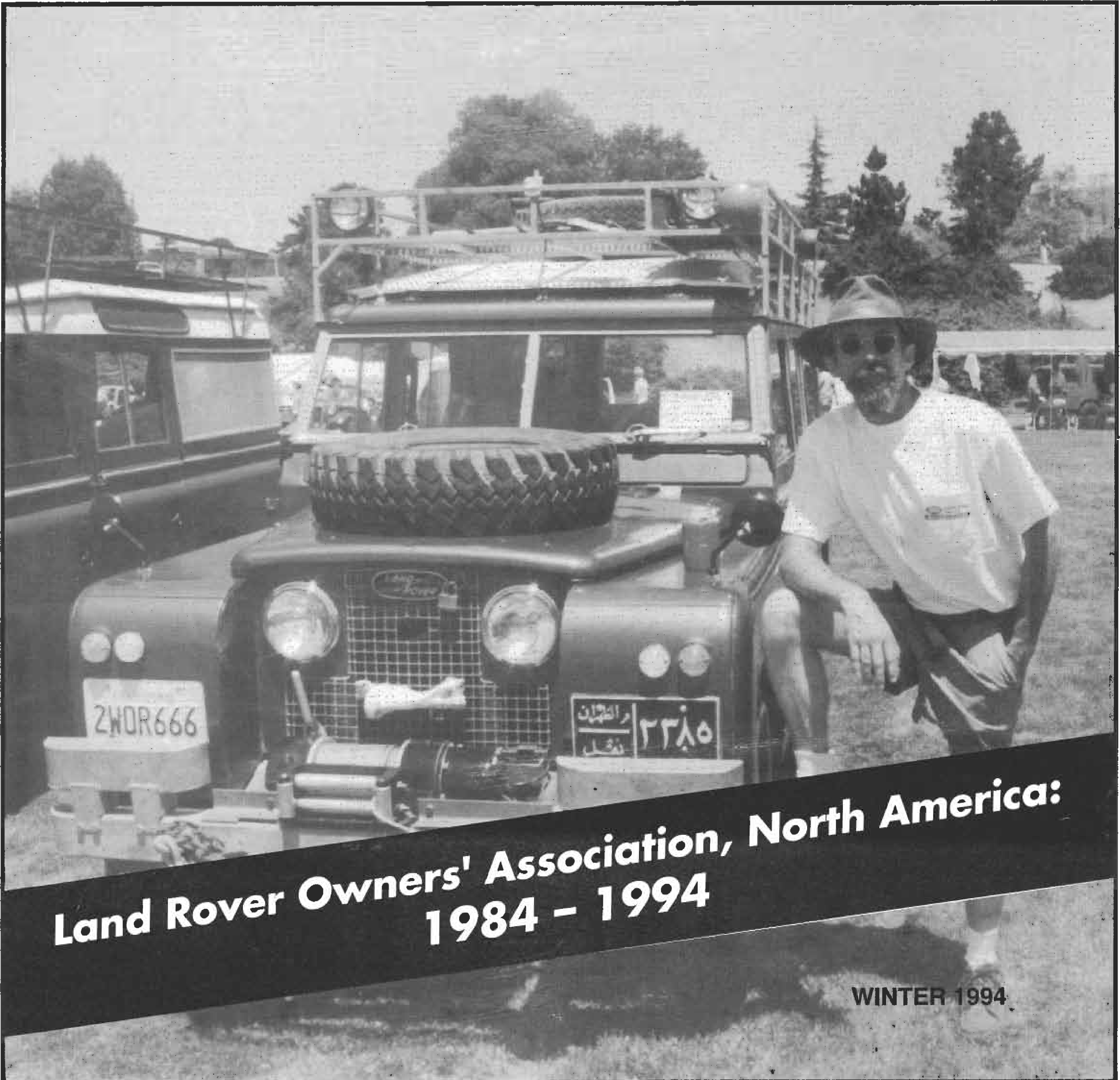


# THE ALUMINIUM



# WORKHORSE<sup>®</sup>

MAGAZINE



**Land Rover Owners' Association, North America:  
1984 - 1994**

WINTER 1994

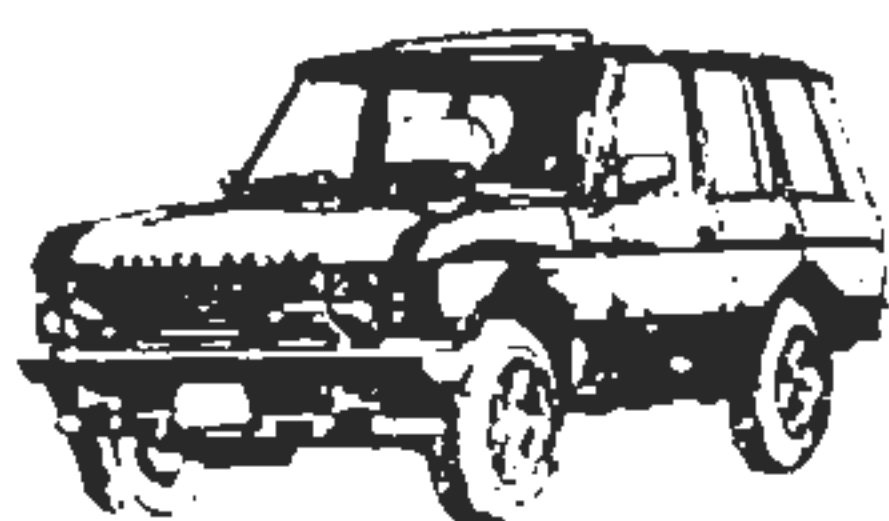


# Atlantic British Ltd.

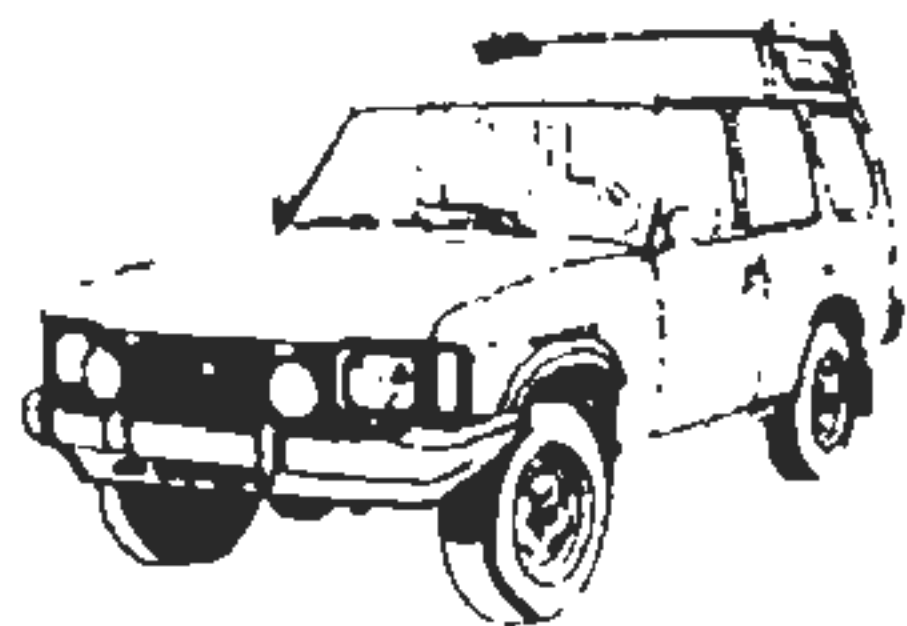
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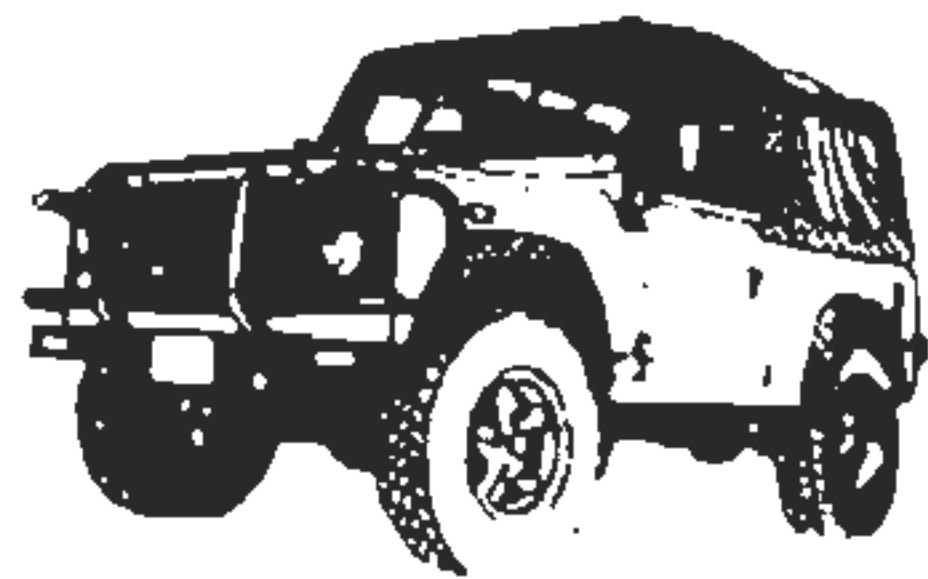
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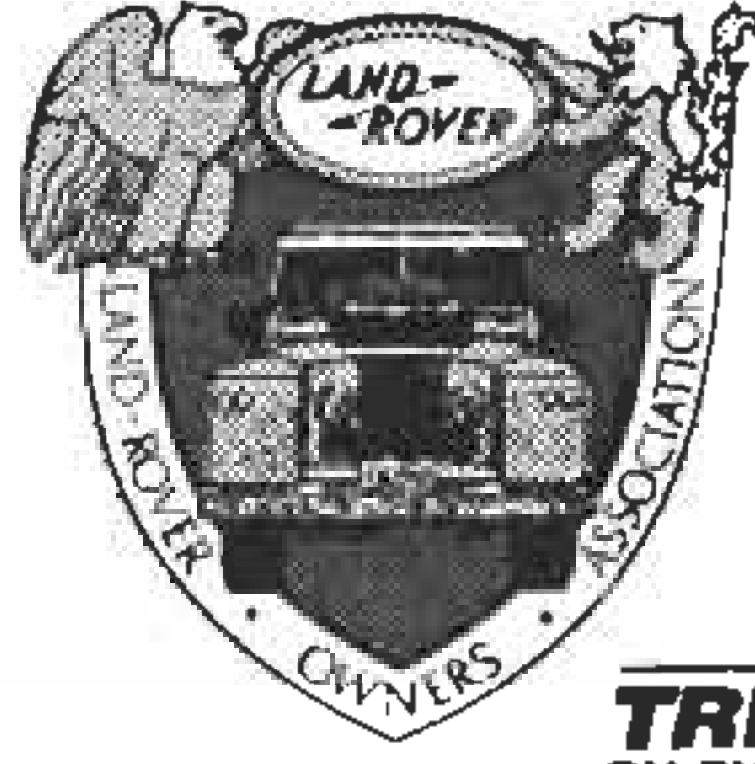
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 You get the picture.

**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, tech tips, etc. may be hand written or typed.

The most preferable media is a Macintosh formatted, 3 - 1/2" diskette. If using DOS, please save in MS Word, Word Perfect, or as ASCII on 3 1/2" diskette.

We can translate to Mac.

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Lynne LeRoy (CA), & Susan McCasland ( CO)

**Front Cover:**

Always reluctant to stand in front of a camera when someone is shooting, John "Bugman" Kirn (CA) poses for Granville Pool (CA) next to his beautiful IIA 109 Station Wagon at the Hayward, CA British Car Meet.

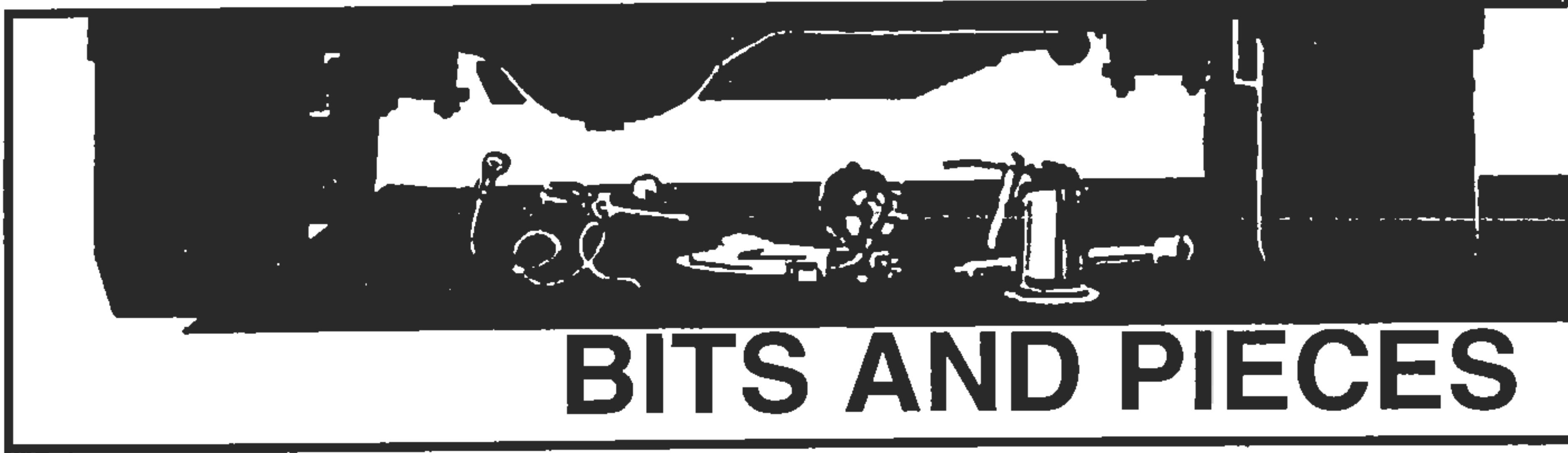
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## Advertising Information:

For advertising rate sheet, please call Brad Blevins  
 at 1-510-687-0955 or write to:  
 LROA, PO Box 872, Concord, CA 94522.





