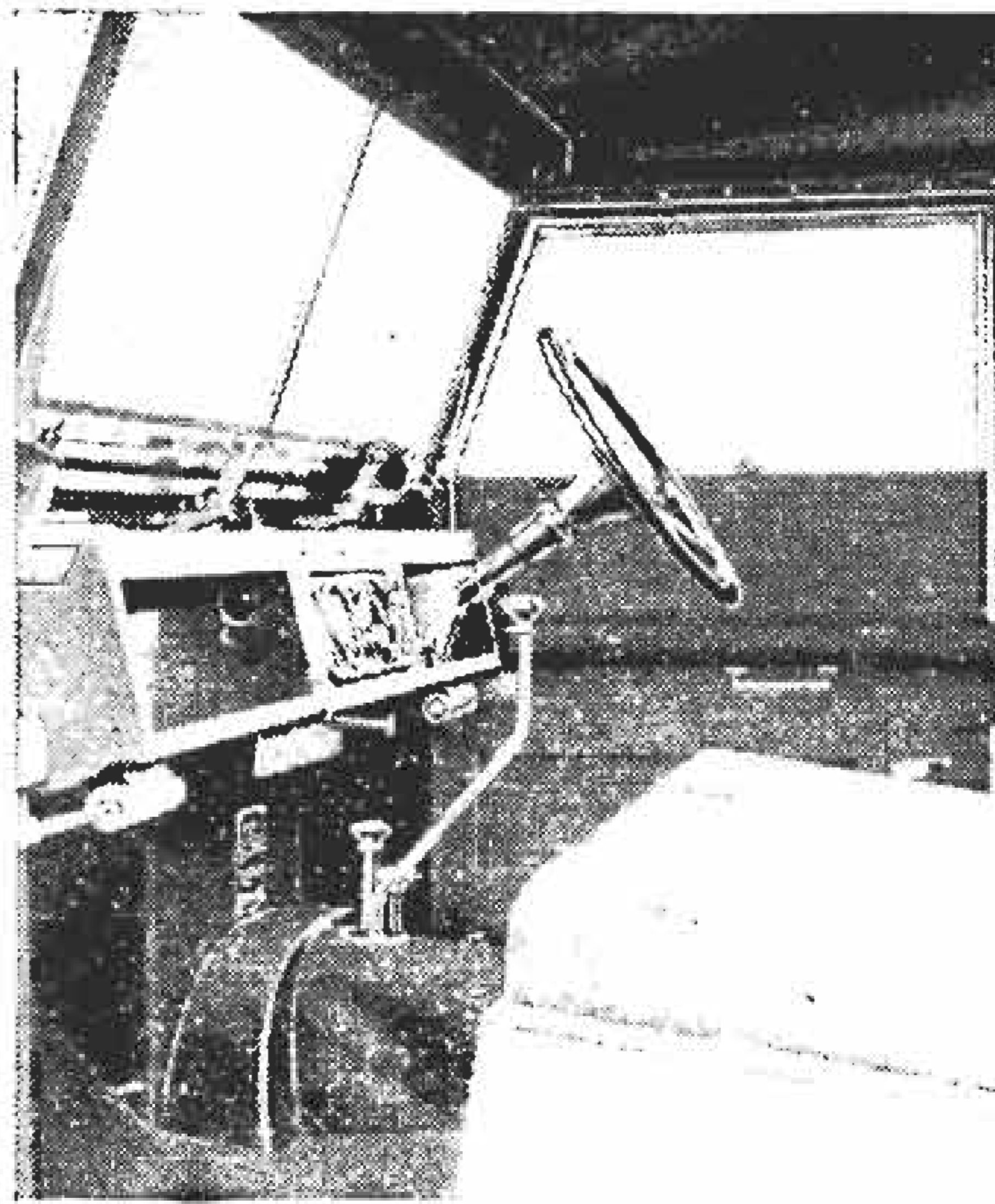
This 7-seater version of 'the world's most versatile vehicle' has all the traditional Land-Rover toughness and reliability. Fast, comfortable, economical and completely at home on all surfaces, it has 8 forward speeds, 2 reverse and all the thrust and tenacity of 4-wheel drive. The powerful 52 BHP engine incorporates a number of special long-life features, including copper-lead main and big-end bearings, full-flow oil filter and a spread bore cylinder arrangement for more effective engine cooling. Flashing type direction indicators are fitted front and rear.

The front compartment seats driver and two passengers and four more seats in the rear can be folded back to give a really useful load-space. All body panels are of strong, light, non-corrosive aluminium alloy.

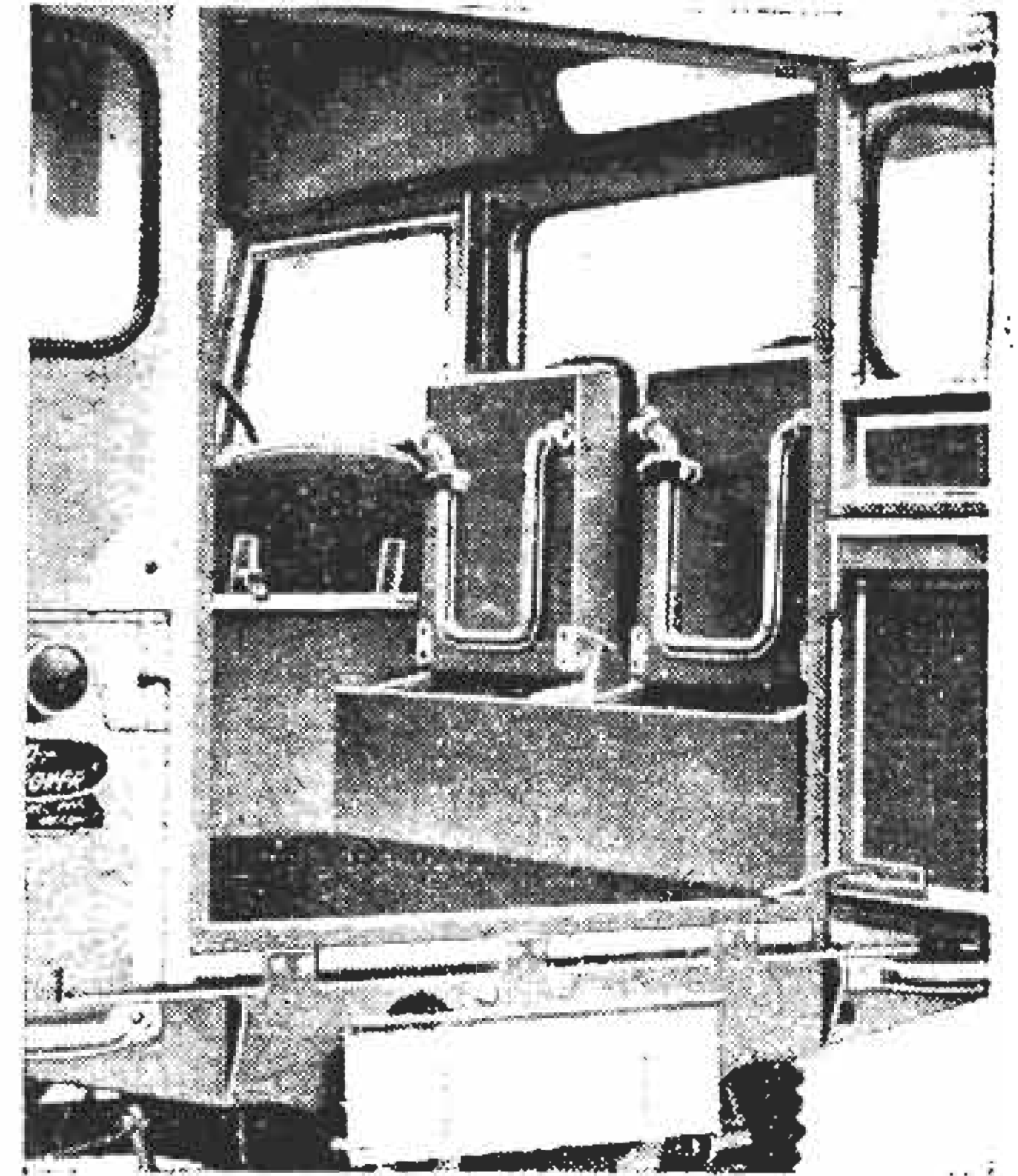
## 4-WHEEL DRIVE STATION WAGON



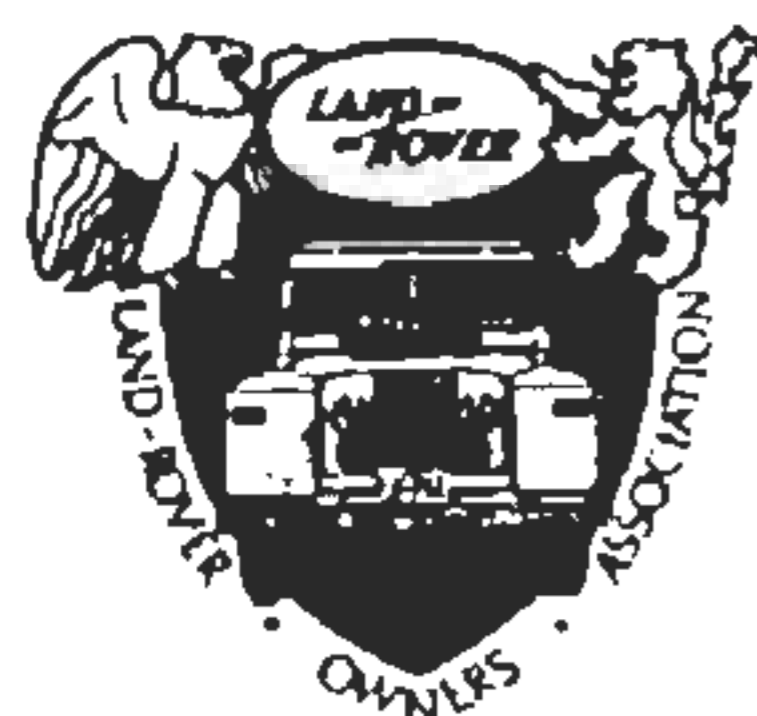
- Plenty of room in the rear for four passengers on individual foam rubber tip-up seats. Wide rear door and a folding step gives easy access.



- Convenient dashboard layout with two handy parcel shelves. Twin scintille ventilators are fitted and particular attention has been paid to weather-proofing. Optional extras include a radio and heaters for front and rear compartment.



- Showing the rear seats folded back to give generous load space. The roof is fitted with a ventilator and roof lamp, and the large side and rear windows and curved Perspex roof panels give excellent all-round visibility.



Volume X, Number II, Summer 1993  
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LROA, P.O. Box 6836, Oakland, CA 94603  
Member, Association of Rover Clubs, Ltd., U.K.  
Corporate (voting) member, Tread Lightly!

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This is particularly true where safety is concerned. The LROA, NA, it's agents, members, and/or contributors will not accept liability or any form of responsibility or for any accident, loss, or damage resulting either directly or indirectly from errors, omissions, or contradictions in this publication. Nor will the LROA, NA, it's agents, members, and/or contributors accept liability or any form of responsibility for information supplied to the general public. Participation in any event organized or sponsored by LROA, NA or it's agents, or members is at your own risk. It is a condition of entry to, and participation in an

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Deadlines for material: Feb 15, May 15, Aug 15, Nov 15.

Items for publication should be original. If copyrighted, please include permission to print. All contributions: news items, event schedules, articles, technical tips, etc. may be hand written or typed. The most preferable media is a Macintosh formatted, 3 -1/2" diskette. If DOS is used, please save as ASCII on 3 1/2" diskette.

The ALUMINUM WORKHORSE is produced using Pagemaker v. 4.2 and Microsoft Word, v. 5.0.

Permission to reprint any material herein is granted to all other Rover clubs.

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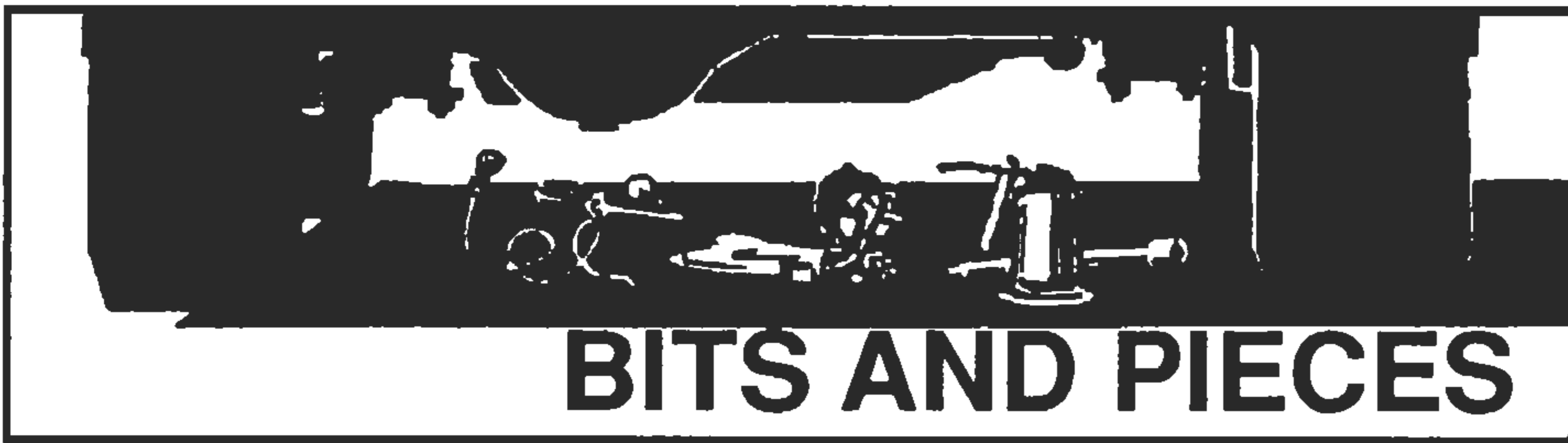
Production Assistant: Susan McCasland (198, CO)

Printing, Paul Kivett ( 772, MO)

Front Cover: Doug Shipman makes his way to 'Big Sluice' on the world famous Rubicon Trail in the Sierra Nevada Mountains of Northern California

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## BITS AND PIECES

•NEW MEMBERSHIP OFFICERS... Bob & Sue Bernard have accepted the task of taking in dues and keeping track of membership. They have been handling the mailing label job for a number of years, now, on their computer, and this additional duty will actually add a lot to their efficiency with only a slight increase in their workload. Sometimes things work out that way.