## BITS AND PIECES

• **THANKS TO THE BERNARDS!**... Your editor was talking to Sue Bernard recently and realized that she and her husband, Bob deserve a big hand for their selfless sacrifice of time to be sure that addresses don't get lost, checks get deposited, and postage gets paid.

Of course, there is much more to the job and not too many people have offered to do it in their stead. So, Thanks Bob & Sue!

• **INTERNATIONAL DUES INCREASE!**... We have a number of members outside the U.S., but it costs more to produce & mail the AW to those members than the dues they pay. So new members and renewing members outside the U.S. will see a moderate dues hike... \$4 for those in Canada & Mexico, and \$6 for the rest of the world. We are also specifically requesting that dues be paid in U.S. dollars.

• **ROVER DISCUSSION GROUP INTERNET ADDRESS!**... If you are able to get onto the internet, try accessing Majordomo@Chunnel.UK.Stratus.Com and ask to be put onto the mailing list. Next thing you know, you'll be receiving Rover-related messages from around the world. Lots of good stuff there.

• **WANT TO START A PARTS BUSINESS?** There are several parts wholesalers in the U.K. We have recently heard from one of them, Premier Supply Company, which is interested in distributing in North America. Write to:

Premier Supply Company  
Perram Works,  
Merrow Business Center, Merrow  
Guildford  
Surrey, England GU4 7BP

• **LRW...** Land Rover World, a British-based magazine for Land Rover enthusiasts, has been giving us some publicity in their recent issues. We have even received some new members because of it!

Not only that but they have given the club a free subscription! The folks over there seem genuinely interested in our welfare. We've written to LRO a number of times and haven't received a response. Don't know why...

We mentioned last issue that they are offering club members a discount on subscriptions. Subscription rates for LROA mem-

bers are now: US & Canada Airmail, £45.00. These prices are 25% below the regular subscription rate. Call at 081-597-7335 or write:

LRW Subscription Dept.  
Hainault Road, Little Heath  
Romford, Essex RM6 5NP  
England

• **SOUTHWEST & BAJA...** 4-Wheeling Adventures is an expedition organization run by Harry Lewellyn an off-road enthusiast who teaches four-wheeling at colleges in Southern California, leads back country tours in places like Death Valley and Baja, writes articles for off-road magazines, and publishes an off-road newsletter called the Ecological 4-Wheeling Newsletter. We have spoken to Harry by phone a few times now and find him to be made of the stuff that we like to think all our members are made of. So, even though Harry doesn't drive a Land Rover vehicle, we'd like to give you his address:

Harry Lewellyn  
2925 College Ave. #A-7  
Costa Mesa, CA 92626

The subscription price is not listed in his newsletter, but, based on other information there, it looks like the cost is \$15/yr. If you are interested in travelling in this part of the world a la 4X4, you will be happy to have the benefit of Harry's experience.

• **RUMOR...** The U.S. law that says you can only import vehicles from 1967 or older without DOT upgrades, has been changed. The new law makes it any vehicle 25 years old or older. That means that, if true, you can bring in a 1969 109! Or a 1970 109 by the time the paperwork is done.

• **CAMEL TROPHY BOOK...** The Great Adventure is a 200 page coffee table book which, in celebration of the event's 15th anniversary, is filled with photos commemorating the Camel Trophy's history. The cost is \$65. And you can call your order in using your credit card. The number is 41/216910595 or fax to 41/216910600. Or write to:

Camel Trophy  
SQP S.A.  
P.O. Box 129, CH - 1025  
St. Sulpice, Switzerland

• **THE ROVER RAG...** That's the name of a nice little newsletter put out by Concise

Expertise, Ltd., of Vancouver, Canada (known to many as Octopus Parts). These folks have a motto: "Quality parts at fair prices". They send their "parts special" flyer out along with the newsletter and those prices certainly live up to their motto. They also have a list of used parts on the flyer which are real bargains.

To get on their mailing list, give them a call at 604-925-1514 or fax them at 604-922-8340 or write to:

Concise Expertise Ltd.  
3396 Marine Dr.  
W. Vancouver, B.C.  
Canada V7V 1M9

• **OOOPS!**... In the last issue of the AW, we ran an article about a mail carrier who ran the queen of England off the road. We gave due credit to the newspaper which originally ran it but we didn't tell you how we came across it. Eric McKay found it while on a trip in Scotland earlier this year. Thanks Eric!

• **ANOTHER RUMOR!**... We've heard that someone at LRNA is finding out about "gray market" vehicles in the U.S. and turning the owners in. It would seem that this is an effort to eliminate any illegal activity which might involve the Land Rover name. The source of information regarding these vehicles is most likely classified ads in publications such as Hemmings and club newsletters. If you have an illegal or "gray market" vehicle, be warned.

• **NEW ADVERTISEMENTS IN THE AW!**... hopefully you will soon be seeing some ads in the AW that you haven't seen before. These advertisers may be overseas companies or not. Whoever they are, we are happy that they have chosen to give us their support in this way.

### • LROA WINDOW STICKERS

The sticker is black on clear (frosted) self adhesive and measures 4.25" x 5.5". It is printed in reverse so that you can put it on the inside of your window and it will 'read' from the outside. Please send a check for \$1.50 to:

LROA  
PO Box 1144  
Paradise, CA 95967

• **BACK ISSUES!**... We have some issues from Fall, '90; all 3 issues from 1992; Spring, Fall & Winter of '93; and the Spring, Summer, & Fall of '94. They can be purchased for \$5 each. Make check to Emu design. Mail to: LROA, P.O. Box 872, Concord, CA 94522..

### • LROA KEY FOBS!

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

David Ducat  
1006 Goshen Hill Rd.  
Lebanon, CT 06249



# Letters

*The following letters are the opinions of their authors and not necessarily those of anyone else.*

Dear AW,

I thought I was well clear of this affliction – “Land Rover Owner Syndrome”. Boy, was I wrong!

It started, this time, with Four Weddings and a Funeral. We rented it. As we watched... there it was; a Land Rover. My wife pointed it out to me and said, “It’s almost time to get back into those, isn’t it?”

I guess it was. About a week later, I was cruising the gold country above Fresno (CA) when I ran into Ray Prior in his 88 and another guy in an 88. I went over to chat & look at their rigs. All of the people in my car club who were on that run were looking at me like I’d lost

my mind as I extolled the LR’s abilities. “Why do you want one of those leaky old things?” Too hard to explain. Either you like them or you don’t. I like ‘em!

Back at home, I pulled out all my old LROs, AWs, and catalogues from parts houses. Then, at the new Barnes and Nobles Book Store, there was a new magazine, Land Rover World, put out by the same English company that puts out Mini World (another recurring obsession of mine).

Deal me in! I’ve owned four Land Rovers in the last 20 years and I’m looking for my fifth. Anyone know of a broken, bent, rusted, rolled or roached 109 3-door? Never have had one of those – thought I’d like to give it a try.

My first Land Rover was a 1965 88, my second-ever vehicle. I bought it in Fort Collins, CO for \$500. Boy, did I love that truck! It had been rolled, and needed some work but I put it back together and had some good times. A week before leaving Colorado, I damaged something in the engine during my last off-road trip. I had been planning to drive it out to California with my motorcycle in the back, like I had done a year earlier in 1972 from Florida to CO. So now I was going to have to blow off school and stay to fix my truck, or sell it and bike out west.

A friend of mine named Jim had an M38A1 and we always went off-road together. We both lived outside of Boulder in a canyon with great access to old mining roads & such – some right across the road from my house. Jim had been impressed with my truck. I went places he couldn’t follow! The only time I ever got it stuck (to where I needed another truck to help me out, that is), he had to pay out winch line almost to its end to hook onto me!

Jim heard that I’d blown up my Land Rover, so he offered to buy it from me. For \$350! Not running! I accepted his offer, but I still miss that truck sometimes.

Seems as though I’m starting to ramble so I’ll sign off for now.  
Fritz Radicci, CA.

Brad,

I have recently become the North American representative for the UK based “Dormobile Owners’ Club”. My fondness for the Land Rover Dormobiles, and the fact that I now own three, has driven me to get involved in this club. I would like you to put the club in the “Clubs in North America” section for me. We have about seven Land Rover Dormobiles registered around the U.S. and I know there are more. I have received a lot of help from other club members, and hope others will benefit as I have. If you could please include the information, perhaps I can find a few more club members hiding out there.

They should contact:

Michael J. Smith (LR Coordinator for the Americas)  
Dormobile Owners’ Club  
50 Harden Ave.  
Camden, ME 04843  
Phone 207-236-8162

Or UK direct:

Allan Horne (Secretary & Membership)  
Dormobile Owners’ Club  
23 Fairmile  
Ayelsbury, Bucks. HP21 7JS  
England

Thanks,  
Mike Smith, ME

## **Most of Our Members Expire This Spring!**

**At least, their LROA memberships do.**

**Your Mailing Label has information that you should know in order to keep your membership current. We try to send postcards out to remind everyone about expiration dates, but they are often put aside until too late. What results is a missed issue of the Aluminum Workhorse.**

**Won’t you please take a moment to have a look at your Mailing Label? If your membership is going to expire soon, why not drop a check into the mail right away and avoid missing an issue?**



## **GENUINE PARTS**

### **BRITISH PACIFIC LTD.**

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## **Thank You!**

**Thanks to all of you, British Pacific Ltd. has had an amazingly successful first year under new ownership. Our rapid growth has allowed us to expand our inventory to serve you even better next year. Lawrance, Marty and Steve thank you, and look forward to helping you with your 'Rover**

**Call for the new 1995 catalog  
800 554-4133**



# Events Calendar

## BLUE RIDGE AREA

- Late Jan: BRLRC Winter Meet, Parkersburg, WV. Hosts: Tim Moore & David Ritchie. Phone 304-428-3068.
- May 5-7: BRLRC Spring Meet, Parkersburg, WV. Contact Dave Ritchie at 304-428-5035.
- June 23-25: BRLRC Back to Basics II. George Washington National Forest, west of Harrisonburg, VA. Contact David Schworm at 410-263-7457.
- Summer '95: BRLRC Summer Meet.
- Fall '95: BRLRC Fall Meet. Staunton, VA. Hosts: Beau & Resa Beasley.

## CALIFORNIA

- April 28-30: Expedition & camp thru Mendocino Ntl Forest. Land Rovers, Range Rovers, Discoverys, 110s, 90s all welcome. Family groups welcome. Travel on maintained & un-maintained dirt roads to archaeological and natural history sites of interest. Gonzo 4X4 side trips optional in OHV areas. Routes will be well organized so you can

show up at any time during the weekend. Call Morgan at 510-883-0931 or Granville Pool at 707-485-7220.

## GEORGIA

- March 12: Tentative date for Land Rover Meet in No. Georgia
- May 13: Atlanta British Motorcar Day
- 3rd Tuesday of each month N.GA Land Rover owners meet at Georgia Pig, 7:00pm. Contact Jack Walter, 404-641-0147

## MAINE

- Feb. 19: Winter Safari XI. The 11th Winter Safari Departs the Mowry Farm at 7:00 am on Feb 19. Have your Land Rover fueled and packed with a picnic lunch as well as the necessary tire chains, snatch straps and other extrication equipment. Our first stop will be The Potting Shed Restaurant on Route 109 in Acton, ME, where we can top off on coffee & food. After that, we cruise to Carroll County, NH for a full day of off-road in the snow, mud, sleet, rain or hail... whatever nature dishes out to us, At days end we will

congregate at the Mowry Farm for a supper of pizza & beer, videos, & more socializing. Everyone is welcome to bring sleeping bags and use the ample floor space available. The floor is also available the night before the event. Call Ron Mowry at 207-658-9064, ME.

- July 1 & 2. **DownEast VII** Mid Coast Maine. The largest, longest running, most laid back rally in North America, and it's all free. See report on page 8. Call 207-789-5303 or write: Myles Murphy  
RR2 Box 23  
Lincolville, ME 04849

## OTTAWA

- Jan: Annual meeting/ elections

## PACIFIC NORTHWEST

- Feb 25: Annual meeting, Denny's in Centralia
- May: Northwest Challenge, British Columbia, Canada.  
Contact Doug at 503-661-5123

## Camel Trophy Mundo Maya '95

The 1995 Camel Trophy has been set for May 20 through June 11. This will be "the most ambitious in the event's 16 year history, with a record 20 participating nations embarking on a 1,7000km circumnavigation of five countries", according to Camel Trophy officials. Those countries are Belize, Mexico, Guatemala, El Salvador, and Honduras.

Camel Trophy Event Director Iain Chapman said: "This year's event will have everything. It will be challenging, demanding and possibly the most varied to date".



Once again, the 'Disco' will be the vehicle of choice for the Camel Trophy Adventure.

But there is a great deal of emphasis on the archaeology and history which the participants will encounter. They will have an extraordinary opportunity to gain insights into "one of the western hemisphere's greatest civilizations - the Maya".

The event is being billed by Camel Trophy Event organizers as being a "journey of discovery" and, yes, the Land Rover vehicle they are going to use is the Discovery.

As reported in the Summer '94 issue of the Aluminum Workhorse, women are now invited to participate in the Camel Trophy Adventure. Many of this year's applicants are women and the chances seem good that the trials in Colorado, which will determine the U.S. team, will include several women.

The 3-day trials will start on February 10 and the 12 selected applicants will be shaved down to four finalists who will be sent to Istanbul where they will compete to see which team of two will be selected to represent the U.S. That team will once more go to Colorado for more training until the actual event in May.

## '95 WARN Trophy

The '95 WARN Trophy Adventure will take place in Morocco. The dates for the event will be March 27 through April 1. 60 vehicles will compete on a journey from the Atlas mountains through the Sahara.



### Range Rover Parts Prices Dropped

According to LRO, Land Rover has dropped the price of 70 genuine parts for the "classic" Range Rover. This includes doors, fenders, tailgates, grilles, and bumpers. This is an effort to make genuine parts more competitive in the parts market. The price cuts, averaging 15% will apply to 1970 through 1986 models.

### Land Rover Plant in Kenya Revives Old Land Rovers

Hobson Vehicle Reconditioning, Ltd., Land Rovers new overseas agent has been able to continue operation of a reconditioning plant in Kenya which was facing funding problems. The plant was set up in the '80s so that fleet owners (of series III Land Rovers) who couldn't afford to buy new 110s could keep using Land Rovers. They could have their Land Rovers reconditioned for about two-thirds the cost of a 110.

By last year, costs had risen and government subsidies had been withdrawn, so the seven reconditioning factories in Africa were forced to close their doors. But using a more cost effective system, Land Rover has been able to put the Kenyan plant back into business. When running at full capacity, the plant will be reconditioning 1000 Land Rovers per year.

**Rob Modica (AZ) found this incredible Series I "80" in a local barnyard.**

The serial # indicates 1951 but the headlights bugging out through a full wire mesh grill (not an inverted "T") suggests 1950. Door handles suggest mid 1951 and side lights were officially moved to the wings in the spring of '51. But Robs 80 has blanked-off bulkhead lights with Series II-style lenses fitted in a non-standard position on the wings. Also note the triangle in the rear lower door top. Originally there was a canvas flap providing access to an inner door handle. Wheel rims are not standard. Other similar Series Is in the U.S. have the wing-mounted side lights in the same location. This Series I came equipped with a tow bar and was hauled home behind Rob's very smart Series IIA 109 Station wagon. MJM.



### 24 Heures TT de Paris Rally

You may not have heard of the 24 Heures TT de Paris but companies like Nissan, Toyota and Mitsubishi compete in it. It's a "gruelling 24-hour off-road endurance event" to quote LRO. The course this year consisted of nine kilometers of "torturous" mud.

The winning Range Rover, was entered into the event by Land Rover France and after the 24 hours, had managed 99 laps. Total mileage was 554 miles with stops for fuel and driver changes only.

#### Did You Know...

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# News & Information

Corporate Communications • 4390 Parliament Place, P.O. Box 1503, Lanham, Maryland 20706 • (301) 731-9041 • Fax (301) 731-9054

## ALL NEW RANGE ROVER 4.0 SE SLATED FOR EARLY 1995 LAUNCH



Land Rover, the British specialist four-wheel drive manufacturer, will soon bring an all-new Range Rover to the United States and Canada.

The new Range Rover 4.0 SE will inherit the crown of its predecessor after that vehicle's twenty-five year run as the gold standard of sport utility vehicles. The new Range Rover 4.0 SE goes beyond the concept of the original Range Rover to not only surpass that vehicle's legendary off-road capability, but to also provide superior on-road ride and handling characteristics.

The original Range Rover, launched in 1970, has gained a worldwide reputation for its classic and elegant style. It is the only vehicle ever to have been exhibited in the Louvre in Paris in recognition of its design. In response to customers' wishes, the engineering team for the new Range Rover 4.0 SE has adopted an evolutionary approach, retaining many of the key styling features of the classic model. The commanding driving position, distinctive hood and front end, the large glass areas and the split tailgate have all been retained.

While maintaining its distinctive image, the Range Rover 4.0 SE started from a clean sheet of paper with only about one percent of the parts being carried over from the original vehicle. It is the most advanced vehicle of its type ever made. Inside, the all-new integrated fascia and center console provide an ergonomically correct environment for the driver. Passengers enjoy luxury and convenience features previously unavailable to sport utility buyers.

The new Range Rover 4.0 SE is slightly larger than the original with more headroom, more legroom, a larger rear seat compartment and 50% more luggage space. It has class leading aerodynamics with a 0.38 Cd.

The new model will be available in North America with a new 4.0 liter version of Land Rover's world-renowned aluminum V-8 engine, giving world-class performance and refinement. Top speed of 118 m.p.h. and effortless cruising are matched to towing capacities of 7700 pounds in low range and up to 6500 pounds at highway speeds.

Land Rover engineers have designed a totally new ladder-style chassis, new front and rear suspension systems and new beam axles to give the Range Rover 4.0 SE outstanding on- and off-road performance. Rear trailing arms are of a revolutionary design and are made of a lightweight composite material. Electronic traction control and state-of-the-art all-terrain anti-lock brakes are standard.

A very sophisticated ZF four-speed automatic transmission is fitted as standard equipment featuring an innovative H-gate shift pattern, developed by Land Rover engineers to enable the driver to operate all high and low range functions with one lever via electronic control.

Like all Land Rovers, the new Range Rover 4.0 SE features a highly refined permanent four-wheel drive system with a viscous coupled center differential and two-speed transfer gearbox. Both systems were developed exclusively for the new vehicle.

Safety in the new Range Rover was a design priority including standard dual airbags and knee bolsters, adjustable seatbelt anchorages for all passengers, anti-submerging seat frames, side-door impact beams and a class-leading security system.

Passenger comfort is monitored by an automatic climate control system with side to side temperature setting for driver and front seat passenger. Burl walnut and Connolly leather are included in the interior to give refinement, comfort and luxury.

The new Range Rover 4.0 SE has the most extensive use of computer electronics in any sport utility vehicle. Its Body electronic Module (BeCM) monitors hundreds of parameters and will even dip exterior door mirrors when backing up. It can even determine which driver is approaching the vehicle, thanks to an encoded entry system, and automatically adjust the seating and mirror settings to preset position.

The new Range Rover, the result of a nearly \$500 million investment program, is aimed at not only traditional loyal customers, but also at people who buy other luxury models and performance cars. It will be built on the most advanced sport utility assembly line in the world where no associates may wear a ring or watch lest they damage the flawless painted surfaces. The new Range Rover 4.0 SE is expected to be available in the U.S. and Canadian markets in midwinter.



# Club Reports

*This section will introduce you to and keep you abreast of what's going on with Land Rover clubs throughout North America.*

## Portland All-British Field Meet, 1994

### Granville Pool, CA

Hearing about it and Thinking about it: At the Hayward, California British Car Meet, I met a Bay Area Land-Rover owner named Vance Chin. He told me about the Land-Rover owners discussion list on the Internet. For reasons I don't remember, it was a while before I managed to get connected to the list. Shortly thereafter, I read a posting from Mike Fredette of Portland, Oregon in which he casually mentioned the upcoming Portland All-British Field Meet, the largest all-British car leak in the U.S. With Land-Rover as the featured marque this year, it sounded really great. I did not at that point seriously consider going, as it would be an expensive five-day outing (from northwestern California).

But, upon joining the list, I had mentioned that I might have a few choice parts for sale (or trade), in particular, a Dormobile top for a 109. Well! That very night, I got a phone call from Gord'n Perrott of Seattle. He wanted my top, no doubt and offered an appealing trade for a 12,000 lb. winch. After some discussion, we agreed on the trade. The natural way to get together and complete the trade would be at the Portland meet. I was now able to talk myself into going.

Heading there (Thursday and Friday): My son Bennett and I headed to Portland about one o'clock in the afternoon, on Thursday, the 1st of September, driving our pickup loaded with the Dormobile top and about 1,000 lbs of other Land-Rover parts, and towing a '73 Series III 88" hardtop. We made it to Ashland, Oregon that night (nice town, highly recommended). In the morning, on our way out of the motel parking lot (driving the Land-Rover), we met another Land-Rover, belonging to Jim Russell of San Francisco. We had hoped to meet but knew that it was a long shot. He happened to drive by just as we pulled out! After a bite of breakfast and some excellent conversation, we parted company. Jim hit the road and Bennett and I did a little shopping before heading on to Portland.

Getting there (Friday): We arrived at the speedway in Portland a little before dark. We managed to find the Land-Rover camp area, with the aid of a rather confusing map. A few Land-Rover folks were already set up and others trickled in until well after dark. As we started to set up camp, it started to rain and the wind began to blow a gale! We somehow managed to get set up. By then it was good and dark and most folks had headed over to the Lions Inn a few miles away, where the no-host cocktail party, reception, and pre-registration event was taking place.

So we hustled over to the reception to see what was going on. In a large exhibition hall, a goodly number of British Auto owners were gathered and visiting joyfully (effects of the no-host bar reinforcing the natural high of all those British car nuts). Two Land-Rovers were on display in the hall, a very nicely restored 88" and a very thoroughly thrashed 88" belonging to the renowned perpetrator of the infamous Northwest Challenge wing-banging off-road event, Doug Shipman. Bennett and I agreed that his was probably the prettiest Land-Rover we had ever seen, with its artfully mangled bodywork and serious-enthusiasts-only-need-apply equipment. No nonsense about that Rover. The beautifully restored 88 belonged

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## DownEast VI

### Myles Murphy, ME

The same happy gang shows up every year. Familiar faces driving familiar Rovers. In some cases a once familiar piece of junk sports a new paint job, a new chassis, new seats & trim, and all is set for another 20 years of service life. The previous years, some uninitiated have shown up driving their first Land Rovers. By now, they have gone from shy gawkers to one of those who is seen running from one Rover to the next, taking notes and asking – for the first time – sensible questions.

At least half of the participants are either new to the Rover scene or are venturing out for the first time. As a rule, most Rover owners are the only ones in their neighborhoods who drive 30 year old, British-built four-wheel drive vehicles. A situation like that can make the most stalwart feel a bit freakish. But upon arrival at Owl's Head, they begin to feel – eh, normal.

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**Jim Pappas (of the Bay State Rover Club, MA) talks about the Discovery to Carolyn Richards of Thomaston, ME.**



Portland, continued...

to a really charming fellow with whom I had a great chat the next night at the barbecue but whose name I just can't recall (sorry).

At the show (Saturday): Early Saturday morning, the other vehicles and the rest of the Land-Rovers started arriving and queuing up to find their show spaces. It was easier for those of us who had camped, as we were able to move to the show area from the other side. The Land-Rovers were grouped together by Series, more or less. We managed to park next to an impressive setup of a camouflage military Series III 109 with a snazzy display of camo netting and various military paraphernalia (Loren and Linda Stelzenmueller's, I think).

Also Saturday was the free "Jungle Course", off-road rides being sponsored by Rasmussen Land-Rover, LRNA, and the local Pacific Coast Rover Club. The course used an existing motocross course and a track through some actually jungly woods and some rather marshy grassland. Good stuff! Lots of folks waited patiently for a turn in a Range Rover County Long-Wheelbase (tasteful combination of Beluga black and goopy mud), a Defender 110 (Gregg Rasmussen's personal one), and a Defender 90 (proper Coniston green, with just a "Bimini" top). With the preference being for, in decreasing order: 90, 110, RR. All did the snotty course with aplomb, even the RR with its mild-treaded tyres (I tried to walk on it and almost went on my butt). Even when high-centering over the humps, the RR managed to move forward without drama, at least in Greg Rasmussen's skillful hands when I went. Jolly good fun!

It was wonderful to meet so many nice folks and see all those great Rovers. According to Doug Shipman, there were 85 Land-Rovers registered, five in the parking area, five left in the camping area. A few more showed up on Sunday, including a startling psychedelically painted 109 and Cap'n Camo incognito in Carol's Range Rover. Just wish I were a lot better at keeping names, faces, and associated vehicles straight. Those not mentioned here did not necessarily make less of an impression. The whole show was very well and professionally run and kept us trying to juggle to figure what to do next, as no one could not possibly fit it all in. During the show, while I was having a quick look at what was there besides Land-Rovers, there was even some wonderful live traditional Scottish music. Well, not all quite traditional, with a finale of highland rap! You would have to see and hear it to believe it!

I was delightfully surprised to meet John and Phyllis Rostykus with their old-Land-Rover-88-closely-resembling-a-military-Defender-90. I had read their thread on the Internet with great interest but didn't realize that we were to run into them in Portland.

There were several ex-military 90s and 110s. One of the 110s was particularly impressive. In alpine white, it neatly avoided looking like a refrigerator by the addition of huge, blue "UN" letters on the sides. Very official-looking, even if it wasn't really. This impressively expedition outfitted 110 2-door (even had screens on the door windows) was the prize possessions of Craig Bixby, from near Spokane. He had a lot of interesting stories to tell and has quite a fleet of Solihull's finest, including a 109 with winch and overdrive, a Range Rover with front and rear air-lockers, and an old 88 with an agricultural PTO. Unfortunately not at the show. I'd really like to have a look at that last one.

Another highlight was seeing two beautifully restored Dormobiles (Tony and Linda Starbird's and Doug Shipman's, I think). Right next to the Dormobiles at the show was a very nice, complete, and original Land-Rover 1960 88" fire tender, belonging to Jack Kelly (a nice fellow who never seemed to tire of letting kids get in and operate the siren).