If you have any questions about your membership or the magazine mailing system, please contact Bob & Sue at their LROA Post Office Box # 1144, Paradise, CA 95967-1144.

•NEW LROA ADDRESSES... As you know, all the LROA mail has been going to our P.O. box in Oakland, CA. From there, it was sorted and then sent by mail to the person who's club duties related to that piece of mail. That meant that a letter dated April 15, might not reach the right person to take action on it until sometime in May... or beyond.

Now you can send your mail directly to the person who can make the most of it.

PRESIDENT: Steve Hill

LROA  
PO Box 162201  
Sacramento, CA 95816

Send Steve inquiries about Regional Coordinators and all those things that you'd think a president ought to be in charge of and isn't covered by any of the other club officers listed below.

SECRETARY/TREASURER: Dom Dias

LROA  
PO Box 6836  
Oakland, CA 94603

Send Dom inquiries about club policies, solicitations, billing (other than membership), affiliations, etc.

MEMBERSHIP: Bob & Sue Bernard

LROA  
PO Box 1144  
Paradise, CA 95967

Bob & Sue can answer questions about membership, membership status, application, dues, etc. They are also responsible for turning out the mailing labels for the ALUMINUM WORKHORSE, so if you have an address change or corrections to our mailing list, these folks can take care of you.

MAGAZINE EDITOR: Brad Blevins

LROA  
PO Box 872  
Concord, CA 94522

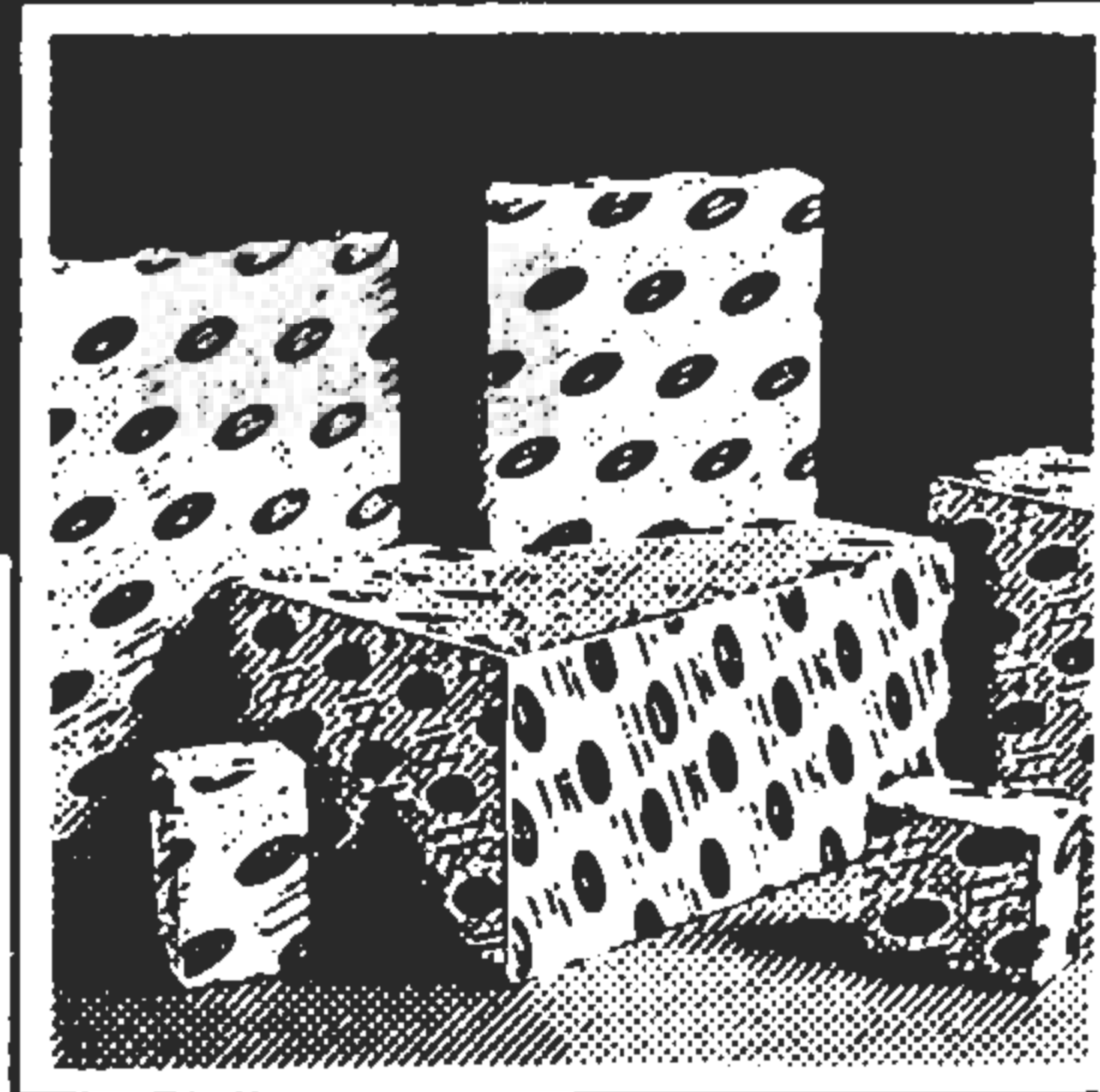
All material for inclusion in the ALUMINUM WORKHORSE should be sent here. Advertising questions and info should also be directed to this address.

•WOAH... The World Organization of Automotive Hobbyists is an organization whose purpose is to "inform and educate, to develop a national network of concerned citizens to direct our legislators. Also to help with questions, problems, and give alternate solutions. Every organization or individual is a representative in their state and/or area."

WOAH is actually an offspring of the Association of California Car Clubs which was founded back in 1972. (The ACCC newsletter is called... *de Fender*.) The ACCC found a need to expand their legislative and educational leadership to something which would be able to serve car enthusiasts throughout the world.

Now, after only 5 years, the WOA membership covers 37 states and 8 foreign countries.

## YOUR GENUINE PARTS SPECIALIST



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We're your Genuine Parts specialists,  
dedicated to you, offering  
bumper-to-bumper service  
for your Land Rover.

**BRITISH PACIFIC**

101 West Green St.  
Pasadena, CA 91105

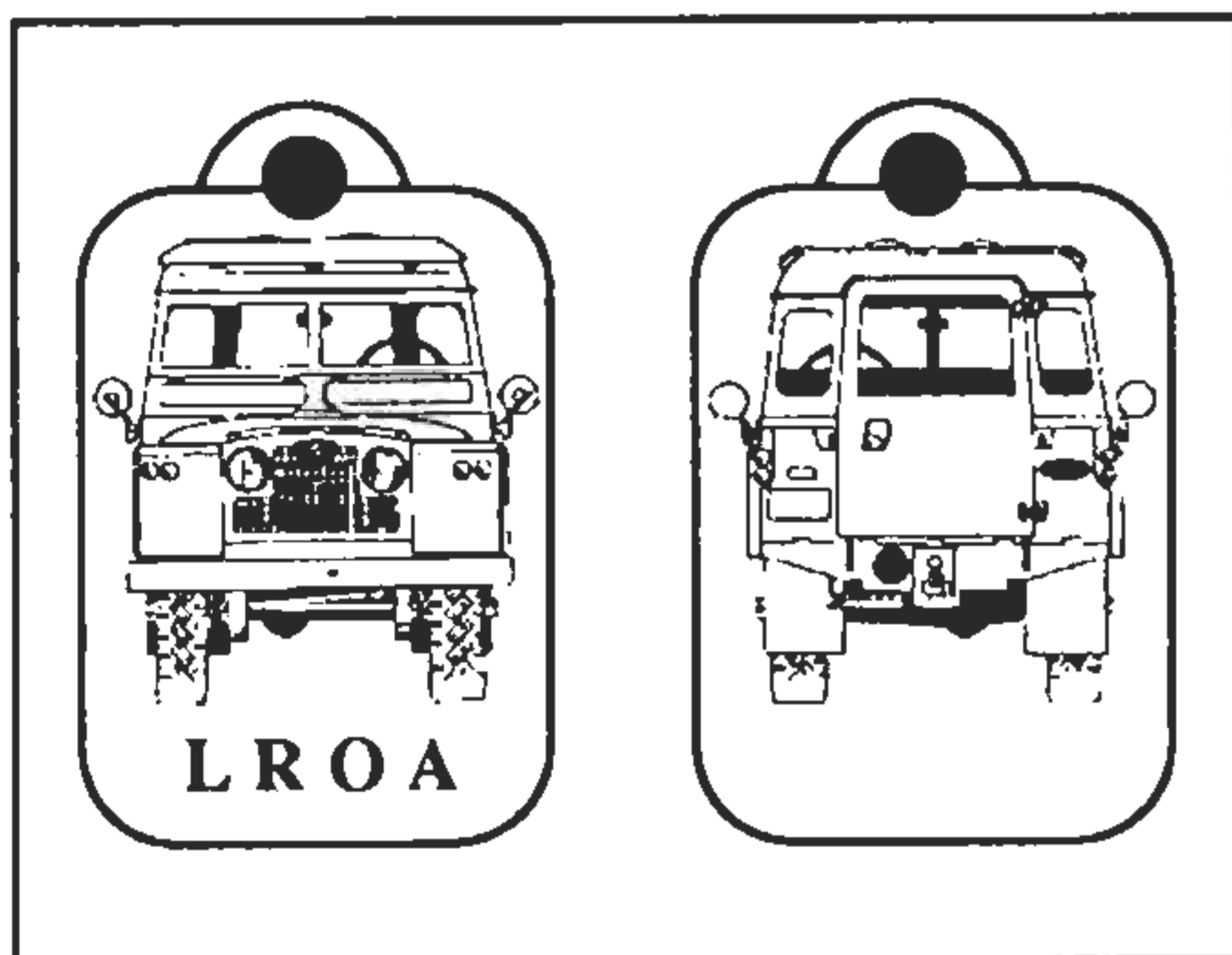
(818) 578-9661  
FAX (818) 796-5705

These folks are really looking out for our interests! They have their finger on the pulse of virtually every states legislation concerning automobile enthusiasts and owners of older cars in general. WOAAH has been out there all along and have been fighting for us even though we didn't know it.

Well, now we are aware of this noble cause, and will strive to keep our members up to date on car legislation throughout the country by including pieces from their newsletter.

On page 6, you will find the minutes of their 'Conference Call'. The 'Conference Call' is just that; a conference call with WOAAH reps from across the nation and British Columbia. Those reps report about what's going on in their state at the time and those reports are put into WOAAH's newsletter.

The WOAAH newsletter also has more detailed pieces from the various states about things like proposed laws (both good and bad



ones from our point of view), new laws, little-known laws, court cases in progress... the list goes on. In future issues, we will include many of these pieces for you.

•**SPEAKING OF GOODIES...** we have LROA key Rings. David Ducat of CT is handling them for us. They are made of pewter with the front of a Land Rover series IIA on one side and the back on the other side:

The price is \$4.00. Send a \$4.00 check (made out to LROA) to:

David Ducat  
1006 Goshen Hill Rd.  
Lebanon, CT 06249

•**ROVER CALENDAR...** A 1994 calendar is being prepared by Myles Murphy, Maine. It will have 50 illustrations of Land Rovers from 1948 to date. 12 Rovers will be in color and the others will be similar to those at right.

•**QUESTION...** We, of course, send the AW to LRNA. Do you think that LRNA CEO, Charles Hughes reads it?

## The A.W. Needs You!

The Aluminum Workhorse is dependent upon it's members for contributions of Articles, Tech Tips, News, Artwork and, all of the other kinds of material found within it's pages.

So, share that Rover story that you always tell to your buddies. Or maybe you've discovered a neat little maintenance trick that you could share. What about Land-Rover/ Range-Rover jokes? Cartoons? Photos? News? Get creative!

Hand-written or typed is fine, or, if you have a computer, please send your material on a 3 1/2" diskette. We work on a mac, but if your computer is DOS, save the file as an ASCII or generic text file and we will be able to convert it.

Our address is:  
LROA  
PO Box 3836  
Oakland, CA 94603



Two illustrations from Myles Murphy. At top is a prototype V-8 Land Rover Series III 109 which was used by Ken Slavin of Quest Ltd. as part of a World Wildlife Fund project. And the lower drawing is of a Land Rover 90 in Camel Trophy trim, used in Borneo, 1985.

# Events Calendar

## CALIFORNIA

• Sept. 12: All British Car Meet, Palo Alto. There's always a strong turnout of Land Rovers at this event. Last year saw about 35 of us.

• Oct. 3: San Diego British Car Day. We expect over 450 vehicles to be sitting on the infield of the Del Mar Race Track. This is a casual show with awards for "Best of Marque", "Peoples' Choice", and "Best British Beater".

Cars in all conditions are invited, with the emphasis on automobile appreciation and camaraderie. There will be a food concessionaire this year, along with vendors and, of course, the Prince of Darkness Games to add to your day. Jackie Mayes, 619-460-1128.

## COLORADO

Aug 19, 20, 21: Rocky Mountain Land Rover Rally.

Intrepid Land Rover/Range Rover drivers will challenge the Rockies at Crested Butte, CO. Planned treks include: Paradise Divide to Marble, Colorado's Quarry capitol, Reno Divide and Upper Reno, and Aspen via Taylor Pass.