Can't forget to mention that, in addition to meeting Jim Russell, we had the pleasure of seeing two other Bay Area Land-Rover devotees, both also of Internet fame: TeriAnn Wakeman (who

attended last year's meet and was accompanied by her great fuzzy dog named Bear (as in Polar; it's a Great Pyrenees), and Vance Chin (who got me started in this chain of events). Also from California was a wannabe-Land-Rover-owner, Walt Swain, from Davis.

Noticed a high percentage of Land-Rovers equipped with serious winches (don't recall seeing any capstan winches but not sure). Serious tyres, too (even a few Michelin XCLs—pant, pant). A note for readers who have 88s equipped with 15" wheels: As an alternative to fitting 16" wheels, a couple of owners (at least) at the show had fitted B.F. Goodrich Mud-Terrain radials in 33x9.50x15 tires. About the same width and overall diameter as 235/85x16 and cost close to the same without necessitating purchase of new wheels. Folks with those tires seemed to be happy with them.

I think the prize for number of Land-Rovers brought by one family would have to go to the Perrotts of Seattle. I'm not sure, but believe that Gord'n, Stephani, and Gord'n's mother each drove one. Stephani was towing a military utility trailer, one was towing an 80" Series I on a car trailer, and somehow Gord'n's beautifully turned-out coil-sprung 88 special-under-construction also got there. Gord'n's mom, incidentally, was driving the only lightweight present (her daily driver).

The most unusual Land-Rover, though, had to be the Series II 109" air-portable (and floatable if it still had the original add-on pontoons) brought by Andre (I didn't catch his last name) from British Columbia. I had read about that rare model but really never dreamed I'd get to see one in the metal.

No forward-controls; bummer.

A number of Series Is, including a 107 (or 109) pickup and a nice grey 107 station wagon, which was owned by Markus Burkhardt and David Mercer.

Lots of interesting camping adaptations, too. I didn't find time to really check that many of them out, though. One which certainly made an impression because it was



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simple, easily replicated, and handy, was John Benham's (from Spokane) shower setup. Just an RV on-demand pump, lengths of garden hose, various adapters and fittings available at any hardware store, and a large pan of water heated on a Coleman stove. Also had a frame for a tarp which hooked to the side of his Rover for privacy.

Several polished Land-Rovers (no paint on the aluminum) were on hand, including one belonging to Dan Mallchuk of Hawaii. Now Bennett wants to do that to one of ours. Hmm...

**Barbecue** (Saturday Evening): Well, eventually the show wound to a close and some of the folks started heading for home or back to the camping area. For many of us, though, it was time to wash the 90-weight off our hands, put on fresh Land-Rover tee-shirts or safari shirts, and toddle on over to the banquet tent for the barbecue and awards ceremonies. The barbecue was about as good as that sort of thing can be (no host bar helped), although some who had been regulars of the meet said that the usual Land-Rover barbecue at the Starbirds' "ranch" is a much better do. I'm game to try it, as the awards for the other makes, especially the Jaguars (and I love Jags—used to own a couple), got rather tedious. Actually Bennett and I were just disappointed that there was no prize for the best oil-leaker, as we felt we were a shoe-in for that one. At dinner, we sat with the other California folks and some other worthies. The condition of admission to our table was that all rib bones would be saved for Bear (TeriAnn reported that he was very grateful). The table conversation and camaraderie were excellent. Eventually this too wound down and we wandered back to camp.

The camping was great. About 20-25 Land-Rovers at camp the first night and more than 40 the second (Saturday night). The best part of the camping was the around the not-campfire talks each night until late hours (especially Saturday night). You could wander from group to group and glean all sorts of wisdom, humor, and conviviality. Great, just great!!

It was during one of these talks that I heard some juicy advance rumors about forthcoming Land-Rover models in the U.S. (from a well-placed source). The big rumor is that there is to be a four-door Defender 90. A four-door version would of course be exempt from the 25% duty which is a big part of the high price of the current model. The four-door would have only a 2.5% duty and is therefore supposed to have a base price of \$23,000. Still a lot of money but much better. The Discovery is to get the traction control, a four-channel version, no less. There was some talk about the new Range Rover, too, but that is old news now.

**Swap meet and playtime** (Sunday): Sunday morning, when I got out early to count and photograph the campers, I received another bonus

surprise: the Starbirds (who usually host the camp-out at their place) put on a really delicious breakfast of hot cakes, sausages, and juice for all the Land-Rover campers. Unbelievable, huh? Actually, they attributed the breakfast to Stan and Phyllis Pinterich and Loren and Linda Stelzenmueller. Anyway, it was memorably great and gracious. Then the swap meet started to set up and that kept me busy, alas, most of the day. I managed to sneak over and watch the minis and super

sevens slalaaming for a little while but didn't manage to get over to the mudfest at all. Many of the roverites who were still there went around the jungle course to collect their brown badges of gonzoism.

The reason that I was stuck at my swap-meet space most of the day was that Bennett had met a lovely young lady from Idaho who was into sportscars and was there with her parents. I think they got to watch some of the Land-Rover mud wrestling. Bennett also got a ride around the race course in a trick Mini-Cooper S and now is determined to have one. I wanted stuff like that, too, when I was 17. Nowadays, I am more interested in a Foers Ibex... A what?

While I was stuck at my swap-meet space so was our Land-Rover, buried behind a pile of parts. Due to the level of interest in the Rover (none of which has yet yielded a sale), I was reluctant to remove the beast from its pen. Eventually, though, Bennett and his companion persuaded me to extricate the dog from the kennel and let him do the course.

After a while, Bennett came walking back, looking forlorn. He said the Rover had died for no apparent reason, just as he was about to attack a hill; it would not restart. I went, with Bennett, to the dead Rover to see what I could do. I couldn't start it either but noticed that the fuel gauge read "empty." This was surprising, as I

didn't think that we had done that much driving. Nonetheless, this, I concluded was the problem (turns out the fuel tank had acquired a leak). So we just hooked up the towbar behind the pickup and headed out. We later put in some petrol and tried to restart the engine; it still would not start.

When we got home, I started going through routine tests and was puzzled as to what was the problem. It acted as though the timing was all fouled up. After checking the basics and finding that it was getting fuel, was correctly timed, that the points and plugs were correctly gapped and clean, and that there was spark at the plugs, I feared the worst. Got to be the valve timing; the timing chain has skipped a cog or two. DREAD.

Bennett asked if I had checked the plug wires to see if they were in the right places (glad to hear that he's learning something in auto shop). I said no, I had considered that but, if no one had messed with them and it ran before, how could that be a possibility? He said what about that guy who was trying to help him get it started? What? Yeah, the guy who said he was a mechanic but didn't seem like one (driving late-model Range Rover) WAS fiddling with the plug wires. No bull? I looked and sure enough they were thoroughly scrambled!! Got them



**An unusual sight in North America: Andre's Airportable 109.**



**This group of Defender 90 owners parked together to form one of the show's high rent districts.**





**George Swaller, of Cundy's Harbor, ME owns this nicely restored & well-equipped IIA 88.**



**This well-known 88 is the favorite mount of Chris Laws. Chris is the owner of Bager, a company which specializes in reupholstering Land Rover interiors. He does carpets, seats, and all linings. His custom canvas tops are some of the best available on the Continent.**



**Looking through the rear end of a Defender 90, you can see a line of what the author affectionately calls "real Land Rovers".**

On Saturday, July 2nd, we had a delicious feast by the shore of Lake Megunticook. Everybody decided to show up a bit late. I was about to pack things up when in came a Defender 90. Then a Discovery, followed by a 110. Then a Range Rover, a brace of 88s, another Range Rover and so on. Before long, everybody was loaded down with food and headin' for a spot 'neath the pines to sit and consume. More folks arrived throughout the afternoon. Some took to canoes & paddled off across the lake. Others gathered around various vehicles to discuss Lord-knows-what.

Later that evening, those who knew about the gathering met at the Whales Tooth Pub in Lincolnville Beach. We sat on the back deck, told stories, laughed, joked, ate, drank, and told even more incredulous stories. The sun set in the mountains to the west. The waves splashed ashore a hundred feet away to the east, the car park filled with more Rovers and the circle of chairs got ever wider.

Around 10 o'clock, who should arrive but Trevor Easton all the way from Toronto. Trevor drove his 1963 88 to DownEast V in 1993. He enjoyed himself so much that he had to do it again. Unfortunately, his ever faithful Rover had a severe dose of the hiccups and when I had last spoken to him by phone, even the arrangement for the loan of a 90 from Land Rover Canada had fallen through. Trevor disappointedly had to say that he and Mary wouldn't make it. By Saturday morning, however, they had decided that they would get to the DownEast or bust!

All I can say is that the DownEast is not a "mud" rally. Nor is it a "hill climb" rally. It's a people rally. Without folks like Trevor & Mary or Fred & Mary Joyce from Ottawa or Mike & Rosalie Brady from Rockaway Pt., NY or the rest of the DownEast regulars who are too numerous to mention, I quite honestly wouldn't bother my "you-know-what". Now the circle was, for me, complete.

Sunday is the big day for the DownEast participants. I arrived at the Owl's Head Transportation Museum bright & early. The sky was clearing fast and the ramp was covered with airplanes. I took a quick stroll down the flight line to get acquainted with old friends. Dave Tallichet was seated in the left-hand seat of his B-17 trying to get his #4 fired up.

Next in line was Jim Vocell tanking up his C-47, all bedecked in Normandy invasion stripes. Nearby, the cover was pulled off a deHavilland "Vampire" MK-22. Beside it the dew was being wiped from the canopy of a P-51. As they say, "I'd rather be flying", but not this day. A tent, courtesy of L. L. Bean, had just arrived in Ted Woodward's late IIA 88. It was set up first. There, we displayed all sorts of information about U.S. and Canadian clubs. Back issues of the Aluminum Workhorse were tied to the tables with string so that they wouldn't take flight. By the end of the day they had been gone through a hundred times.

As the morning progressed, Rovers started to stream in through the gate. Four Defender 110s were soon noted! They were joined by Jack Fraunfelder in his 1987 110. Rovers North's off-road director, Mike Hopwood was the first rally participant to show up in a Defender 90 but there were soon more.

Another DownEast Debutante was the Discovery. First on the scene was Eric Riston. Eric works for Atlantic British Parts but was at the rally simply as an enthusiast. One of the other Discoverys attending was in the capable hands of Jim Pappas, a founding member of the Bay State Rover Club. Jim was also a new employee of a MA Land Rover dealer, Foreign Motors West.

Every year sees more Range Rovers. Rally regulars, Richard & Marie Wilkinson drove their Great Divide edition Range Rover up to Maine from Bethesda, Maryland. There was a whole host of other Rangies - mostly in the hands of those new to the Land Rover "experience" and rally scene.. The DownEast was quite an experience for some of these folks. Surrounded by Solihull's finest, they went home with a deeper appreciation of their "investment". Some of these folks promised to return in 1995, not in their Range Rovers but in a Series II or III Land Rovers. Everyone attending had a great day. I was



exhausted. My arm was aching from shaking hands. My jaw was weak from talking! Around 4 P.M., engines were fired and the first wave of vehicles departed.

This departure ritual has developed over the years. Most Land Rover owners lead a solitary existence on the nation's highways and byways but once a year, on a Sunday afternoon, they can indulge in a bit of convoying. This convoy is much looked forward to. I strongly suspect that it is the sole reason some folks come to the rally. (It possibly explains why some people show up at five 'till four!). Apparently there is nothing like driving south on Route One with a dozen Rovers in front and behind. Most of the joy of this annual tradition is the incredulous look the Rover owners get from other motorists and pedestrians.

Those who were not in a hurry to get home had another day's adventure to look forward to. The Whale's Tooth Pub was once again the venue for Sunday evening. The back deck was groaning with the strain of hungry Roverists! We watched another fabulous sunset, ate the finest food, drank the best ale, and talked Land Rover into the late evening hours.

The weather on Monday, July 4th was much the same as the previous two days – perfect. The meeting place was "Mama's and Lennie's" restaurant in Camden, ME. Mama always serves up a superb meal.

After breakfast, we started down to the harbor where we met Defender 110 owner Scott Rocknak. Scott owns a small armada of yachts which he rents by the hour, day, week, or month. He even takes normally desk-bound individuals on adventure expeditions.

The plan was to go sailing on one of the many schooners that sail from Camden. The plan changed when Trevor Easton mentioned that he had done a great deal of sailing and had owned a yacht. After a quick chat with Scott and the rest of the gang, we found ourselves being ferried across the harbor in a rubber dinghy. Captain Easton and his first mate, Mary, Bob Raffensperger & family, myself, and others were press-ganged into service. I was asked to weigh anchor, but could only make a rough guess, there being no scales handy.

After jibs, spinnakers and the like were explained, they were hoisted. What a brilliant idea – Rovin' the high seas. Four-masted schooners to the right of us (off starboard), windjammers to the, eh... port. Sails fluttering in the wind. Hmmm, a confirmed Land Roving landlubber could get to like this sort of thing. It all ended too soon. We came about and pointed the sharp end in the direction from which we had come. Before long, we were wobbling our way along the winding streets of Camden looking for Land Rovers and trying to get rid of our sea legs.

We went our separate ways, but not before agreeing to do it all again next year.

Some of the gang met later in the evening for the 4th of July fireworks in nearby Thomaston. It would seem, judging from the reports on the DownEast Rally printed in other club newsletters, that everybody had a great time. When planning the 1994 event, I discovered, much to my surprise, that quite a number of rally regulars had booked for the '94 rally immediately after the '93 show. It came as no surprise that several people have already booked B&Bs, etc. for 1995. I guess there's going to be a DownEast VII whether I like it or not.