Plans are under way for a Land Rover Defender 90 to make it's North American debut.

Rally headquarters are at the Nordic Inn at Crested Butte Mountain (ski area). A special room rate of \$58 per room is available to rally participants. Reservations must be placed by 8/1/93. For reservations and information, call 303-349-5542. The welcome party will be on the evening of August 19 at the Nordic Inn. The Awards dinner will be held on the evening

of Aug 21. For more information, call Greg Chernushin at 1-800-383-5886 or write to:

Solihull Society  
PO Box 916  
Monument, CO 80132

## INDIANA

•Sept. 26: Indy British Motor Day. Fort Benjamin Harrison on the East side of Indianapolis, also home of the US Army Finance Center. Unlimited space and paved area for swappers. Cars still on the green! Sponsored by the Indiana British Car Union. Admission; \$10 per car, \$25 for swappers. Spectators, free. Location: Fort Benjamin Harrison, Indianapolis, IN. Info: Joe Kidwell

171 Thorncrest Dr.  
Mooreville, IN 46158  
Ph: 317-831-1046

## GEORGIA

• July 10,11: 6th Annual Hawg Rally. If you haven't been to one of them, you don't know what fun, food, and adventure you have been missing. So drag out your old Rovers, waterboots, camping gear, a friend & fellow Land Rover owner and come on down/ up for our annual hawg roast./ rally/ swap meet! We would like to see some new faces this year, so all you 'old faithfuls' try to convince

Please send \$25 per person to cover the cost of meals on Sat. and your T- shirt. BYOB.

Faithfully, in the Southern tradition,  
Steve Johnson.

Rte. 3, Box 358  
Tifton, GA 31794  
912-386-8498

## MICHIGAN

• July 31- Aug. 1: English Day ON The Green at Greenfield Village. Must pre- register by 7/15. Discount room available at historic Dearborn Inn. Contact Del Lesperance at 313-624-9559.

• Sept. 12: Sterling Heights Battle of the Brits. A lawn show of British cars sponsored by the Detroit Triumph Sportscar Club. Dave Fabian, 313-953-0418.

• Oct 3: Mt. Clemens. British Car show at Brodies British Pub. All British cars welcome. Awards, door prizes, entertainment, British food & beer, darts. Hughe Vandervord, 313-740-4703 before 8pm.

## OREGON

• July 8- 11: Norm Thompson Historic Races. Portland. PO Box 3024, Portland, OR 97208.

•Sept. 4,5,6: All British Field Meet.  
For information, call Doug Shipman at 503-661-5123.

## PENNSYLVANIA

• Sept. 26: Meeting of the Marques British car & bike show. Sponsored by Mid Penn British Marques. Allenberry Resort Inn, Boiling Springs. Music, entertainment, buffet luncheon & pig roast, games. Pre- Register: luncheon/ roast \$11, kids under 10 \$5. \$10 per vehicle. Peter Bauer 717-469-1034.

## WASHINGTON

• July 10, 11: Spokane is having a Land Rover rally! It's the first for this area and will begin in Spokane. Then participants will trek into the Couer D' Alene Mountains, and end up in Sandpoint, ID. Anyone interested, contact John Benham at 509-747-0692. Or write at N. 3616 Dowdy Rd, Spokane, WA 99204.



Most appropriate for the Events page, this photo by Marvin Mattson (NV) is of the 1989 group at the High Dry Lakes of the Black Rock Desert. In spite of Marvin's efforts, a (ahem) Toyota somehow got into the picture. It's nose can be seen just behind the 8th Rover from the right.

## News and Info

# Warn's Transylvanian Trophy

Warn Industries sponsored its first "Camel Trophy"-style rally in May of this year. There was a big difference, though, in that it was open to all comers. The only requirement was a 4x4 and, of course, a Warn winch.

The participants of the first Transylvania Trophy were to begin their adventure in the Romanian town of Baia Mare, and make their way through the Carpathian Mountains to Hungary.

There were plenty of participants apparently, but, as might be expected for a first-time affair, some unforeseen problems popped up for Warn. At one point, they were even run out of Romania.

Now, the folks at Warn are re-evaluating whether it's worth the trouble to go through this every year. An annual, or even a semi-annual event like this would certainly show what Warn winches are made of, which is really the point of the event. It would also put Warn in the adventure business.

At this time, not much is being released about the Transylvania Trophy because a couple of the big 4x4 magazines have exclusive rights to cover the event. One of them is LRO of the UK. Once they have published their stories, we will be able to give you a more detailed report.

# Discovery Variations Offered

## DISCOVERY 'MPI'

There is apparently a group of potential customers in the UK who don't need the 200Tdi or the 3.5 liter V-8 power, but want the other features found in the 'Disco'. Thus the introduction of the Discovery Mpi on June 1st.

The Mpi comes in a 5-door and 3-door model and is powered by the 2 liter Rover T 16 engine which was, up to now powering only the sedans. American Rover owners immediately think of the old 2 liter engine found in early Land Rovers, but this isn't even close. It is a 1994cc, 16 valve engine with twin overhead cams, hydraulic lifters, fuel injection, electronic ignition, etc. to give it an output of 134hp at 6000rpm. The down side is that it gets only 1 mpg better than the V-8 Discovery.



Land Rover Discovery 3-door model. This one was Doug Shipman's ride on a recent trip to the Land Rover factory in England.

## DISCOVERY 'COMMERCIAL'

The Discovery 'Commercial' is, basically, a 3-door Tdi Disco with the rear side windows blanked out. It's a 'van' for those who like the 4x4 with a large load carrying capacity and still has some interior & exterior styling.

# The Lost Mayan Library

The Lost Mayan Library is the focus of the Institute of Mayan Antiquities, a non-profit, educational and scientific corporation based in Texas. The founders of the organization are a small group of people with a good mix of skills and experience. Better yet, they are using a 1960 Series II 88 for their research expeditions into Belize and Guatemala.

The Mayans, of course, were a highly sophisticated civilization in Central America who had a written language. Hieroglyphic writings can still be seen amongst the ruins of their cities. They were good traders and therefore had wealth. Gold, silver, and books! Real books made of paper. There were ceremonial centers spread throughout Central America and Mexico which all had priests and books.

When the Spanish conquered the last Mayan city of Tayasal in 1697, they expected to find great treasures, as had been taken from all the other conquered Mayan cities. But, it seems that the population of this city had slipped off with the goods. The Spanish found no gold, no silver, no books.

Sounds intriguing, doesn't it? The IMA has a newsletter which will keep it's members up on what they are doing. A \$25/year contribution will put you on their mailing list. To use Visa or M/C call 214-520-5134. Or send your check to :

IMA  
6828 Wofford Dr.  
Dallas, TX 75227

# Happy 45th Birthday Land Rover!

Yes, it's true. 1948 was the first year that Land Rovers were seen on showroom floors anywhere. The rest is history.

# WOAH

## Minutes from the last World Organization of Automobile Hobbyists (WOAH) conference call in May.

### Idaho

A fender bill has passed, which will allow modified and vintage cars that came without fenders to be legal on the street. They have also passed a tail light bill which allows them to use the blue dot light on the proper vintage cars and street rods.

### Indiana

Indiana has organized and is "prepared to fight clunker legislation" if and when necessary. They will be contacting their senator who wants to do a summer study on the effect a "clunker" plan would have on the industry and the old car hobby.

### Mississippi

Mississippi reported no changes this year but they have subscribed to a daily Factual Reporting Service from the Capitol-House of Representative-listing the bills proposed each day. They act on that news weekly. They have responded to the information in the Federal Registry regarding the Vehicle Scrapage guidelines in much the same way CA has-give us the vehicles for 90 days to remove needed parts including engines before total scrapage.

### Michigan

A catastrophic care insurance policy will be attached to every vehicle, not every owner, for \$119 per vehicle which will go into a slush fund to pay for the uninsured motorists in emergency stays at hospitals. They figure an average of \$6,000 per person per accident and an average stay in the hospital costs \$25,000 to \$200,00 per stay. Every person is automatically covered with \$1,000,000 and if they wish to have a higher coverage they must pay for each unit above the \$1 million.

The antique license plate in Michigan began with a one time fee of \$5.00 for life. This was raised to \$8.00 and then to \$10.00. Now it is \$15.00 for a 5 year license and all previous lifetime licenses have expired. The hobbyists are writing to the Secretary of State and requesting a grandfather clause. They feel the state has broken the contract and are holding this against the state legislature.

### Connecticut

The CCCC has been fighting the scrapage bill HB5248. Lobbying by environmental groups has killed it. It has been rolled into HB6842 which is a sweeping bill using fake language to camouflage the meaning. A letter writing campaign from the

hobbyists to the legislators is taking place and the vote is soon. The Car Council has made friends with the environmentalist groups and the legislators have been thanking them for testifying. These friendships will be invaluable.

### Washington

Washington state reports good luck with the legislators. Their car council meets on Monday to go over the Friday highlighted bills then they fax and call on the ones which they have a stand. Phone trees get the word out to put pressure on the legislators. SB5740, the clunker bill's prime sponsor withdrew it in committee. Individual legislators are asking the hobbyists for their opinions. Currently, the legislators are in budget session and any controversial bills have died in committee with the possibility of coming up next year. Ten of the car council members subscribe to the weekly updates from the capitol and the subscription fee is paid by the council.

### Georgia

Bruce Guiney of Georgia said they had a \$20 license tag fee plus an ad valorem tax based on the value of price of the vehicle. This has ranged from \$100 to \$350. Someone in the legislature had gotten a copy of the Old Cars Pricing guide and set the tax of older cars based on the value in the guide. A letter writing campaign was started among the various car council clubs and now vehicles 25 years old or older can only be taxed at \$100 maximum. The vehicles between 12 and 25 years are being watched. The hobbyists are getting to know their legislators and the legislators know the hobbyists care. They have good local support because one of the legislators has a 69 collector car that was being taxed. They are not having any luck getting a Year of Manufacture license plate approved for collectors.

### Texas

Dallas-Fort Worth, Texas, reports they are crushing their clunker bill. They had success in working with the 1968 and newer cards that



Lindsey (Scout) Caldwell is holding a wooden replica of Alan Walter's 1960 series II 88. Next to Scout are replicas of Scott Walter's 109 pick-up and Roy Caldwell's '62 series IIA 88. The Rovers were built by Scott Walter, a toy maker in Helena, Montana.



are affected. They do have companies who want to buy credits. Call 1-800-259-7922. State law prohibits the changing of Vin numbers on parts in Texas.

## Colorado

There is a problem with the word "salvage" on the title of a collector car if the parts used are from salvaged vehicles. The Car Council has been successful in having the word "salvage" eliminated from the title. Vehicles from 1981 and newer go through the I&M program. Vehicles from 1969 to 1981 use the BAR 90 System. The legislators know the hobby wants input on any bill that may affect them.

## Arizona

They have had success with the EPA. HB2129 was quietly passed into the Senate before the hobbyists learned what was happening. It was just before their largest swap meet so they deluged the public with notices who in turn deluged the legislators with letters. The bill was sent back to the DOT and came back as an environmental bill failing all votes from the legislators. They've been told the federal government will be going to withhold funding. The senators are friends with the hobbyists but the senate has changed since last session. The Air Quality group would not pass what the transportation committee recommends. Pressure has been put on the EPA to stop the blackmail. The DOT wants toll roads because they are out of money. This is a push we will have to watch.

## Nevada

They want to throw out the EPA because they are threatening cuts in funding if Nevada does not follow their wishes. Nevada is calling it blackmail. Southern Nevada is in a fight with Clark County because they want to fine the residents \$500 per day for an inoperative vehicle on their own property. So, Nevada has written a bill on licensing blue dot lights and chopped and channeled vehicles. They are working on a Year-of-Manufacture license plate. DMV wants to pull the blue plates. Nevada wants to have a value added tax and the hobbyists are against it. The state legislature wants to convene annually which requires a constitution change. This is a five year process. The council has a lobbyist and has made friends with their legislators, many of who have collector cars.

## South Carolina

The Car Council, reported they have a lobbyist and a legislative committee. They are looking at insurance changes and a change in the age for a learner's permit from 15 to 16 years of age. They want to register the cards in yards and are finding them if they have ever

been registered before. The state is charging a \$2.00 additional fee for hi-performance cars. If a car is stopped by the CHP, the car can be permanently confiscated. Cars, 1966 or older, are not required to have seat belts but if a small child is riding in the vehicle they must be restrained. It is the cities with which they have the problems. To get the status on a bill in South Carolina, call 1-800-922-1539 in state or 1-803-734-2060 if calling from out of state.

## Pennsylvania

Pennsylvania is fighting SB387, a \$5.00 bi-annual fee on licenses. They are worried the fee will go up. They are hosting a legislative session to acquaint the hobbyists about legislation and how to form state groups. The meeting will be on Friday, Oct. 7th at the ice skating rink in Hershey. Oct. 7th is during the AACA Hershey Fall Swap Meet.



SABAH-MALAYSIA '93

# U.S. Team Wins Camel Trophy Adventure In Malaysia

## First outright win For Americans in "Olympics of Four-wheel Drive".

Sabah, Malaysia - Tim Hensley, 33 of Portland, OR, and Mike Hussey, 29, of Middlebury, VT, won the 1993 Camel Trophy Adventure after a 16 day expedition in Land Rover Discovery vehicles through the wilds of Sabah, Malaysia on the northern tip of the island of Borneo.

It is the first time in the 14 year history of the event that an American team has won the overall trophy in what has been termed "the Olympics of four-wheel drive". Last year the U.S. entry won the event's "Team Spirit" award and in 1987 the Americans tied for first.

"Living in the jungle challenged me physically and mentally more than I could imagine", said Hensley, a mechanic and plumber who has been an avid off-roader since childhood.

Hussey said, "The Camel Trophy was the toughest three weeks of my life." He is a former member of the U.S. Nordic cross-country ski team and as a geologist spend much of his time in the outdoors.

Sixteen nations were represented in the 1,000 mile trek through sweltering, leech infested jungles that saw two journalists and a member of the Swiss team hospitalized before the convoy completed it's circumnavigation of Sabah on May 21. The teams had to work together to overcome mudslides, repair or build more than a dozen bridges, raft their vehicles across rivers and winch themselves out of rutted backroads and rain-carved craters. The Spirit Trophy is awarded to the team that works best with others in overcoming the trip's travails and this year it went to the team from the Canary Islands.

The adventurers also travelled by foot 20 miles into the "Lost World" of the Maliau Basin where they worked 23 consecutive hours to build a two-story, six room facility for research and conservation teams interested in preserving the virtually uninhabited rain forest.

In addition to cooperative effort, the teams engaged in competition. "Special tasks" that measured their driving skills, navigating ability, jungle survival know-how and use of special equipment such as sand ladders, adding to the terrain's natural challenges. A formidable French duo won the Special Tasks" Trophy and placed second to the Americans overall.

There were more than 1.5 million applicants worldwide for this year's Adventure. It is not open to professional off-roaders or members of the military and a person can only participate if selected after a series of national and international trials. The trophies are the only rewards other than the satisfaction of completing the journey over some of the most demanding four-wheel driving terrain on the globe.

Nations participating in this year's event, in the order of their finish were; USA, France, Austria, Switzerland, Belgium, Germany, Spain, Greece, Holland, Canary Islands, Italy, Turkey, Poland, Russia, Malaysia and Japan.

Next year, the Camel Trophy Adventure will return to South America for a 2,000 mile route through rugged desert and mountainous regions of Paraguay, Argentina and Chile.



**Americans Make History - Mike Hussy (l) and Tim Hensley (above) brought the U.S. its first victory in the 14-year history of the Camel Trophy Adventure. The annual trek in Land Rover Discoverys covers 1,000 miles of the world's toughest four-wheeling terrain. Sixteen nations sent two-man teams to Sabah, Malaysia on the northern tip of the island of Borneo for this year's Adventure. Working in debilitating heat and leech-infested jungles, they rafted rivers, built or repaired more than a dozen bridges, winched through mudslides and repaired rain-carved craters in the trails. There were over 1.5 million applicants worldwide this year. Winners get their names added to a sterling silver permanent trophy.**

**From: Land Rover North America, Inc.**

# Club News

*This new section has been developed to keep you abreast of the going on with Land Rover clubs throughout North America and to encourage communication between clubs. All Land Rover clubs are invited to participate.*

## Land Rover Club of Florida

**Tom La Manna**

The Land Rover Club of Florida is open to all owners of Land Rovers and Range Rovers, as well as those who have an interest in the marques. Our purpose is to exchange information, have rallies and other special events, find/provide discounts on parts, and to provide each member with a membership list across the state of Florida that can be used in case of an emergency while travelling. We anticipate obtaining a list of qualified repair shops in the state that can be updated and kept current. We welcome your input. Membership in the club is \$15/ year. We hope to plan various events across the state in order to give everyone an opportunity to participate. If there is any event that you feel we should attend or enter, please let us know. We welcome all input, so please make yourself known and what you expect from the club as a member. I hope to hear from you soon.

LRCF

3324 Pine Hill Trail

Palm Beach Gardens, FL 33418

## Solihull Society

**Jeff Grove**

ICE RACING IN GEORGETOWN, JAN '93.

The day began for most with a long trip to Georgetown, CO. The event started with a vehicle inspection which I promptly failed by not having an antifreeze recovery system. Using some standard Rover paraphernalia, I con-

structed an approved system... a pop can, duct taped to the radiator relief tube. With this obstacle out of the way I popped another quart of oil into the beast and proceeded to take a trial run around the track.

After the trial runs were done, we were instructed as to the rules and regulations governing the race. Seemed pretty straight forward. Haul ass and don't crash. The racing began with the women's' rubber tire division. Thanks to some awesome driving by Joane Thaine in the Thaines' diesel 88, the club made it into the finals... she took third. The men, on the other hand, were rather lame. Most of us got blown out in the first heat. Personally, I think my race was rigged.

The Solihull Society had a good turn out for this event, and it was appreciated by our Jeeping friends. In fact, they've invited us back! That's a first. All in all, it was a fun day; great weather, with sunshine all day, lots of races, lots of faces. Be ready to watch the video at the April meeting, where we'll find out who actually had the best time.

### 1993 ROCKY MOUNTAIN RALLY

The big event for 1993 is the 1993 Rocky Mountain Rally, being sponsored by the Solihull Society. The rally (previously called the National Rally), has been held in Moab, UT, and Ouray, CO in the past. This year's event will be held in Crested Butte, CO Aug 19, 20, 21. The Nordic Inn, in Crested Butte, has offered a group rate on rooms and space for an arrival reception, awards dinner, & other events. If you are interested, contact Greg Chernushin at 1-800-383-5886.



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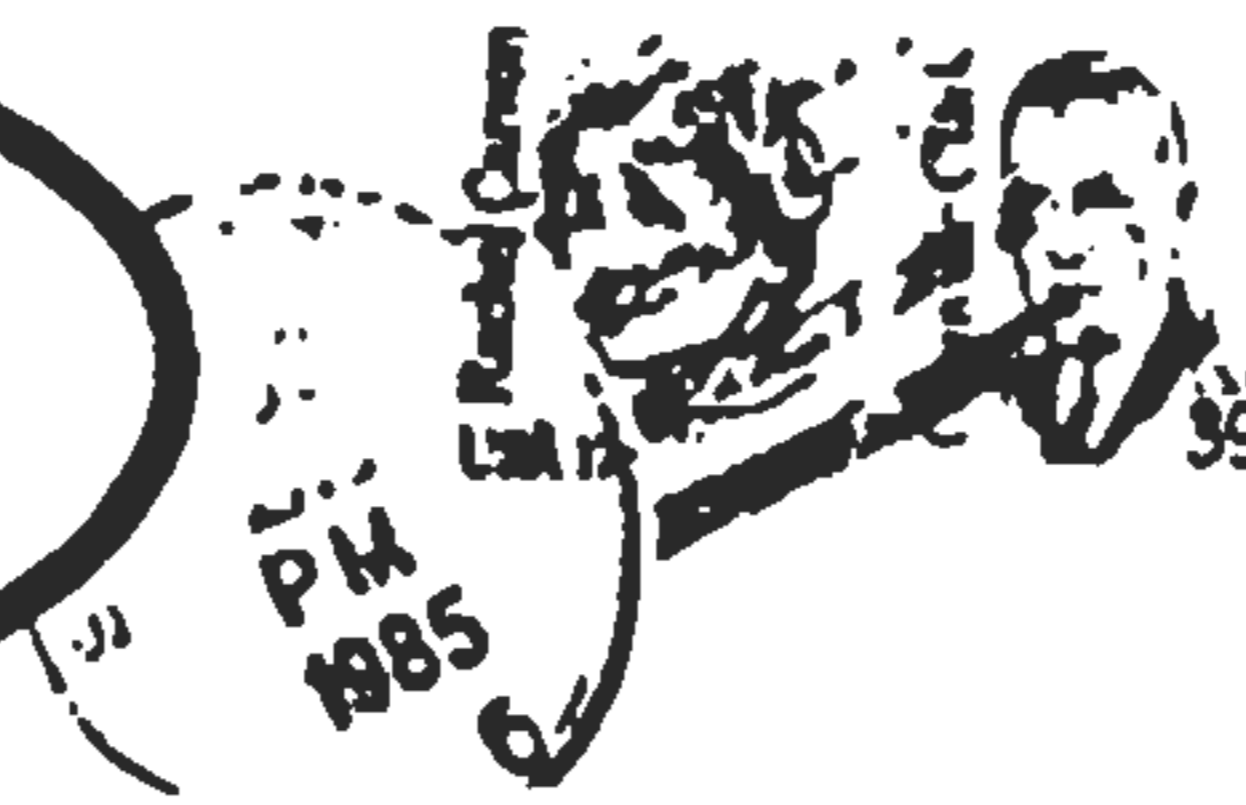
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The most common view of Tom  
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Land Rover Club of Florida's  
President

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# Letters



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

Brad and Dom,

I don't consider myself a whiner, but I may be a fool. Not because I purchased a Land Rover, but from whom it was purchased. I was patient in my search for a good Rover. I had looked at several average Rovers from \$3-6,000 in my area. I thought I could find better perhaps out of state. I responded to an ad in Hemmings for a broker we'll refer to as SS of Chicago. I purchased a '73 Series III 88" from him based on written description and photos.

The descriptions are "engine - very good, gearbox - excellent, chassis - excellent, body - vg to excellent, mechanics - vg to excellent, paint - excellent. (No OD, no back seats, ordinary street tires). Further written comments state - "This LR is in excellent condition. There is nothing that would have to be done to it". Price \$7,400. Add \$700 shipping. He also reminded me of his check-list in the contract. He will repair or replace anything misrepresented in the description. He has his own LR club, connections with England, and seemed to know everybody in the LR world. I'll take it. Money sent. I attempted to get a visual since I had to visit family in Chicago but it hadn't arrived.

Once back in San Diego SS called and told me the Rover had been hand painted. I told him I wouldn't have bought it knowing this - it indicates poor maintenance. We were both polite. He offered to repaint it no charge and reassured me that he would find another buyer if I wasn't happy with it. He shipped it without doing the check-list and brush strokes and poorly prepped bondo remained. The roof remained poorly brush painted.

First sight was pretty ugly. It looked like it hit every bug in the mid-west. The photos had light which didn't reveal the bondo - front wings to back door. Been in a few benders I now see. I may not have

been completely misled about the body but how can this be considered excellent?

The Interior is good except for the vinyl tacked over the very cracked dash. It won't start. The battery had fallen over while shipped and sprayed acid under half the now not-so-excellent chassis. New battery in and dead in a day or two due to dead alternator. Whiney clutch and gear noises. I tried calling SS but his line is disconnected or changed. I got a valid written inspection from Jim Allen at Pioneer Land Rover. It had a leaky master cylinder, worn out gears, synchros, and shafts. Cracked and leaking manifold. Broken sig-beam switch, no washer, no horn, bad brakes, and numerous "inops" including the tattered Roch. carb which stalls and can't hold an idle. Repairs to the gearbox have been most costly.

Even a Californian can see that the described excellent vehicle is not what was shipped. I sent and he signed for my registered letter including the report and request for adjustment or return. No response. I'm hosed. Frustrated but hopeful,

I've been repairing and replacing everything. Be careful with whom you deal. Guess SS's Rover Club has had plenty of beer and burgers courtesy of yours truly.  
Ty Lewno San Diego, CA

Dear Editor,

OK! I've had enough! I can't stand it any more! I resign! Don't send any more *Aluminum Workhorses* ever again!

Well, maybe I'll give you a second chance..... but don't ever spell it *Dogrmobile* again. It's *Dormobile* - only one 'O'.

Being a vehicle for sleeping in, the trade name was based on the Latin root 'dormire', or the French 'dormir', meaning 'to sleep'. Also, in the 60s, in England, the dormer window conversions were popular on houses and the term was as common as vinyl siding is here today.

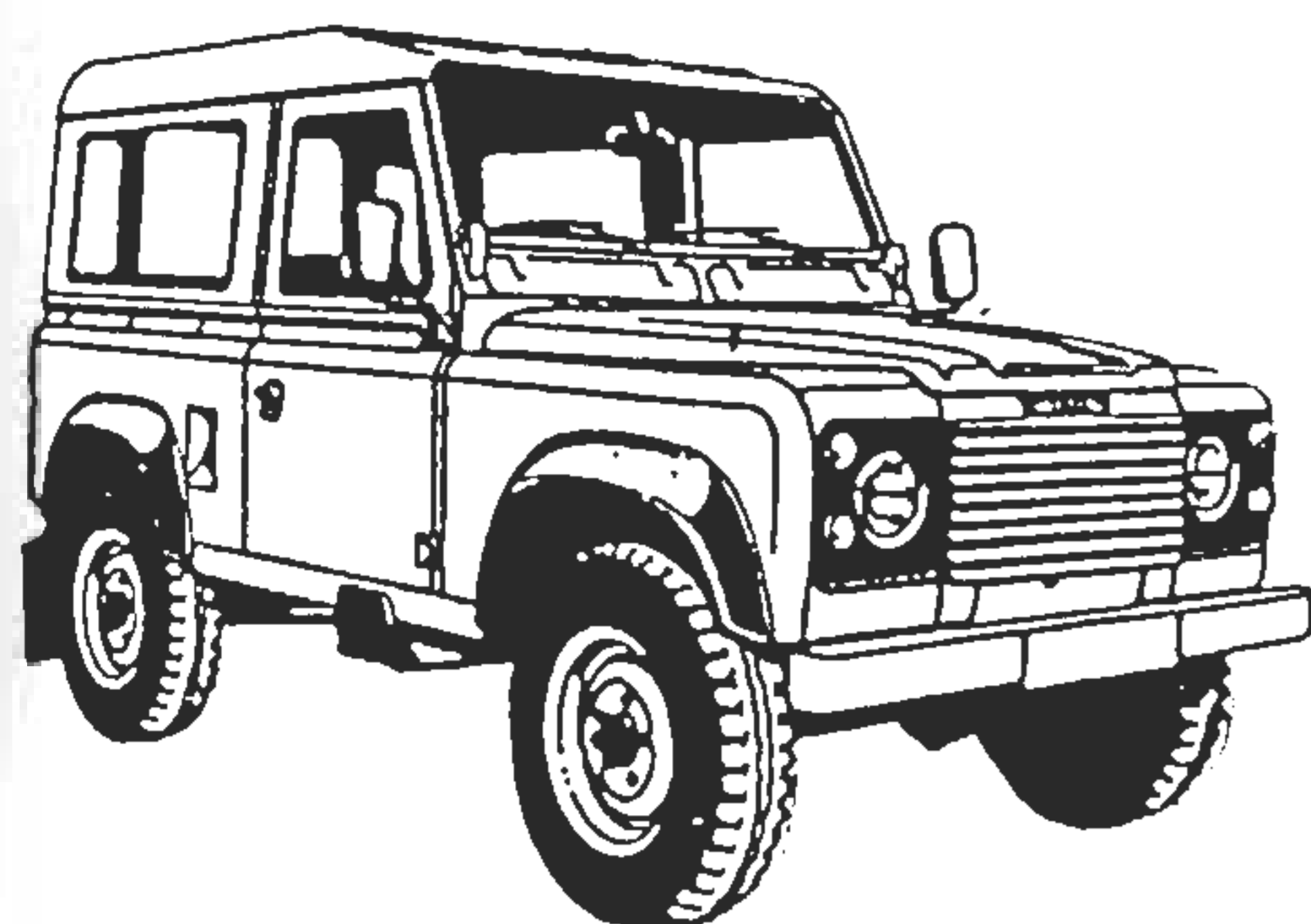
Quoting the American Heritage Dictionary; "A dormer is a window set vertically in a small gable projecting from a sloping roof." The shape of the *Dormobile* roof is not unlike a dormer window and may explain how the name came about.