So here's the plan: July 1st & 2nd, 1995. Saturday: a feast at my house, Fire Road 23, Ducktrap, Maine (1 mile north of Lincolnville Beach, Maine). Sunday: Owl's Head Transportation Museum, Owl's Head, Maine. Lotsa Rovers. Lotsa people. Free air show and more. Monday: Instead of chartering a yacht, we're going flying in the world's only DC-3/C-47 on floats (it does have wheels too). This will happen only if I hear from enough people up to 2 months prior to the rally. More details in future issues of the AW.

If you want to be on the DownEast mailing list, send an S.A.S.E. to Myles Murphy, RR 2, Box 23, Lincolnville, ME 04849. Or call at 207-789-5303.

*Portland, continued...*

into their rightful places; the engine started right up! Huzzah!!

So who was this "mechanic"? We saw a preview for an action movie the other night and Bennett said there's the guy who tried to help me with the Land-Rover! We appreciate his efforts to help (really) but maybe he needs a little more coaching before trying out for another "mechanic" role. Oh, hell, guess it made the trip more interesting and no harm was done.

On our way home, Bennett and I reminisced and shared our impressions of the meet. We both had a great time and have resolved to make this event an annual one (preferably with at least two Land-Rovers—Bennett pulling a Mini-bearing trailer, of course). The



**That's Benjamin Freeman's Series III 88 with Camel Trophy wheels on the right.**



**Some contrast – Winning Series I Station Wagon and New Discovery!**

Pacific Coast Rover Club and all the other folks from the Great Northwest whom we met up there were a joy. They really know how to treat a stranger and how to party! Next year I hope to get to know more of you, learn your names, and remember which Land-Rover is whose! My apologies for any faux pas I may have made here in attributing vehicles to the wrong owners.

Well, now that we've done the Portland meet, we are more resolved than ever to get ourselves to the Northwest Challenge! Just need that Ibex...



# Gallery



Chris Brunner's military 88 in Moab, UT last winter.



The big meet in Northern California is the Palo Alto British Car Meet. '94 saw almost 40 Rovers including Discoverys, Range Rovers and many "series" Rovers.



The University of Chicago's Land Rover at the Egypt Headquarters. Thanks to Robert Gauger (CA).



Wildlife photographer, Tupper Blake drives this Range Rover. Thanks Granville Pool (CA).



This shot of Dom Dias's Camel Trophy Tdi 110 (not a copy, as reported in Jan LRW) was taken at the Hayward (CA) British Car Meet by Granville Pool.





LROA members who own Discoverys & Range Rovers are as enthusiastic about the "marque" as those members who own "series" Land Rovers. This young owner was spotted at the Colorado Rally last summer by Krysta Zongker (DE).



Every now & then, we get something in postcard form from member Frede Elsborg of Denmark.



Ron Whipple sent us this photo of his '59 109 taken during a trip on the Alcan Highway in 1979.



David & Cheryl Ritchie (WV) spend some time each year in Colorado. The license plate says "DRANGO", It's easy to tell what part of Colorado they like.

David Eby (CA) thought you might like to have a look at his pride & joy.

Yves Feder (CT) found this 109 pickup in 1990 with weeds growing up through a rotting frame. Since then, he's done a great job of getting her into shape!





## **“Trash & Training” in the Black Rock** **(or Policing the Playa & learning to winch right)** **Captain Camo, British Columbia**



**Lea Magee leads a “Trash & Training” trip to the Black Rock Desert of Nevada., July 4, 1994.**

A Rover garbage patrol combined with winching school aren't two activities that you would normally choose to put together in one outing. These two ideas just don't relate to each other do they? You either do one or the other right? Wrong, if you're an LROA, NA club member from the Bay Area of California. Our forces, most of whom are known as the Snivelers, converged over the July Fourth weekend in the Black Rock Desert of northern Nevada to connect these apparently unrelated pursuits into one very unusual adventure.

At the end of two days in the desert, we realized that “Trash & Training” are, in fact, related in some unexpected ways.

Many close friends of the Black Rock were there. Lea Magee

has inspired us all with his leadership by example in the great outdoors. The idea of spending time picking up trash from the desert floor was Lea's. It was consistent with his continuous cleanliness crusade, and it was appropriate that more of us had been mobilized for what should be a more continuous task.

Since we were all in prime winching country anyway, Lea decided to test a training regime on us that he will now borrow from as he develops his recovery classes for Land Rover and others.

The idea of fitting a winch to one's vehicle never occurs to most 4WD vehicle owners. After all, how stuck can you really expect to get in the golf course parking lot? In fact, the statistics show that most people who own 4WD vehicles never take them off the road at all. For these folks a winch would be a big waste of money since we're talking about \$1,000, plus or minus, for most credible models. The cost of a dual battery system, if you plan to use the winch for any continuous period of time, is of course extra.

However, anybody that really uses a Land Rover for the tasks it is designed to perform will soon see the value in a winch! Simply stated, it's a piece of powerful machinery that, properly operated, will allow you to get yourself out sometimes unbelievable predicaments when nothing else can. If you travel off road alone (not advised but sometimes unavoidable) it is the biggest confidence builder that you can have, assuming that you can also engineer a proper anchor for self-recovery. When travelling with others it allows you to be part of a team which can, if properly led, overcome tough obstacles and reach your objective.

Our group was equipped with several of the leading winch brands, including Warn, Ramsey, Koenig and Superwinch. Most were electrical types in the 8,000 to 10,000 pound rating range, but some folks like Mr. Helm prefer the power take off style. Each has advantages and disadvantages which were not included in the curriculum of this basic training course. We were out to learn proper procedure no matter what the type, the brand or the pulling power of the winch.

We were to discover that learning proper winching technique from a Camel Trophy veteran is a special learning opportunity. Let's face it. Most people stick a winch on the front of their Land Rover and fake it through the recoveries they face in the early years of getting stuck. In any given situation you're lucky if one person on your team really knows proper procedure. When you're alone in the middle of nowhere wouldn't you like to be that one knowledgeable person?

We seem to learn winching technique in little terrifying moments of crisis as we travel the Land Rover trail. But how many of us really know what we're doing? With all due respect to the salty winching wizards out there (and we had a few) I can guarantee you that there is something more for even you to learn. Or something to remember.

Jeff Stitt, Nevada Regional Coordinator for the LROANA, provided the tough burlap bags necessary to contain the sharp objects and heavy weight of the accumulated crud we were to extract from the bushes and byways of the Black Rock. And, Jeff pulled the trash trailer. Thanks Jeff.!

John Kirn the “Bugman” was there.

So was Eric McKay. Geoff Tobin and his seldom-seen but always enthusiastic Rover-collector companion, Peter Wong showed up too.

*...continued on page 16*



# The Last IbeX?

## Granville Pool, CA

Those readers of the Aluminum Workhorse who are also regular readers of Land-Rover Owner International magazine, or of other British automotive journals, and who paid very close attention, may be aware of an elusive and remarkable off-road vehicle called the Foers IbeX. Like the Esarco, the Foers IbeX is a Land-Rover-based special which is built in very small numbers. I am fairly sure that there are no Ibexes in the U.S. (although I do believe that there is at least one Esarco 8x8 in the U.S.). I would like to have the first one, as I am convinced that, properly built, the IbeX is about the ultimate small 4x4 (especially in its shortest-wheelbase version).



The front view of the IbeX doesn't resemble a Rover.



Looking at it from the side, one might guess that the IbeX is a Land Rover-based vehicle.

For those who did not already know and whom I have not already bored with my lust for the IbeX, it is a simpler, more rugged, "no nonsense" kit-built, Land-Rover-based special, with a full spaceframe (including rollcage) to replace the Land-Rover's ladder frame. Available in 90" (actually 92.9", of course), 100", and 110" wheelbases, in open, pickup, and full hardtop versions, even a four-door station wagon version of the 110". The spaceframe is hot-dip galvanized after construction, then fabricated aluminum body panels are bolted and/or riveted onto the spaceframe. Easily repaired and pretty much all body panels can be replicated at any capable sheetmetal shop.

I had seen scant reference to the IbeX in LRO and, in the July issue (I think) one for sale (with a photo, under "something different"), but no articles. So I posted a message on the Rover-Net (lro@team.net) on the

... continued on p. 18

# Know Your Rovers

## Myles Murphy, ME

### The Lightweights

#### Lightweight Military Half Ton, 1968-1985

A Lightweight prototype was tested in 1965. This vehicle was very similar to production models. It had a unique bonnet & grille arrangement. The layout was much the same as the early Series IIA except the wire mesh grille was not an inverted "T". It was more like the Series III but the headlights protruded through, somewhat reminiscent of the 1950 80". This grille was in two sections; the upper third was actually part of the bonnet. The split ran through the headlight center-line. The military required the vehicle to be redesigned in some areas. These changes raised the weight of the vehicle above the 2,500lb limit set by the Ministry of Defense.

The idea for a vehicle light enough to be carried by helicopter and fixed-wing aircraft came about in the late 1950s. The British Royal Marines were using Citroen 2CV Pickups, flying them ashore from their commando ships slung beneath Westland "Whirlwind" helicopters. The standard military 1/4 ton Land Rover was too heavy for any helicopter then in service. The 1/4 ton (88) and the 3/4 ton (109) were also too wide to be stored two abreast in the current and proposed new generation of transport aircraft. Oddly enough, Series I Land Rovers (86 & 88) could be accommodated side by side when some of these aircraft were proposed. When the Series II appeared in 1958, it was much wider than its predecessors. Lack of forethought, some might say. More a lack of communication would be closer to the truth.

For those interested, the Blackburn "Beverly" (4 radials/ fixed U/C and twin fins) and the Short's "Belfast" (much like a C-130 but bigger) were the backbone of R.A.F. Heavylift-Transport Command. The Armstrong Whitworth "Argosy" (known as the "Flying Wheelbarrow") and Hawker Siddeley "Andover" were in the medium-lift category. The Argosy was the main reason the lightweight ended up narrower than the standard Land Rover.

Getting Land Rovers to the war zone in a hurry wasn't a problem, but moving them around the battlefield was a major priority. The British Army's front line helicopter of the mid- to late- '60s was the Westland "Wessex", a license-built version of the Sikorski S-58. The lightweight's ability to shed large portions of its upper body and doors was the key to making it air-portable. Evens stripped, the "Wessex" had to dispense with a few sundry items to make the lift less of a strain. Within a couple of years of the lightweight's introduction, more powerful engines in the Wessex and the introduction of the Westland "Commando" and Boeing CH-47 (Chinook) negated the need to remove body panels. Even though the need to strip the lightweight was no longer necessary, it remained in production with all its easily-removed panels until 1985.

The British Ministry of Defense (M.O.D.) placed the first order for 1,000 vehicles on August 31, 1967. Deliveries from Solihull began in 1968 but vehicles were put into storage and not released for service until 1969. The first 1,400 built were Series IIAs with headlights mounted on the radiator panel with an inverted "T" wire mesh grille. New lighting regulations in many countries where the lightweight was expected to see service resulted in the relocation of the lights to redesigned wings. This change also occurred on civilian and standard military 1/4 & 3/4 ton Land Rovers. Vehicles with this new configuration (plus other cosmetic changes) are usually referred to as "late" IIAs. In all, about 3,000 Series IIAs were built.

The Series III Land Rovers were launched in mid-1971 but, due to outstanding orders for IIA lightweights, the Series III version did not appear until 1972. Externally, the only way to distinguish a late IIA lightweight from a Series III are the windscreen hinge brackets. Otherwise, apart from a full synchromesh gearbox and the relocation of the

... continued on p. 18





**Even special off road configurations like Dom Dias' Camel Trophy 110 require the occasional assist of a good winch to get back on the trail.**



**Experienced wincher, Lynn Helm had something to learn from Lea Magee's basic training too.**



**Jeff Stitt passes down one of 50 burlap bags trucked from his home in Yerrington, Nevada.**

### *Trash, continued...*

Three reclamation patrols formed naturally around the categories of crap that presented themselves to us. The first group attacked the most heavily used access road to the Playa and quickly filled a half dozen bags with every imaginable piece of dumped debris. The access roads get the most trash thrown upon them since some visitors are anxious to dispose of all the evidence of their weekend madness before hitting the pavement. They're simply pigs who are too lazy to transport their crap back to an actual garbage can. We were committed to picking up everything discarded by these pigs of the Playa, and we chose the most visible juncture between our daily drudgeries and the delightfulness of the desert. A couple of miles north of Gerlach is "Where the pavement ends and the west begins." This was our spot.

"Where the pavement ends and the west begins" is a slogan that has been emblazoned on coffee cups, T-shirts and post cards sold by the real and friendly people who staff Bruno's Country Club in beautiful downtown Gerlach. It's the rendezvous point for most Black Rock adventures.

Hundreds of cans and bottles were quickly retrieved. History passed before our eyes courtesy of Bud, Coors, Miller, and even Pabst Blue Ribbon! An oil filter from some giant earth mover won the prize as the most visually offensive piece of trash found. If you're gonna throw your trash overboard, please save all the red-colored stuff. Red jumps out as the worst color of trash that you can discard.

Another trash patrol fanned out onto the Playa and soon discovered mounds of broken glass which took hours to pile into bags. These were eventually draped over our fenders and roof racks like big game trophies as we continued the patrol.

Lea led the third group which was out in front. He was particularly keen to retrieve the submerged garbage from the pools in the hot springs that dot the Black Rock. So we worked our way north to "Double Hot" where specialized equipment was used to dredge the bottom of the dangerously-hot pools.