*Dormobile* conversions were available on many utility type vehicles and the name became generic for camper vans. Beside Land Rovers, there were, among others, conversions on the Bedfords, Commers, and Austins, all of which made forward control vans at the time.

Cliff Watts, CA.

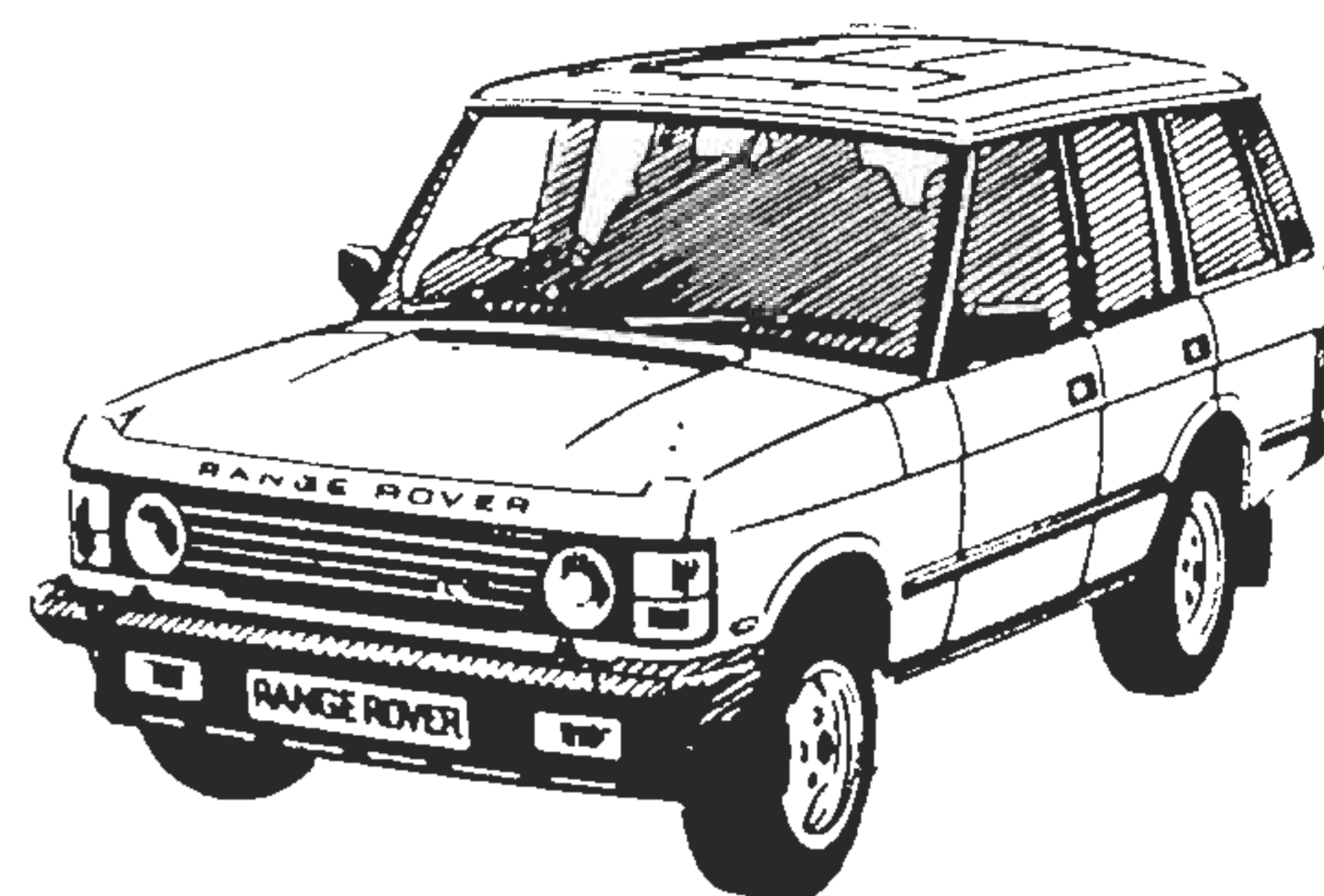


Richard Poole's '65 Diesel *Dormobile* showed up in the Spring '92 Issue of the *Aluminum Workhorse*. Thought we'd run it again to go with Cliff's letter above.



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# Gallery

Mark Hobson, an artist on Vancouver Island, British Columbia, ran into our BC regional coordinator Gordon Kallio. Gordon took this photo of Mark and his '65 109 diesel powered Dormobile.



At left, Nevada RC, Jeff Stitt's Series III 88 with trailer at Black Rock Summit, NV.

Below: a better shot of Jeff's '88' trailer.



Above: This is what Tom Gallucci's Series IIA 88 looked like back in 1986.



Right: In 1991, his 109 Dormobile was ready for a little TLC. Anyone know what it looks like now?

**Right: Gary Goslin (NH) owns this '73 88 with an outstanding Cammo paint job.**



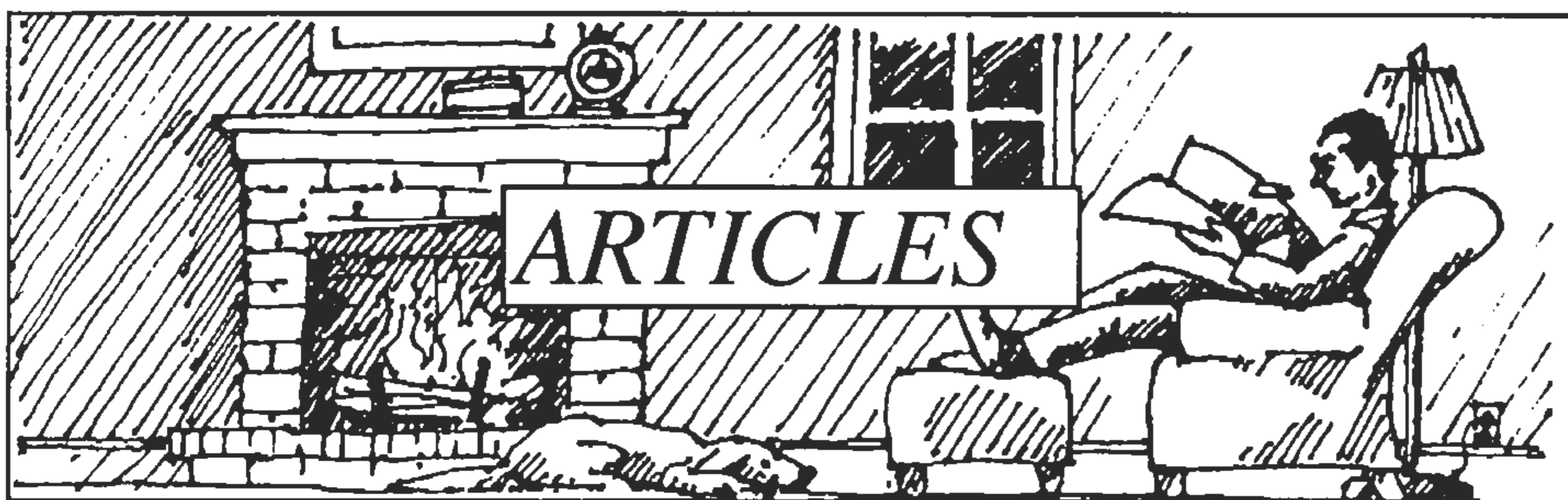
**Below: Simon Trapp (CA) scans the distance for others in the group on the "flats" of the Black Rock Desert. Photo, Roger Sinasohn, CA.**



**Above: This '59 88 belongs to Dan Marks, CA.**



**Left: Last issue, you saw the front view of this Land Rover built for forestry work. The Howat family was on vacation in Scotland at the time. This rear view has Andrew posing along side. Notice the Land Rover tops in the background?**



# Rubicon Adventure

Doug Shipman



Doug Shipman's '73 Range Rover hugging the rock for the right line.



A tight section off Loon Lake.

What could I say, but when do we go? An opportunity to drive probably the most written about off-road trail in North America was too much of a temptation to pass up. My 4-wheeling buddy, Jim O'Neill, had been on it only once and was impressed enough to use this as a basis for judging all of our difficult trails. We decided to pick the earliest date possible, still late enough to miss the snow, and yet stay clear of the summer rush of those other strange machines. Jim's brother, Jerry, lives practically on it, and has traveled it many, many times, was to be our guide. We decided on mid June for our adventure and arranged the time to meet with Jerry.

Now my problem was, which truck do I take? Jim recommended my '67-88 because of the short wheel base. I called Marvin Mattson of Reno, Nevada, who has been on it, and he strongly recommended the 88, along with spare axles and maybe a diff. I read a few brochures and they recommended short, narrow wheel bases, rock tires, low pressure, diff locks, skid plates, rocker guards, etc. This was sounding better all the time! My next consideration was that I had to drive over 1400 miles round trip just to get there. Well, with all this good advise, I decided to go against it all. I picked my '73 Range Rover, because my wife refused to go the 1400 miles in the 88, and this was a truck that you would never see on the Rubicon.

The Rubicon Trail is a historical trail which goes back to the Indians, and then the miners, settlers, etc. This was to be one of the main routes from Lake Tahoe to Georgetown in the Sacramento valley. Although, only 20 or so miles long, this will be some of the most challenging you will find. The route can be traveled in a day, but you would be doing yourself a disservice to do so. Take two or three days to enjoy the scenery and watch others traverse the more arduous sections. We saw drivers with fear in their eyes and numerous breakdowns. The preferred route is west to east, and because it is all one way, it is best to go with the trend. The trail is closed to vehicles from late Oct.-Nov. until June because of snow and a couple of weekends in late July-Aug. for the 39 year old "Jeepers Jamboree".

My brother and I met up with Jim at Jerry's house on a Friday morning and made an inventory of supplies. After scrambling to the store for the forgotten food items, we loaded up in the two trucks. Just for Jim's sake I should say that he is driving an old stock Land Cruiser. We headed off up Hwy. 50 to the El Dorado National Forest and turned off on Ice House Road. It was decided that we would take the Loon Lake route and skip the easy bit from Georgetown. At the second lake dam, we be-



gan the adventure. It was obvious at the start why a past trail traveler was almost a must. The trail, at many times, takes you across granite slabs and boulders which, except for an occasional oil slick (not British), has no markings.

We had picked Spider Lake as our destination for the first night. Out of Loon Lake, we went through some very tight trees and boulders. It was obvious now why the short wheel bases were best. We traveled on past the Wentworth Springs area towards the Little Sluice Box. If you can imagine rocks the size of bowling balls up to house size, with all the dirt removed, and then arranged so that you have a wall of them on each side of you, well that's a sluice box. The Range Rover proved its worth there. Jerry just shook his head as the suspension worked and I breezed on through. Having now made it to Spider Lake, we set up camp and relaxed. The scenery was magnificent and we got to watch a few others go through the sluice. It's great seeing someone else with built rigs have problems where we had already been. I'm sure I'll get it tomorrow.

At camp that night, I kept getting warned that today's run was just a warm-up for what was to come. With a warm fire and hot food, the talk was plentiful. The nights still get pretty cold in the Sierras at 6500 ft. plus, and the stars on a clear night are breathtaking. We awoke, not too early, to the sounds of a few rigs making their way through the Little Sluice. After a hot breakfast and breaking camp, we were off again.

We trudged on through the True Big Sluice towards lunch at Buck Island Lake. Being Saturday, now the traffic was picking up. We were always seeing groups either ahead or behind. There were a few steps of granite and boulders, where Jerry saved my rear corners by placing a rock or two in the right spot. This still didn't prevent some "ouches" along the way. Some of the large steps up and down the granite slabs were amazingly easy with suspension, and it made the need for lockers non-existent. Jim's rig with the leaf springs, ran into a couple of places where he had to rock it to get going. The trail, at many places, was streaked with oil and once in awhile you could see parts of u-joints, u-bolts, spider gears, etc. The Jeeps do a good job of cleaning up the trail on a regular basis.

After a picturesque lunch by the lake, we headed on. At the Big Sluice, we got a break because of the back-up. We sat and watched a group ahead to through this challenging section. The built rigs at the front went through it like old pros, but the ones behind showed their inexperience; not just in the way they drove, but by the fear in their eyes. In many places it's imperative that you watch your spotter, as your wheel placement had to be precise. Almost to the bottom of this section, I had to get the highlift out to get off a boulder in my steering arms. The

overhanging body work got me a couple "ouches" here, but what's a 4-wheeler for.

As we crossed the Rubicon River, over the one-way bridge, we entered the Rubicon Springs area. This section is actually owned by a Jeep club and camping in this area is \$10.00 per night. The environmentalists are always trying to keep 4-wheelers from going anywhere, and by owning this section, it makes it more difficult for them to limit access. Through this section, I ripped a side wall on my left rear tire and got to practice a tire change. Rubicon Springs is the main gathering place for the Jamboree and has plenty of campsites and a dance floor. There is

actually a mineral spring here and in the 30's they tried to keep it accessible by car from Lake Tahoe. This proved futile and was abandoned shortly. We decided to climb on out of the spring area up Cadillac Hill. We crossed Miller Creek and began our climb up. This was definitely 4-wheel, as the climb and loose rock made it interesting. About half-way up, we came across a not so intelligent Jeep driver. I know what you're thinking, no Jeep driver is intelligent! But, this was one for the books. He was traveling as a lone vehicle, had his wife and little girl along, was drunk, broken half shaft, poorly running engine (when we could start it), the fuel tank bracket had broken loose, and he was a foot from rolling off a thousand foot, 75 degree slide. We couldn't go around and the little girl was crying, so our first step was to stabilize the Jeep. We winched it up a bit by snatching off a tree and then turned it so we could back it down a bit. We just about hog tied the drunk, as he kept wanting to drive it up the hill! To top this off, he jumped off a rock and possibly broke an ankle. A couple of motorcyclists came by, where one was



**Spider Lake Camp.**



**A few 'ouches' were unavoidable.**

a medic. He wrapped it somewhat and the other rode up ahead to alert the authorities. Our first problem was that there was no room to go around the Jeep, and with the obstacle in the way, we couldn't get it up. I drove (backed down Cadillac Hill) to a Jeep camp to see if they had an idea to get him going or parts. They just held up a can of beer and said they had too many to drive up Cadillac. They didn't believe I backed down the hill! I drove back to Jim and Jerry and we decided that we'd have to do it ourselves. Jim pulled up ahead of the Jeep and hooked a strap to pull it up. I tied the fuel tank up as best I could and off we went. Jerry drove the Jeep with the drunk as a passenger, his wife and little girl with me, and my brother with Jim. We all agreed that if the little girl wasn't there, they wouldn't have been worth pulling up. Jim made it to the first bend, but the grade and loose rock were too much. I was able to squeeze around the Jeep and attach a strap to it, then a strap from me to Jim. Off we went and what a ride! We decided that we needed momentum, so we didn't slow down until the top. Let me tell you, the middle man in the string



**Duog Shipman's Range Rover covered in snow at Miller Lake.**

can't always go where he wants. You get pulled into the corners, in which I picked up a few more "ouches". The best part was later that night, when Jerry told us that every bump brought a moan from the drunk. At the top, the rescue truck was there to take our patient. If you can believe it, the jerk wasn't going to go with them! He wanted to stay out in the cold that night, with his wife and girl, and fix his piece of junk in the morning. The medics had to threaten him with a call to the Sheriff before it was over.

Finally, at 11:00 PM, we headed to Miller Lake. There, we settled down in our bags by midnight after a very eventful day.

The next morning we awoke to a fresh snowfall. We were thankful to be up Cadillac Hill before it came. A hot fire was a must on this morning. The high Sierras look awesome after a fresh snow as you overlook the lake. As we sat around eating a hot breakfast, we looked back on the past two days. The Jeep will certainly give us something to talk about for a long time to come, but we all agreed to make this trip again. We broke camp and headed off for Lake Tahoe. The drive back to Sacramento was very boring compared to the last couple of days.

As I think about the Rubicon, I wondered if this was the first crossing by a Range Rover. Certainly all the people we passed had never seen one on the trail. Many were surprised by the fact that it was stock, as was Jim's truck for that matter. But what they don't know is that we get good training up here in Oregon. As a matter of difficulty, I wouldn't say the Rubicon is overly difficult or dangerous. You just need extra care and a short wheel base to avoid damage. Even then, it should have special equipment if you're not an expert. If I could only talk Land Rover out of a 90 Defender, we could open some eyes to these owners that spend thousands on special equipment to do what a stock truck could. We'll be back in a couple of years, and still with a stock truck.

## A Special Breed

### David Ducat

Recently on a Sat. afternoon, upon collecting the mail I was thrown into a dilemma of major proportions. The postman had not only delivered our latest Aluminum Workhorse, but added, in some sadistic act, the first copy of a magazine devoted to cigars. As I sat thinking of the sinister person driving away, down our dirt road in a cloud of dust, laughing fiendishly at the predicament I was left in, there was cause to wonder why the excitement of these two publications caused such a traumatic feeling when deciding which to open first.

My first memorable exposure to Land Rovers was when I was about 15 (24 yrs. ago), while on a short stay in Chicago. The doctor that was acting as our host, bounced me around downtown in the back of his '65 88.

After that there was a light, ever present, gnawing in the back of my mind and a new excitement each time I read about, saw for sale or actually set eyes upon one. I remember having a test report that I kept for some years in the early '70s. When not allowed to buy an 88 I had test drove, my rage and disgust were reflected by throwing the magazine away, an act I regret to this day.

My file of articles, ads and sightings has flourished since then and my present wife is much more understanding, to the point that she has helped me research and

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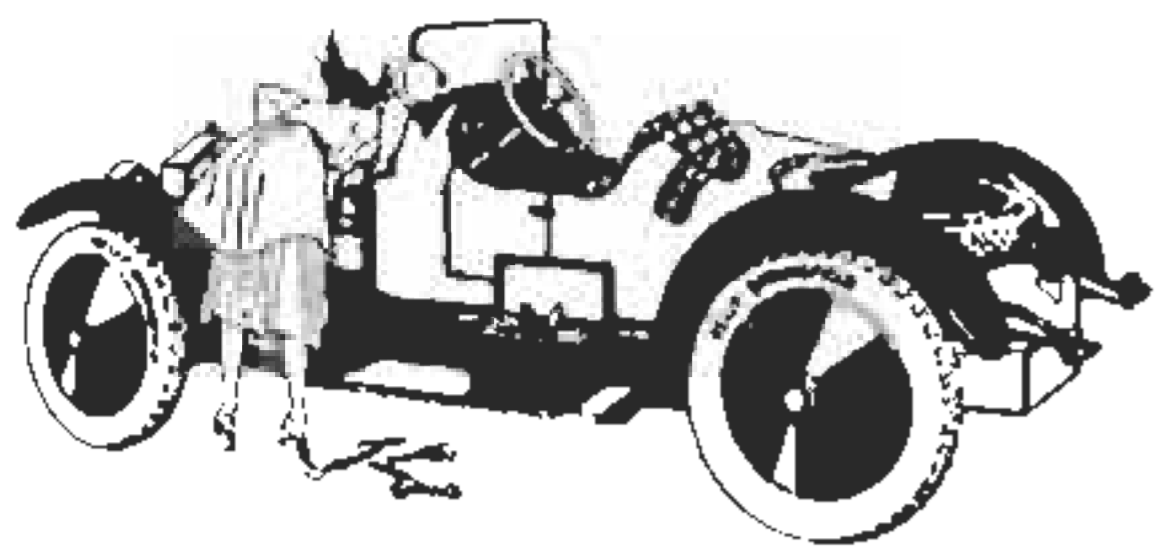
buy a '72 88 recently and had been supportive of my first acquisition 10 years ago, of a '68 88. That one I sold to a local dealer who's father had run a dealership.

The decision to sell my first was a long time coming (4 months sitting in the yard not running) and my young girls got accustomed to having immobile Land Rovers around. When I later purchased a '67 109 with a seized 6 cylinder the "yard ornament" syndrome deepened. When I bought my present 88 they were amazed to find that Land Rovers really did run!

Buying the 109 was another in the file of weird stories. After spotting it at a nearby house I finally made the decision to stop and check it out. The son of the owner showed me the vehicle and said his elderly father was sleeping, but he would give my name and telephone number to him. Some months passed and I picked up a '66 Rambler for a standby vehicle. When the old gent did call to say he was ready to sell, I told him I could not afford another car.

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He pressed the issue, mistaking my "interest" as a firm commitment, I agreed to at least look it over. The Sunday I went to inspect the car he was again unavailable, so I told his son I didn't have a fraction of what the car was worth and left him with names of possible buyers.

Ten minutes later, upon arriving at home, the phone rang and Mr. Rowly wanted to know when I could pick up the 109 agreeing to the low price discussed. After two weeks, to scrape up the cash, I called to find that Mr. Rowly had passed away! Thinking this was an out of the deal, because of probate or some other legal problems, was not to be. His wife and sons were just agreeable to the established price and soon the 109 was delivered by flatbed to my house.

The sale of the 109 was the most enlightening experience imaginable. The number of people who called just looking for information and leads was overwhelming. I kept a log of the 38 calls and also added a great number of contacts through this venture.

Of all the people that called and I called back, only one seemed to like an undesirable (to put it gently). I had so much fun that by the time the flatbed was back to deliver the car to its good home in Michigan, I had spent all my profit (and then some) on toll calls all over the U.S. and Canada. Through this experience I found the serial number tracing service and have certificates for all three of my Rovers and talked to such great people that I'm ready to sell my '72 and find the "final" car in the perfect vintage (69-71).

Enough cannot be said of the willingness to share information, among true Land Rover enthusiasts, one major underlying factor of following this shared obsession, THE PEOPLE make the difference.



Mike Yee (CA) ran across this '67 109 on a deer hunt in Nevada.



Not for the purists among us, it is powered by the practical Chevy six.

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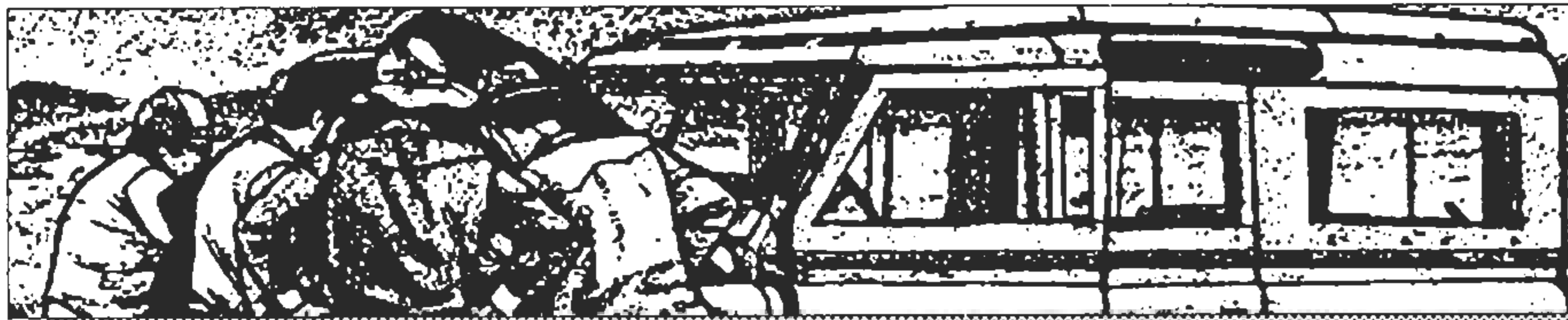
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# Tech Tips

David Lowe, of Ontario, found a couple of British Leyland Technical Service Bulletins from the '70s and sent them in.:

## Rear Brake Shoes

Oct 21, 1970

We have received reports of rear brake shoes being refitted the wrong way round, with the result that correct adjustment of the rear brakes is not possible. As shown at Fig 1 there is a dimensional difference between the location of the shoe lining on the leading and the trailing shoes. There is also a corresponding dimensional difference in the location of the snail cams when measured from cam center and the center of the wheel cylinder aperture.

It is essential that rear brake shoes are fitted correctly, as illustrated, to ensure correct operation of the adjustment mechanism.

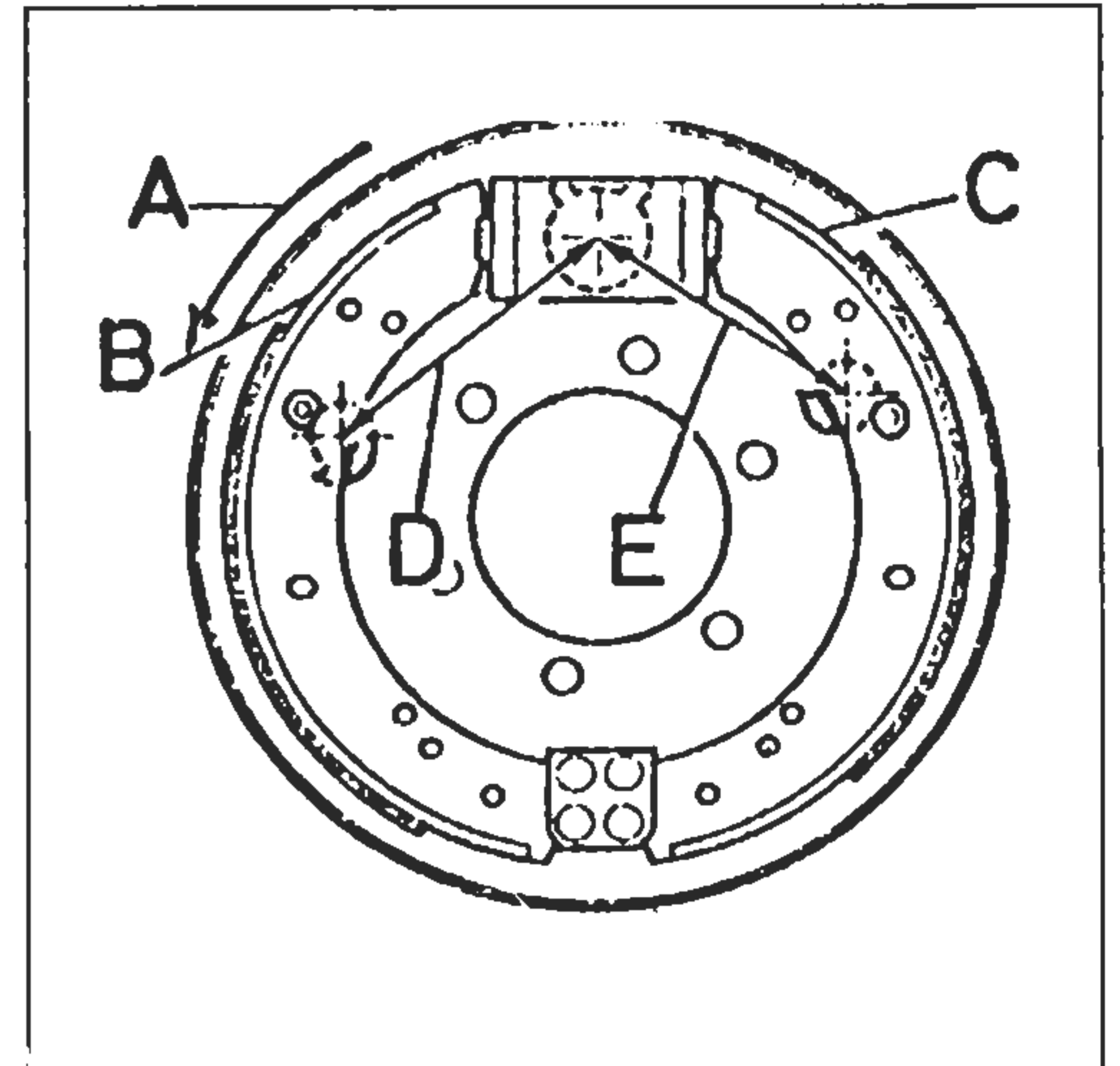


Figure 1

## Clutch Driven Plates

Oct 31, 1973

When examining a clutch driven plate to decide whether replacement is necessary, attention should be paid to the following:

### 1. Bedding In

This commences from the outer circumference of the lining material and complete contact is not established until the driven plate has been in service for several thousand miles. As the lining material beds in, it becomes darker in color. It should be noted that certain types of linings are more prone to darkening than others. However, the darker coloring at the outer circumference is commonly diagnosed incorrectly as being due to oil contamination.