The next morning we were ready for winch training so we headed off in convoy for a little jaunt to the Quinn River which was dry as a bone. . . for three inches or so.

But, underneath was the sloppy goo that Land Rovers seem to have a nose for. Lea assembled the troops for the basic winching introduction session, and he got our attention right away.

Tips like these only scratch the surface of what we learned that day:

Unwind the full length of your cable down to the last wraps on your drum for each and every use. Don't step over the cable, ever.

Tightly wind every cable wrap "picture perfect" so that it's not damaged and is always exactly where you want it. Use international hand signals with military discipline to prevent accidents and ensure absolute clarity of communication. Let your winch cool down at the right times.. Never let the cable run through your gloved hands.

Learning winching procedure from a Camel Trophy-trained person is enlightening. While most of us use winches to suck ourselves out of the occasional mud hole or sand trap, Camel guys may need to depend on their winch to win or lose in competition. They want to be sure it will pull their team members out of endless trouble, so they approach the subject with a passion for precision, attention to safety, and an awareness of the mechanical nuances of the winch itself. We were more than impressed by Lea's command of the knowledge, the detail and the "heads up" management required for safe professional winching. All of us appreciated what he taught us that day and we departed the Quinn with a new understanding of just how much thinking is required to approach winching right.



Now we're looking forward to putting our new skills to use in real life situations out in the bush. And, we're anxious to share with other Land Rover owners what we learned from Lea in the Black Rock, whether they live in Manitoba, Mexico, or Massachusetts.

As we surveyed the assembled trash the next morning the compatibility of Trash and Training struck us. The way to make sure that we have the Black Rock and other great outdoor playgrounds to train in is to take responsibility for them. Keep them clean and remember that you probably own the land you're driving on! Pick up after yourselves and others not just because it's the right thing to do. But also because it gives the bureaucrats and the "lock up the land" breed of environmental extremists less ammunition to use in their push to pave over the best parts of our great outdoors. It's not enough to just Tread Lightly. We've got to do more.

The alternative to taking care of what we seem to have taken for granted all these years is alarmingly described in Marvin Mattson's article eerily entitled: "Bureau of Land Management Field Tour, Black Rock Desert/High Rock Canyon" in the Summer 1994 Workhorse. Marvin makes you wonder if it's not already too late for gems like the Black Rock.

If Marvin's piece isn't enough to get us off our butts and do something, then we could be doomed to campgrounds requiring reservations. Side-by-side with 50 foot motorhomes and satellite dishes tuned into the nightly news. Do you prefer the sound of electrical generators to the sound of crickets?

Are you mad yet? I am. Although I'm located farther north than most of you and am virtually guaranteed unspoiled wilderness for the rest of my life, the same may not be true for you. I believe that we are in danger of being driven out of our territory in the United States much like the wolves have been driven out of most of theirs. There are more people in the wilderness today than ever before. It has become fashionable to be an "outdoorsman" and countless taxpayers now have the motorized means to penetrate the back country. Many of the irresponsible ones simply throw their trash out the window.

Land Rover owners may have a kind of natural responsibility to lead the effort to keep our public lands free of trash because we seem to use places like the Black Rock far more often than others. It's no surprise to us that there are no trash cans where we travel.

Everything must be picked up and packed out. This may be news to less experienced or less responsible visitors who may find it inconvenient to carry around their waste products from place to place. But it's already the law in some reserves here in Canada. The ironic conclusion may be that, even though we are not the ones dumping our debris on the land, we're in the position to pick it up most often simply because we're there more often than others! And, we seem to be more aware of the relationship between taking care of the land and enjoying the continued use of it.

While this may seem like sad state of affairs, we found that picking up garbage and restoring some of these pristine locations to their natural appearance was more fun than work. While we're always picking up the odd beer can or cigarette butt, we had never before mobilized a force so focused on a specific task which was so intrinsically positive. We all felt that we had done something truly worthwhile. It was similar to the idea of achieving personal fulfillment through "putting something back" except that we were doing just the opposite, we were "taking something out."

Here's an idea. Why don't all the LROANA regional coordinators plan a garbage pickup day, publicize it, and then get as religious as we have become about picking up trash each and every time your Rover leaves the road. Help preserve that favorite outdoor spot of yours so that your "trainin'" won't be trashed out



**John "Bugman" Kirn loads up his squared away 109" with bottles, cans, spent shotgun shells.**



**Custom swing-out gas can rack out of the way, Geoff Tobin begins to fill his 88 with bags of trash.**



**The "trash" part of the "Trash & Trainin'" run resulted in an overflowing trailer full of trash.**



### Know your Rovers, continued...

ignition key to the steering column, that was it.

The next changes occurred in the late '70s and early '80s. They were: extra rear lights, larger side light and indicator light lenses, and deletion of bumper overrides (on some, but not all). Of course, there were all sorts of changes under the hood, but we're not going to go into that here. Series III production is in excess of 14,000.

Just about all lightweights have been withdrawn from frontline military service. Standard military '90s and 110s have replaced them. There are believed to be at least 50 examples of the lightweight in North America. They include early and late IIAs and Series IIIs.

*What's in a name? When first conceived, the lightweight was referred to (in official circles) as the "Rover 1". Its official military designation was "half ton". And, of course its common name is the lightweight. Some refer to it as the "airportable", but this was a name given to a special version of the 109. Airportable 109s could be stacked 3-high for airpoting. It also had a special body, not only to accommodate stacking, but making it amphibious. With a P.T.O.-driven propeller, pontoons, and steering provided by the front wheels, the airportable could take to water like a duck.*

*Lightweights are sometimes inaccurately called "Cutwings". This is a common name for Australian and New Zealand Series IIA 88s and 109s. The front wheel arches are angular rather than the familiar curve (similar to, but not exactly like the Santana Ligero/Militar). The Australians have a lightweight version of the Iranian 6X6 110. Even though it is referred to as a lightweight, it has nothing in common with the British, Spanish, or Iranian vehicles. The rest of the antipodean Rover was standard body. Several people call the lightweight the "Airdrop". The only problem with that name is, every other Land Rover has been dropped as well!*

#### Spanish Lightweight

Spain was, perhaps, the second largest manufacturer of Land Rovers. Production commenced with the Series II in 1958. The II was followed by the IIA and III in 88 and 109 form. Metalurgica de Santa Ana, or Santana, developed their own version of the 109 in forward control (F.C.) form. They also took the British F.C. 101 a step further, calling their civilian version the "Santana 2000".

### Ibex, continued...

Internet), with a plea to anyone who might be able to provide any additional information. John Brabyn of Mill Valley responded. He happened to have an issue of another British 4x4 magazine with an article on the Ibex. He sent me a copy. Armed with the address of Foers Engineering (from the article) I wrote for more information because, if the article was to be believed, here was something really awesome and reasonably priced.

I specifically asked about using Range Rover components, as I figure that is the only way I can reasonably manage to do one in the U.S. (to acquire a wrecked U.S. spec. Range Rover, with good title, and keep it registered as a Range Rover). Besides, I want the 3.9l EFI V-8, 4-speed auto, and viscous coupling, along with, hopefully, the ABS, self-leveling, power-steering, and air-conditioning. Yeah, gnarly, but civilized. Travel in comfort to the trails, then kick ass. I also figure to add driver-lockable diffs and a large winch, just to be sure...

Well, John Foers wrote me back a wonderful letter, making clear that he enjoyed getting my letter. He said he really got a good chuckle over picturing an international network of Land-Rover experts [his words, more or less, indicating the Rover-Net] discussing his "elusive machine." Charming. I thought. He also informed me that the very last Ibex, as currently configured, is in the process of being built. <gasp> The last one? Am I too late? No...

He will be switching over to start production of a new creation, basically the same, starting in January 1995. He said that I was the very first on the American continent to know about the new one. So I thought I would pass the news along to you, fellow readers. He said that, inflationary forces notwithstanding, the prices should be about the same and that performance will not

The familiar Series IIIs began to take an Hispanic look all their own. The Series IIIA took the leaf spring Rover a step further, as did the 110 look-alike (albeit with leaf springs) Series IV.

In the late 1970s Santana launched a military version of their 88 and 109. Named "Militar", these Rovers followed the same concept as the British Lightweight. As helicopters in Spanish service were capable weight lifters, there wasn't a great need to make the bodywork demountable. With no transport aircraft capable of carrying Militars two abreast, there was no great need to make the 88s and 109s narrower. The design of the Spanish Militar probably had more to do with making the Land Rover a bit more menacing. A civilian version of the Militar was launched by Santana in 1980. It bears the name "Ligero" which is Spanish for Lightweight.

#### Iranian Lightweight

Santana played a major role in developing the Iranian Land Rover connection. In their factory at Farsi, the Iranian company, Morattab, assembled a full line of 88s and 109s. Major components arrived from Spain as completely knocked down (C.K.D.) kits. By the late 1980s at least 75% of the components going into completed vehicles were of local origin.

Just as Santana became independent from Solihull, so too did the Iranians become independent from Spain. The Iranian lightweight still bore a strong resemblance to the Ligero/Militar but, eventually, was reported to be of 100% local origin (a Chinese copy).

be compromised. And that is saying something: He asked if I had ever gotten a stock Defender 90 cross-axle (I wish!) and then tried to open and close the back door. He says, with the Ibex, that is no problem. We're talking rigid here! Hear, hear!

I "do" plan to have one, in the next couple of years... and, no, I don't work for Foers, although I'd like to!

A couple of weeks later, I got another letter from England, this one from the publisher of a newsletter for Ibex owners. She asked my permission to print my letter to Mr. Foers and promised to send me a copy of the newsletter. I, of course, gave my permission.

I will be keeping up on the Foers scene and will keep you posted. I sent a similar message to the Rover-Net and got replies from several others who are interested. Two or three in the U.S. and one from Iceland! The Foers vehicles would really be great for Iceland's rather bizarre winter four-wheeling scene, as it allows, by design, very large tires to be fitted.

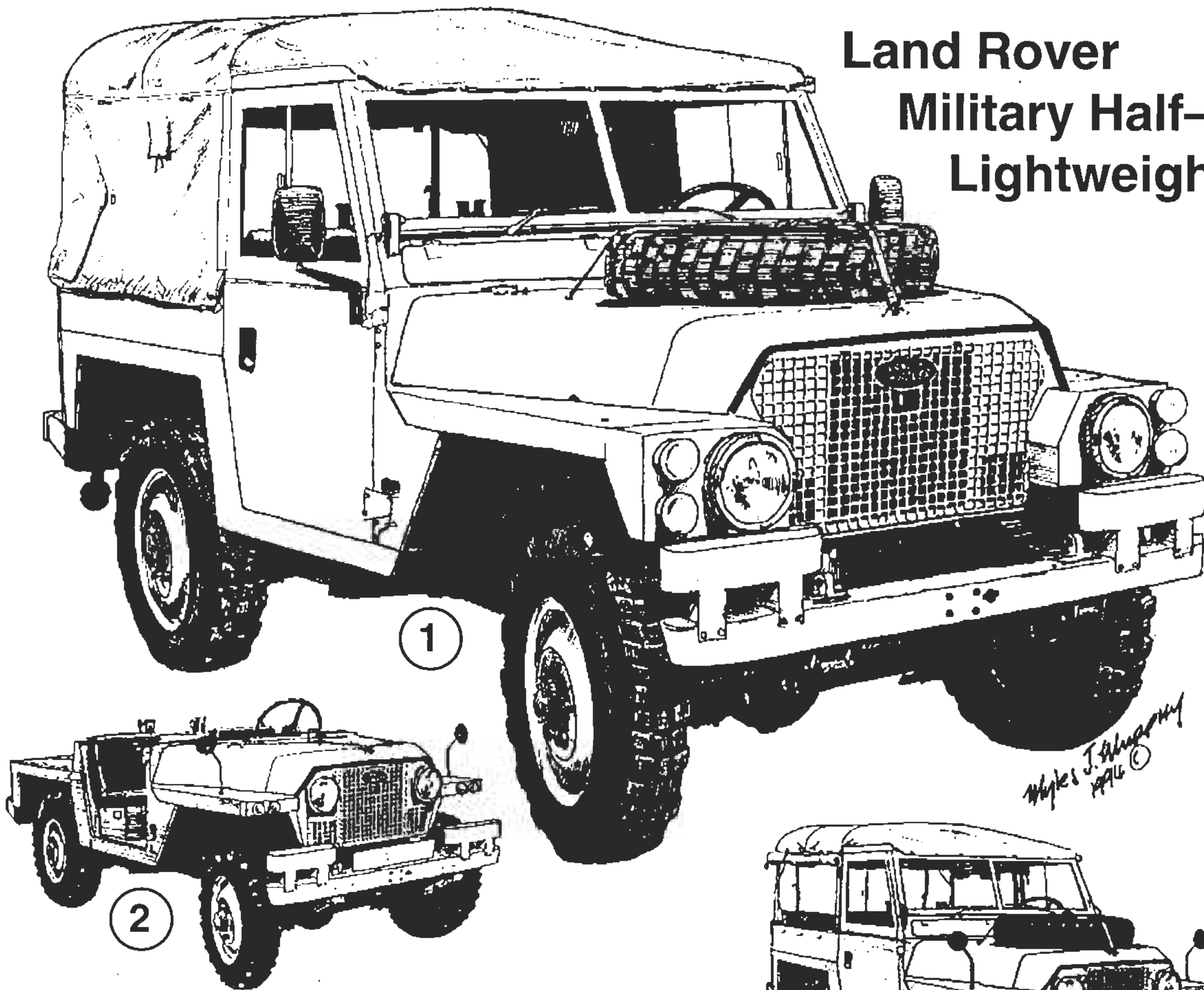
To contact Foers for more information:

Foers Engineering  
Gateway Industrial Estate  
The Gateway Parkgate  
Rotherham, S Yorks S62 6JL  
England  
Telephone: 0709 527720

Regards, Granville Pool (e-mail address:  
mcdpw@pacific.pacific.net)



# Land Rover Military Half-ton Lightweight



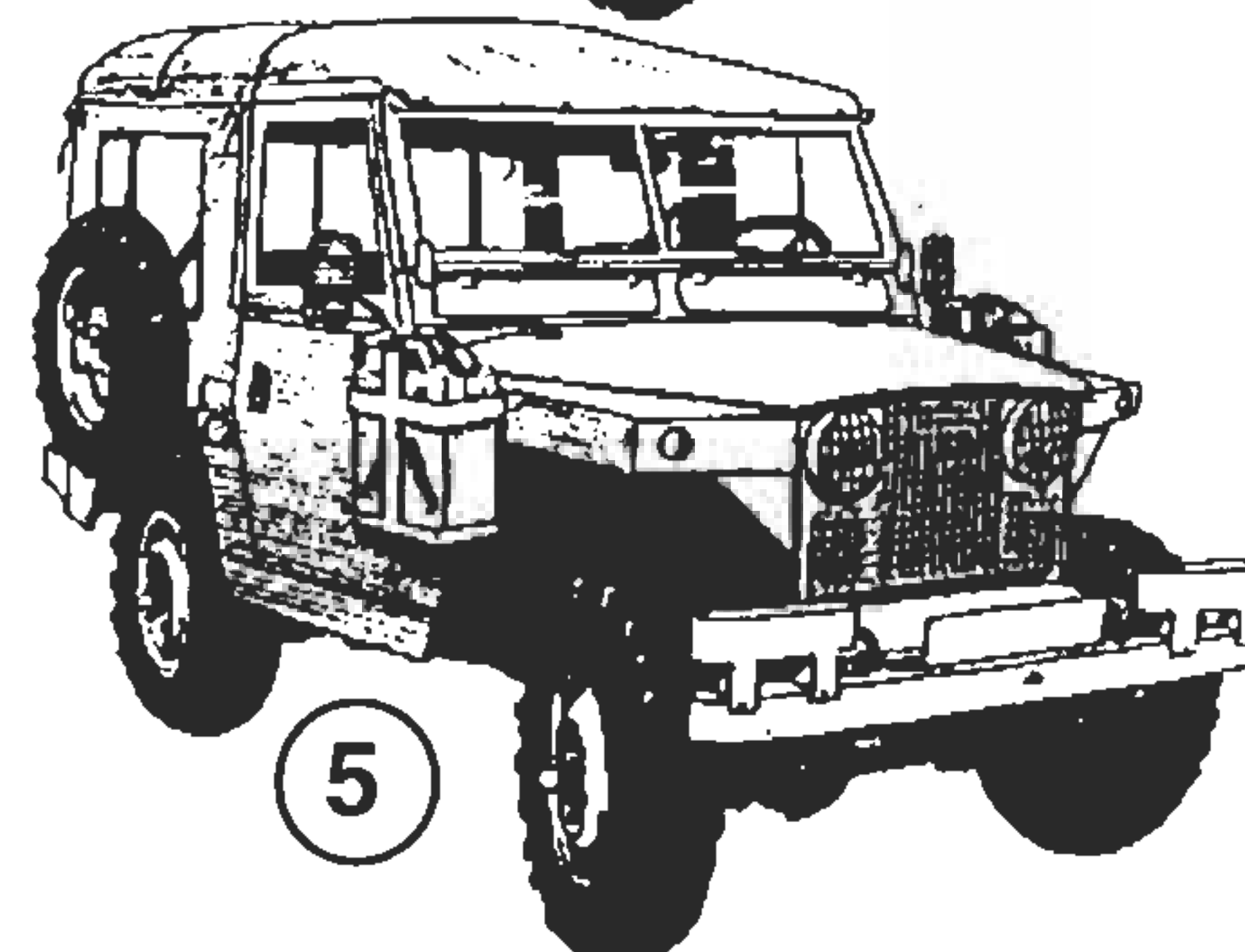
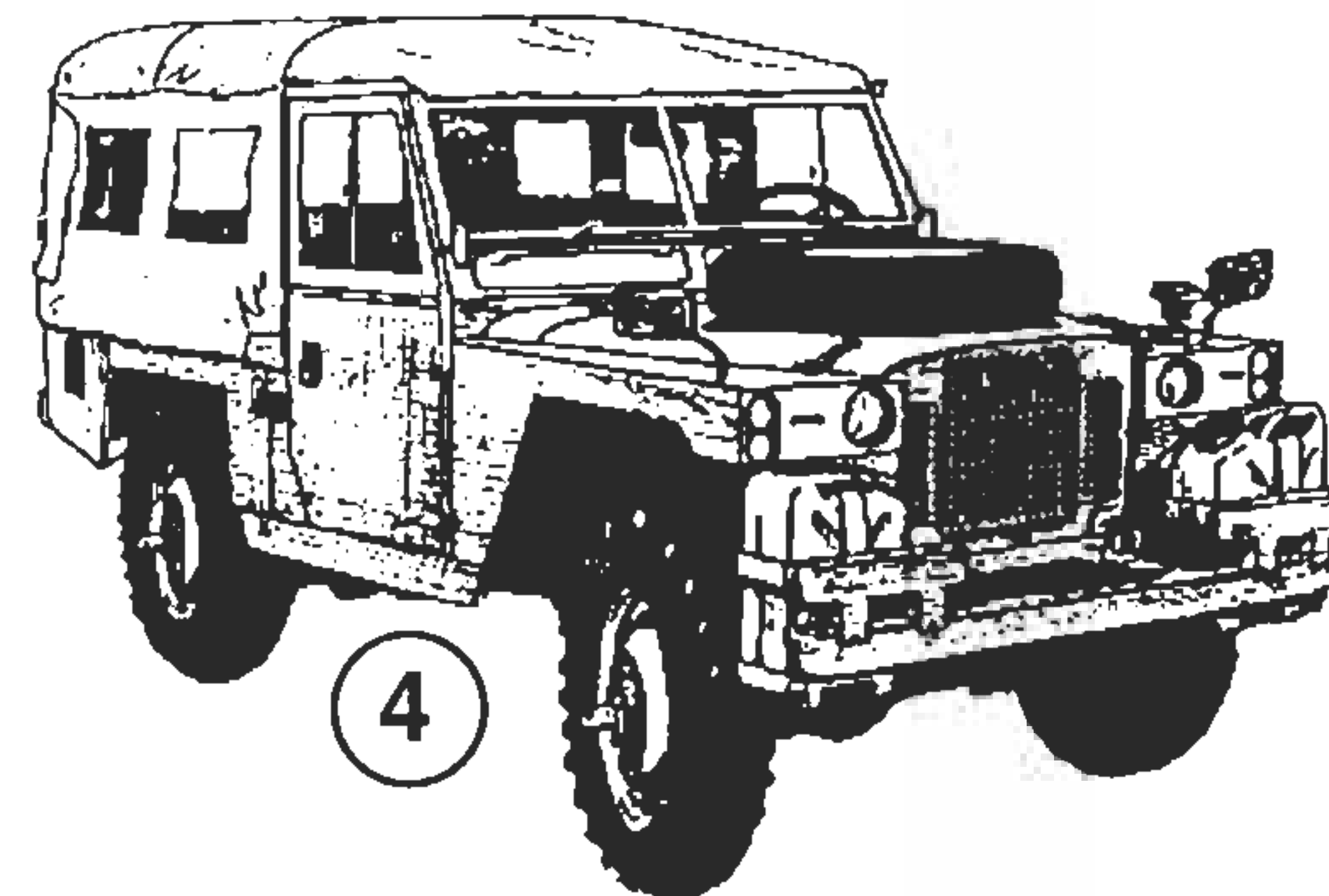
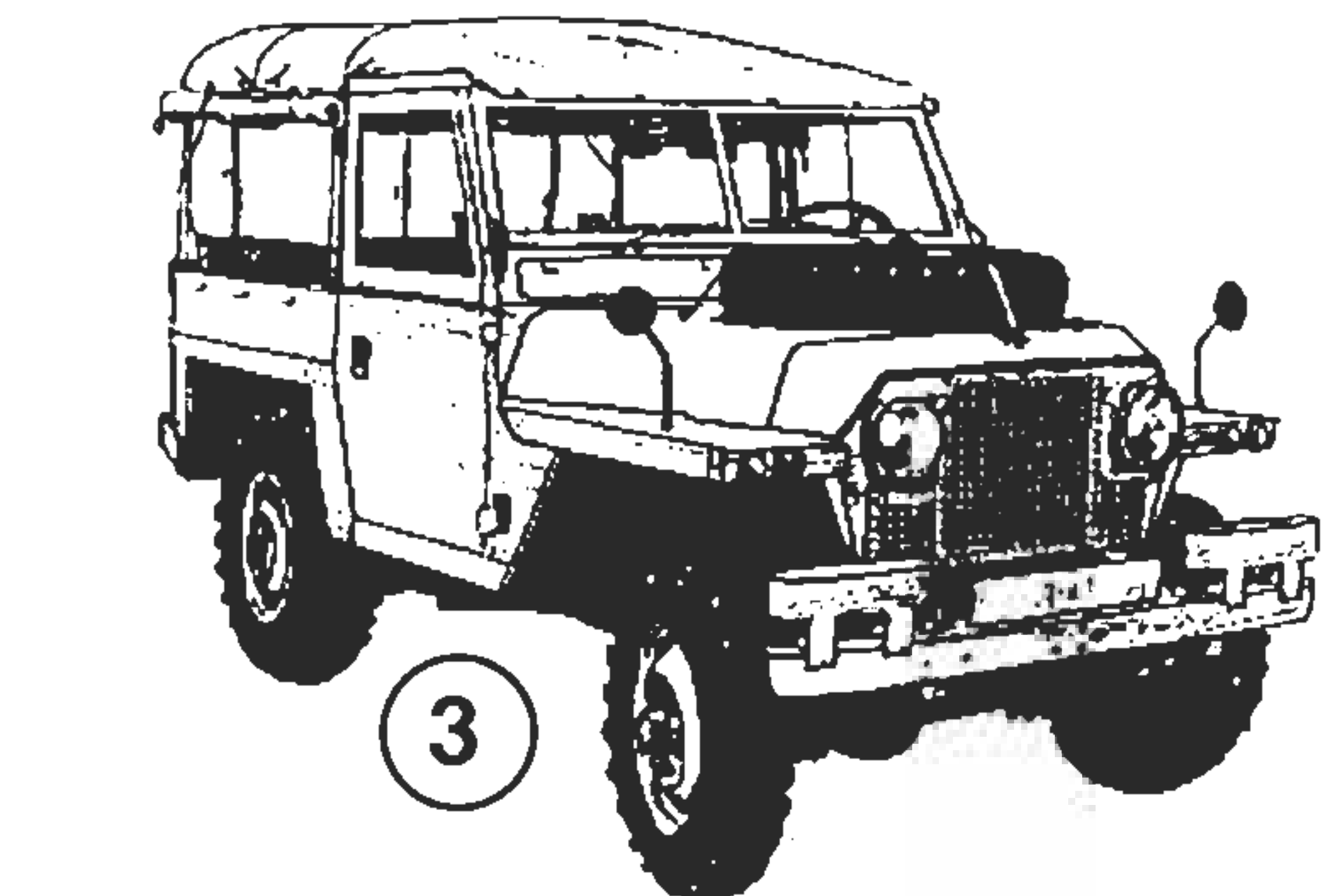
1. Series III. 1972–1985. Illustrated in its General Service (G.C.) form. Large diameter side light lenses and 110-style mirrors are typical features of 1980s models. Bumper overrides were sometimes dispensed with.

2. Series IIA. With the easily demountable body panels removed. These panels were carried separately either on a pallet or a Sankey trailer. Within a few years of service entry, there was no need to strip the vehicle.

3. Early Series IIA. 1968 configuration. The 1969–1972 models were almost indistinguishable from Series IIIs, the windshield hinge bracket being the only obvious difference.

4. Santana 109 "Militar". In 6 cyl. form, radiator grille is moved forward. Standard bonnet with extension between it & bulkhead. 4 Cyl didn't have extension. Militars also available in 88 form. Civilian 88 know as "Ligero" (Spanish for Lightweight).

5. Morattab Lightweight 88. Similar to Santana Ligero. Basically a Series III with IIA radiator grille panel and light configuration. Wing leading edges swept back.