### 2. Oil Contamination

This will also cause the lining material to darken. However, it must be remembered that contamination invariably emanates from the center of the driven plate and during the early stages darkening of the lining material will start from the inner circumference.

In future, any clutch plates returned to the factory which are found to have been changed unnecessarily will be rejected and the Warranty Claim debited accordingly.

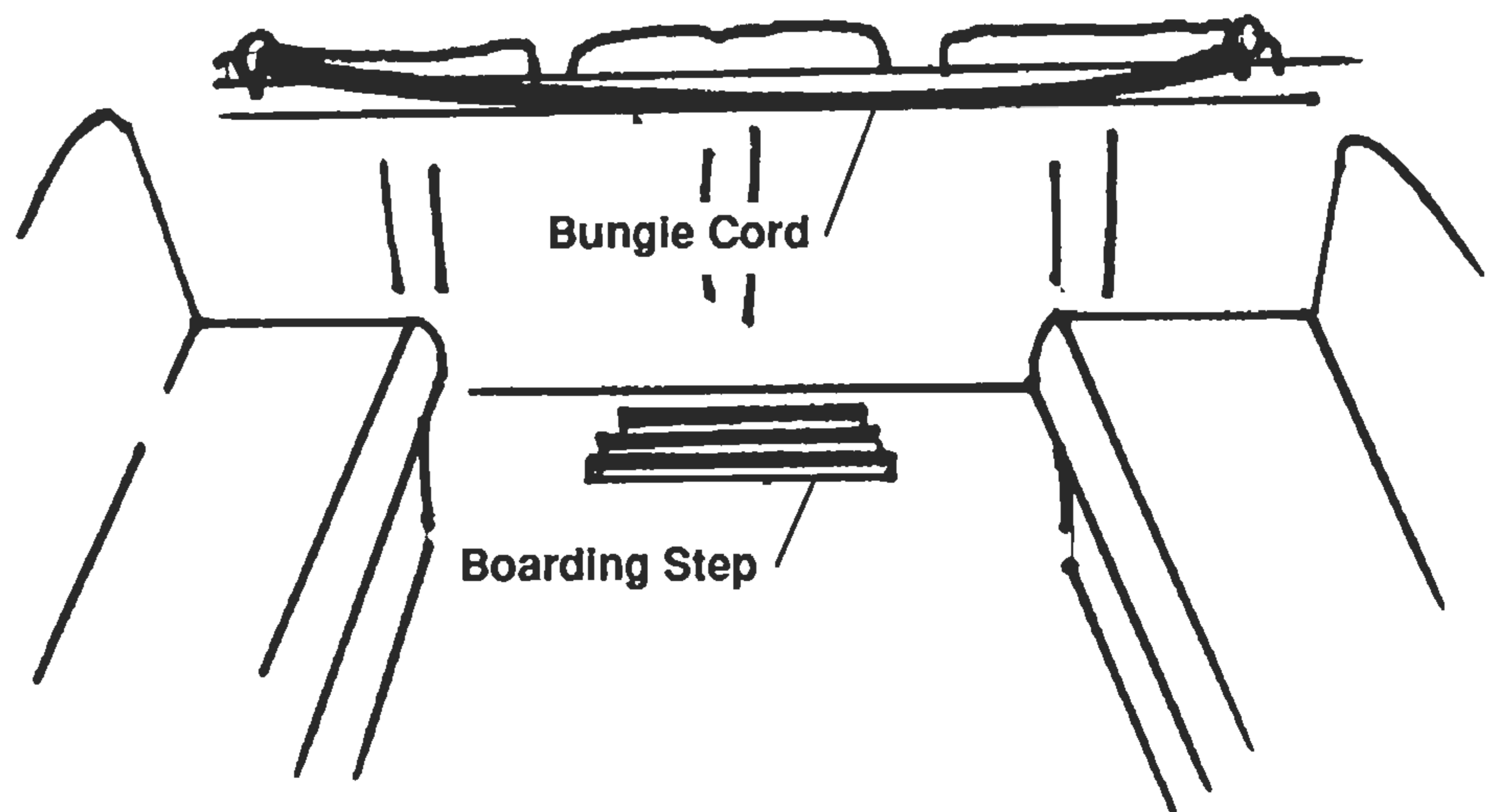
## Window Top Caddy

Tom LaManna

In Florida, many of our club members drive with the window tops removed for better ventilation and cooler air. However, with the constant threat of showers, keeping the windows within easy reach is a necessity... which brings up the problem of proper storage.

No problem when one installs a marine boarding step obtained from a local marine hardware shop. The boarding step is usually made of aluminum base with grooves and teak trim. On my 88 Series III soft top, I installed the step right behind the bulkhead in the rear compartment. When I remove the windows, I turn them upside down (so that the thin part of

the frame is on the bottom) and place each window in a separate groove with the window locks facing away from each other. To hold them secure, I attach a rubber bungie cord from one seatbelt anchor (located on top of the bulkhead) to the opposite side seatbelt anchor. The bungie cord holds the windows from falling over. The windows are now secure, top and bottom, and available for the "pea-cloud" shower that our weathermen never seem to predict.



# Oil Filter Option

## Jeff Case

I have a little bit of helpful info for Land Rover owners with the short (4 5/8") oil filter cartridge. These filters are the same found on some BMW 6cyl. vehicles. Being an employee of Bavarian Auto Service in Newmarket, NH, I am more than willing to help supply Land Rover owners with very reasonably priced German made filters. Just call me, Jeff Case, at 1-800-535-2002, ext. 43 and ask for part #11-42-1-256-402 (filter) and part #11-42-1-252-222 (filter seal ring).

# Gas Line Freeze

## Fred Sisson

You should add a bit of "Dry gas" throughout the year. The water that causes gasoline freeze (*and tank rust*) usually collects in the summer, not the winter (*oil companies often add methanol or an alcohol-like substance, which absorbs water and mixes with the gas, during the rainy seasons*). Gas sloshing in the tank evaporates, absorbing heat & cooling the tank. The warm, moist air condenses on the cool tank sides... and you've got water in your tank. This happens most in WARM, humid weather. The water can get sucked into the fuel line and, being heavier than gasoline, will remain in a low portion of the gas line as gas is sucked around it. The problem manifests itself when winter comes and the water freezes, blocking the line. So... de-icer in the summer is the prevention

# Overheating Tips

## Fred Sisson

There are some not-so-well-known causes of overheating, especially on older engines that are worth looking into.

- A slipping fan belt, while seeming obvious, is often overlooked. Check the condition and tension often.

- A sticking spark advance system can cause too much advance to be applied. Usually, this will cause the engine to ping, and can lead to overheating. If the vacuum advance sticks the slightest bit, not returning to full retard position, it can cause too much total advance... this can not only cause overheating, but engine damage at high speed detonation can't always be heard! Have your distributor checked by a specialist; it's worth the bucks!

- If you loose coolant, it's often due to a defective pressure cap on the cooling system. However, it can also be due to seepage. If the engine cold starts rough, feeling like one or two cylinders aren't firing until the engine warms up, and overheats under acceleration or sustained power application... suspect the head gasket. Usually, this can be detected by a static check at a good radiator shop by pressurizing the system. However, if your vehicle exhibits these overheating characteristics, yet passes the pressure test, it should be given a more thorough combustion leak test. To ensure accurate results, you should remove the antifreeze, flush and fill with plain water. drive a few miles, drain & refill with water again. Drive a couple of days, or 200 or so miles, and take 'er back to the radiator shop where they can check for the presence of combustion gases in the system. The draining and flushing makes sure that all the antifreeze is out of the system. Antifreeze will create an error in the test and some shops don't adequately remove all the antifreeze, so do it yourself!

- Check the lower radiator hose. Old, weak hoses, especially those without an internal spring, can be sucked closed, sometimes only at high RPMs, greatly reducing the coolant flow. All looks in order while idling, so check.

- You know that antifreeze / water should be about 50/50. More than 60% antifreeze reduces overall heat transfer, according to Prestone. Actually, even if you add 50/50 to the system every week, the concentrate gets stronger, as it's the water that boils off. Change it a couple times a year rather than every couple of years.

- Check the front of the radiator for clogging by insects. So obvious that it's often overlooked!

- Many times, an older engine will run hotter than new, even when the cooling system is up to par. A worn timing chain/sprocket could be the culprit. A 50,000 mile engine, with good compression & fresh valves may still be 'tired'. Poor throttle response, need for excessive spark advance settings, and general lack of power & mileage can also be the symptoms of a worn timing chain. It's not at all hard for a good mechanic to check it out for you.

- Carbon deposits retain heat and act as insulation, preventing the proper cooling of the combustion chamber. Remove the carbon when doing a valve job. Also, the reducing of oil consumption will help prevent the future build-up of carbon. This means new valve guides. Bronze guides have been recommended to me as well as the installation of oil seals on the valve stems. Sounds right to me. And any good head shop should be able to do it.

## WE NEED TECH ARTICLES

Got any little "tips"? Write 'em up... maybe draw a picture to go with it, or take a picture. Send it in to us. We'll get it out in the **WORKHORSE** so that other members can benefit from it.



**ROVERS NORTH** INC.  
LAND ROVER SPECIALISTS • USA



## CLUB MEMBERS' SPECIAL LAND ROVER GENUINE PARTS

Haynes Land Rover D.I.Y. Restoration Guide	\$ 26.00
88" Galvanized Chassis - NRC4642 G	1795.00
Civilian Galvanized Rear Frame Members	145.00
Military Galvanized Rear Frame Members	179.00
Avon 215x16 Range Master Radial Tires	129.00
Canvas Tops, 109 New Military	269.00
British Army Jerry Cans, Fuel or Water, New	39.00
Military Land Rover Fire Extinguishers	19.95
Hub Nut Tools for Land Rover & Range Rover Wheel Bearings	18.50
Raised "Snorkel" Air Intake Kits	299.00
5x7" Exterior Mirror Heads	8.50
Range Rover Front Brush Bars with Lamp Guards	399.00
Range Rover Utility Overmat Sets	30.00
Range Rover Waterproof Seat Cover sets	150.00
Official Land Rover Cover-All Work Suits	69.00
Ex-Camel Trophy 750x16 Road Wheels	39.00
Lucas Girling 10" Brake Shoe Axle Set	23.50
88" Canvas Top Hoop Sets, with all hardware	239.00
109 Sta. Wag. Middle Bench Seat Assemblies, Vinyl or County Cloth. New take offs	190.00

Mention this ad to receive these prices.

DEDICATED TO SERVING AMERICA'S LAND ROVER ENTHUSIASTS  
ROVERS NORTH 1-802-879-0032



**Found In a garage in Puerto Villarta, Mexico, this Series I has an ingenious owner.**



**The hand operated winch is too close to the vehicle to allow the handle to make a full turn.**



**The owner demonstrates how he can rotate the whole winch out from it's 'at rest' position so that the handle won't hit the fender during operation.**

## **Necessity, The Mother of Invention**

**John Kirn tells of a  
Mexican Rover  
owner's ingenuity**

While wandering the back streets of Puerto Villarta, Mexico, my wife and I found this Series I sitting in the back corner of a garage. The owner, a middle aged fellow, was at his desk with a customer. I made our interest in his Rover known, and he graciously waved us in.

With my limited Spanish, we learned that it was a 1956 model. He had the original owner's booklets so I assumed (or would like to assume) that he was the only owner.

The motor was out and looked as though it had been for some time. Notice the piston on the right wing (fender, Ed.). He showed us how he had welded a rod to the top and cut a slit along the side. He could then wrap emery cloth around the piston, connect it to a drill, and hone out the cylinders.

I was fascinated by the hand operated winch. I couldn't figure out how to operate it without the handle hitting the wing. My puzzled look must have been evident, as he demonstrated it's operation. The entire winch pivoted forward enough to allow the crank to make a complete revolution.

Behind his desk he had a large color photograph of himself crossing a jungle river on a Camel Trophy-type log bridge. I wish my Spanish was better, for I'm sure he had some good Rover stories to tell.

# Marketplace

*Marketplace ads are free to members selling or in search of vehicles or parts for themselves. Please limit your vehicle ad to 10 lines.*

## VEHICLES

'70 Rover PG-B (3500 sedan) No rust, original paint (not perfect. ebuilt engine, brakes, front suspension. New Holley 4-barrel, Buick distributor, electronic ignition, tires. Excellent interior. Arden Green. Tan interior. Nice, solid car. \$4,800 or trade for rust free 109SW. Rick, 206-742-1450 (WA).

'73 88. 50K miles. Great mechanical shape. Very few off road miles. Body good. Light green paint. \$6,000. Mary 510-548-9505 (CA).

'67 IIA 88 diesel pick-up. Original owner. Excellent condition. Extra transmissions, differentials, short block, tops, body parts and more. This Land Rover has always been garaged and is ready to go as is or is an excellent candidate for restoration. Everything goes for \$5,800. Call Fred at 407-267-7376.

'67 IIA 109 3-door. 2.25 diesel. LHD. Ex-military. Low miles. Safari top, deluxe bonnet w/ spare mount. Dual tanks, rear bumperettes, front HD overriders, fr & r lifting rings. Excellent overall. \$7,900. Phone 1-401-295-8005 eves/wknds (RI).

'67 IIA 88. Overdrive, oil cooler, koenig winch, 5 new 16" wheels and tires, hard top. Used daily. Many Extras. Asking \$5,500. Call eves, 1-305-279-1723 (FL).

'69 IIA 88. Deluxe interior, Fairey hubs, Weber and manifold, alternator, halogen lights, heavy duty hitch, Kodiak heater, windscreen washer station wagon North Am. roof, 15" radials. Sandstone over Mist green. Photos upon request. \$3,200 obo. Roy, 406-442-1804 (MT).

\*'65 Series IIA 88 SW. Tropical roof. All stainless body hardware. 16" wheels. Many extras. Very solid. Excellent Rover. \$6,000. Call Chris, 1-209-536-0414 (CA).

\*'74 Series III 88. 40K. A real gem that's been meticulously well maintained and in excellent condition. Includes fresh professional, new rubber on 16" wheels, Warn hubs, and all new seals up front. Has a complete new brake system, clutch, seals and much more! Considered a sacrifice at \$9,750. Call Paul at 1-414-662-2536 (WI) eves for a list of details.



1968 Land Rover 109. Carawagon interior. New 2 14 liter engine. New trans... too much to list. \$10,000. 1-510-635-1111 days, 1-510-569-8879 (CA) eves. Ask for Dom.

\*'65 88. Bare Aluminum body. Safari top with beautiful interior. Overdrive, Rear tailgate, Free wheeling hubs. Recent clutch and engine rebuild. Reliable, good running vehicle. Looks great. \$5,500. Call 1-904-422-1325 (N.W. FL). Ask for Ken.

\*'71 Series IIA 88 hardtop. Rebuilt, rust free bulkhead & frame. New brake system, exhaust system, wheels & tires. Body, top and interior in good condition. Runs and drives great. \$5,500. Call Jeff Case at 1-207-363-6407 (Maine) eves.

**Include a photo for \$10! Just write out your ad (we prefer 7 lines or less), put it and your photo in an envelope with a check to LROA for \$10. We will take your photo, and include it with your ad copy. It will run for the usual 2 issues unless you renew it or cancel.**

## WANTED

2 1/4 diesel motors or 2.6 motors. Complete or parts. Koenig winches, PTO or crank driven. Complete or parts. Also need Toro overdrive, new or used. Richard Dudek, 201-694-9014 (NJ). Early am best E.S.T. or Wed, Thurs, eves.

Complete Rover Shoulder harness assembly for driver & passenger. Inertial unit preferred.

Also looking for expedition quality 109 roof rack and set of 5, 16" 110 wheels. Call Lafe, 1-509-529-9920 (WA).

\*Middle seat for a 1966 Series IIA 109 SW. Must be rust free and restorable. Mike, 1-916-363-3211 (CA).

## PARTS

7 late '60s OEM 16" Land Rover wheels. No dents or bends. Best offer for one or all. Lafe, 1-509-529-9920 (WA).

Complete bolt-on 7'4-way Fisher Plow. Late IIA bulkhead. IIA & III transmissions w/ transfer boxes. Diffs. Complete 88 roof. Late III axle, drum to drum. '87 RR radiator, Shop manual, series I. Set of new 2.25 diesel injectors. Complete 3.5 carb. V-8. Elect, mech, body parts and more. 1-401-295-8005 (RI).

Seat boxes, IIA windscreens, oil bath air filter, NADA 6cyl. oil filters, 88 rear axle, steering column, 88 frame, 88 rear side window ass'y, RHD conversion pieces for a 109SW. Geoff, CA (707) 448-3370.

1967 109 2.6 station wagon for parts. rusty frame. Richard Dudek, 201-694-9014 (NJ). Early am best E.S.T. or Wed, Thurs, eves.

\*2 liter Diesel engines. Have two. Both operational. \$300. Lea Magee. 1-408-625-2761 (CA).

\*2 Range Rover Differentials. Near new - 29K. \$400 each or \$750 for both. Possible parts trade for good complete overdrive. Gord'n Perrott. 1-206-361-5766



# Land Rover Clubs In North America

These are clubs you may be interested in joining. We will add and subtract information as it is furnished.  
Please help us keep it up to date.

Association of Rover Owners, Canada  
Unit 185, 1450  
Johnstone Rd., White Rock, B.C.  
V4B 5E9  
Canada  
Attn.: Harrold Huggins

Bay State Rover Owner Assoc.  
PO Box 342  
North Scituate, MA 02060  
Attn.: Jim Pappas

Blue Ridge Land Rover Club  
PO Box 507  
Parkersburg, WV 26102-0507  
Attn.: Cheryl Ritchie  
Ph. 304-422-0531

Canadian Series 1 Club  
RR S  
Bracebridge, Ontario  
P1L 1X3  
Canada  
Attn.: Dave Davey  
Ph. 705-639-2518

Island Rovers  
2685 Otter Point Rd.  
RR2,  
Sooke, BC  
V0S 1N0  
Canada  
Attn.: Ron Low

Land Rover Annual Picnic Club  
8 South 18th Ave. West  
Duluth, MN 55806

Land Rover Club of Florida  
3324 Pine Hill Trail  
Palm Beach Gardens, FL 33418  
Attn: Tom La Manna

Land Rover Owners' Assoc., North America  
PO Box 6836  
Oakland, CA 94603

Land Rover Owners' Assoc. of Manitoba  
PO Box 331  
Powerview, Manitoba  
R0E 1P0  
Canada

Land Rover Register of Alberta  
PO Box 1299  
Gibbons, Alberta  
T0A 1N0  
Canada

Land Rover Register of Canada  
945 Marine Dr. #311  
West Vancouver, BC  
V7T 1A8

Maritime Organization of Rover Enthusiasts  
RR1  
Kingston, Nova Scotia  
B0P 1R0  
Attn.: John Cranfield

Newfoundland Rover Register  
#2 Holden St.  
Mt. Pearl, Newfoundland  
A 3H4  
Canada  
Attn.: Kevin Burton

Northwoods Rover Group  
2547 152nd Ln. NE.  
Hamm Lake, MN 55304  
Attn.: Bill Osterheim

Ottawa Valley Land Rovers  
1016 Normandy Crescent  
Ottawa, Ontario  
K2C 0L4  
Canada  
Attn.: Mike McDermott  
Ph. 613-24-8300

Rover Car Club of British Columbia  
2671 Sechart Dr.  
North Vancouver, BC  
V7L 1N9  
Canada

Rover Owners' Assoc. of Michigan  
415 Longshore Dr.  
Ann Arbor, MI 48105

Rover Owners' Assoc of Virginia  
1633 Melrose Parkway  
Norfolk, VA 23508-1730  
Attn.: Sandy Grice

Rover Owners' Club  
644 Garfield Pl, #A3  
Arroyo Grande, CA 93420

Royal Range Rover Society  
PO Box 1363  
Paramus, NJ 07653-1363

Solihull Society  
Box 916  
Monument, CO 80132

Southwest Land Rover Owners' Assoc.  
1409 Santa Rosa Dr.  
Santa Fe, NM 87501

Toronto Area Rover Clubs  
47 Squires Ave.  
Toronto, Ontario  
M4B 2R4  
Canada  
Attn.: Tom Tollefson  
Ph. 416-825-8062

Yankee Rovers  
1006 Goshen Hill Rd.  
Lebanon CT 06249  
Attn: David Ducat  
203-642-6903

## LROA Regional Coordinators

### BLUE RIDGE

Pam Haigh/Win Sharples  
RR1 Box 537 A  
Round Hill, VA 22141  
703-554-2111

### MOUNTAIN STATES

Bill Davis/Kerry Oldham  
360 N. 10th W.  
Salt Lake City, UT 84116  
801-363-2390 (Bill)  
801-964-2388 (Kerry)

### NEVADA

Jeff Stitt  
230 N. Mt. View  
Yerington, NV 89447  
702-463-2011

### N. CENTRAL

Peter Donnelly  
1271 Taylor  
Highland Park, IL 60035  
708-831-2208

### N. GEORGIA

Jack Walter  
1325 North Point Way  
Roswell, GA 30075  
404-641-0147

### NW. COAST

Cliff Johnson  
Rt. 2, Box 436 G  
Smith Lake Estates  
Warrington, Oregon 97146  
503-861-1538

### NORTHWOODS

Bill Osterheim  
2547 152nd Ln. NE.  
Ham Lake, MN 55304  
612-434-8144

### OREGON

Doug Shipman  
945 NE. 188th  
Portland, OR 97230  
503-661-5123

### S. GEORGIA

Steve Johnson  
Rte. 3, Box 358  
Tifton, GA 31794  
912-386-8498

### TEXAS

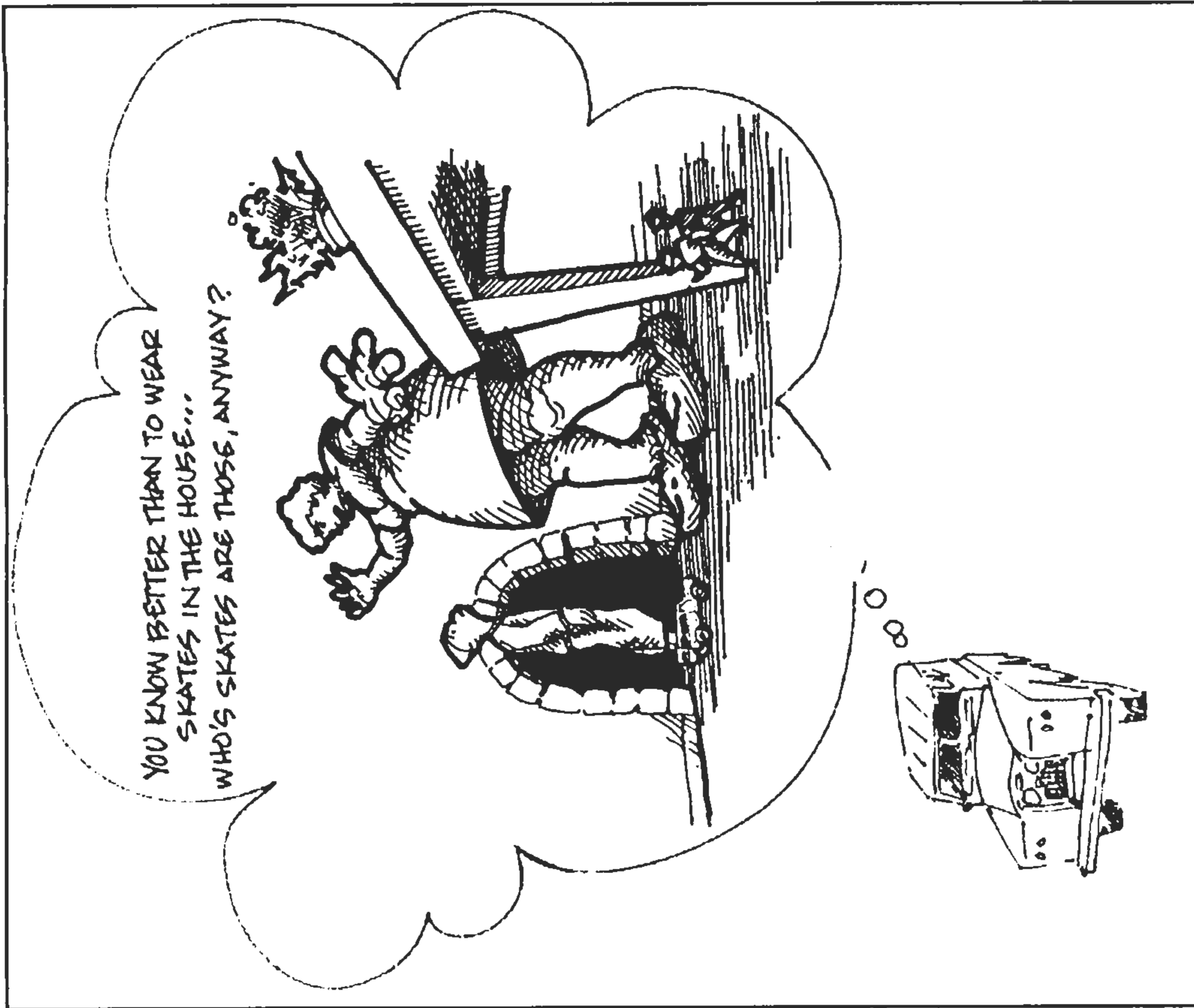
Chuck Willis  
1121 Forrest Dr.  
Arlington, TX 76012  
817-461-9280

### WASHINGTON

Gord'n Perrott  
10537 Interlake Ave. N.  
Seattle, WA 98133  
206-361-5766

# Wishful Thinking

by Brad Blevins



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