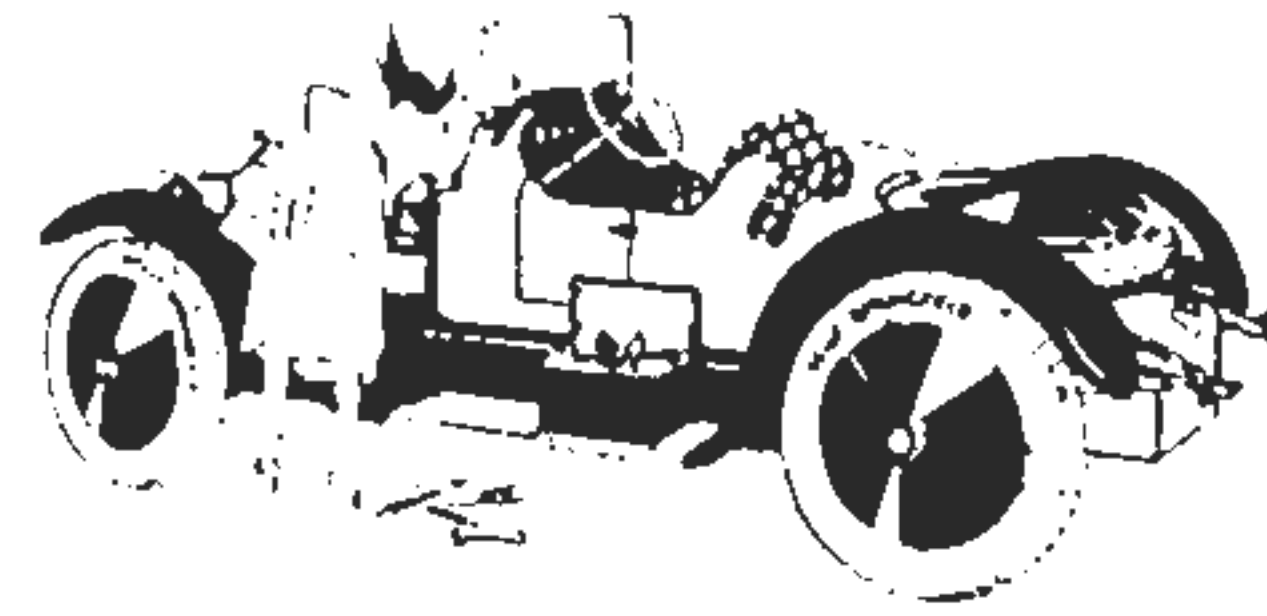




While at the Portland meet, Granville Pool got a couple views of this Land Rover "Fire Tender".

## Land Rover Literature

### ORIGINAL Automobile Literature 1900-Present



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Movie buffs might be interested in the following is message found among the Internet Rover group's messages, The Daily Digest:

From: "Mr. Ian Stuart, Faculty"  
<IAN@lab0.vet.edinburgh.ac.uk>  
Date: Mon, 26 Sep 1994 08:57:37 +0000  
Subject: famous Rover owners  
Here is the current list of famous people with Land Rover vehicles (or good connections with them)

Please send any additions/corrections to [Ian.Stuart@ed.ac.uk](mailto:Ian.Stuart@ed.ac.uk)

- Kevin Costner - a black 88 (I, II, III, hybrid?)
- Ross Perot - Several — Series IIA's and III's
- Robert Wagner - ?
- Robin Williams - 90 Defender, but used to drive an 88 before Mork
- Janet Jackson - Discovery? (Gift from agent or someone)
- John Rhys Davies - ?
- Sting - Discovery
- Oprah Winfre (sp?) - Defender (90/110?)
- Sylvester Stallone - 109
- Anika Rice (UK TV personality) - RR based dune-buggy (UFS 475 Y?)
- Tom Cruise and Nicole Kidman - Range Rover LWB
- Demi Moore and Bruce Willis - Range Rover LWB

- Meg Ryan and Dennis Quaid - Range Rover LWB
- Don Johnson and Melanie Griffith - Range Rover LWB
- Mel Gibson - Range Rover
- Michael Douglas - Range Rover
- Jane Fonda - Range Rover
- Emilio Estevez - Range Rover
- Patrick Swayze - Range Rover
- Jack Nicholson - Range Rover
- Stefanie Powers - Range Rover
- Michael J. Fox - Range Rover
- Rod Stewart - Range Rover
- Cher - Range Rover
- George Michael - Range Rover
- Barry Manilow - Range Rover
- Michael Jackson - Range Rover
- Rosanne Barr-Arnold - Range Rover
- Richard Branson - Range Rover
- ?Kath from EastEnders (UK)? - Range Rover ← actually, it was her boyfriends.
- Elizabeth Windsor (et al) - Range Rovers, Discoverys and Defenders
- Queen Elizabeth - A Bronze Green 110 Defender (manual)
- Ralph Lauren — approached LRNA with the concept of a Ralph Lauren RR



# General Service Robin Craig

Last issue I left you all looking at some early series I vehicles in military service. So, I will carry on right where we left off. More series ones this time in civilian hands, rebuilt to what is believed to be their original military colours and configuration.

These examples show well some of the early changes that distinguish them as military Land Rovers. These features are what you should look for if you think that the heap in a scrap yard is a little different. Keep in mind a number of these gems have made it to this side of the pond.

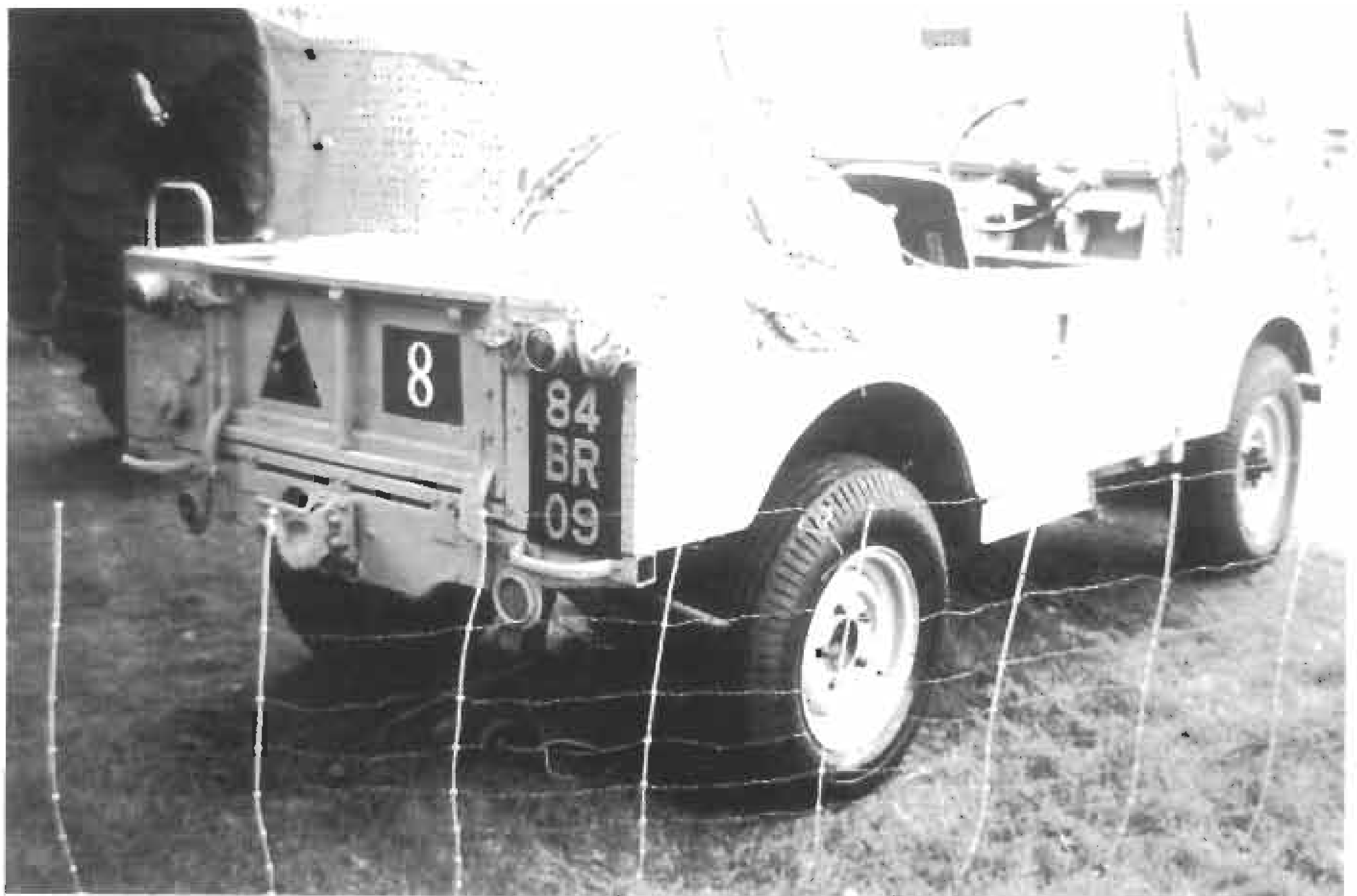
The front of 42 BP 83 at first glance seems pretty normal. What gives this one away is the headlight mounts. Some time these are called FV (Fighting Vehicle) pattern or just military headlights. These were a standard military light that was found on a large number of British wheeled and tracked equipment after the second World War up until the 1970s.

The yellow disk on the drivers side is called a bridging plate. In wartime bridges had a designated weight capacity. The loaded vehicle weight was painted in black on the plate. As long as the number on the bridge was the same or greater than the number on the vehicle you could cross. Sometimes the plate was replaced by a painted yellow circle. You might find this when stripping the paint down. On some vehicles the military registration numbers were painted onto the body work, watch for this as well.

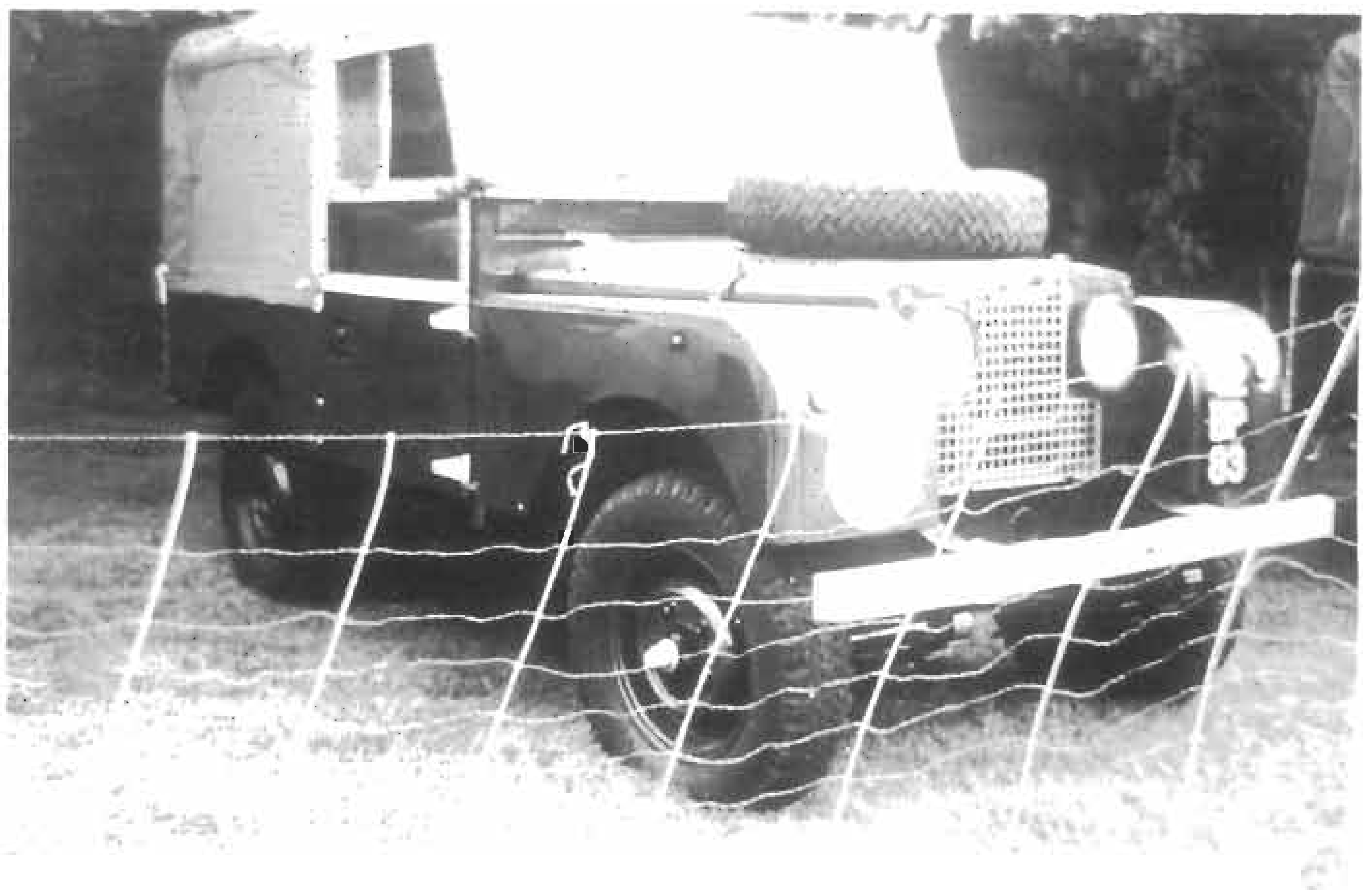
The rear of 84 BR 09 starts of with a normal enough rear end. The bumpers / grab handles are normal. The towing hitch is a military pattern though. The clincher is the trailer light socket on the left. This is a multi pin socket. Covered when not in use by a threaded cover cap. What looks like another socket above it is in fact the storage position for the cap, again threaded. This vehicle carries unit markings on the tailgate. The rear lights are a little different. As I am in the middle of a research on them I'll comment more on them next time.

If, like myself you enjoy ex military Land Rovers then you might want to check out the British based EX-MILITARY LANDROVER ASSOCIATION. This group put out a wealth of information in their newsletter. The Secretary is Mark Cook of 29 Bossard Court, Leighton Buzzard, Bedfordshire LU7 7DE Great Britain.

Robin Craig, rc@fourfold.ocunix.on.ca  
snail mail to 2821 H, Baycrest Drive, Ottawa,  
Ontario, K1V 7P6 CANADA.



**42 BP 83. Series I, Right-Hand-Drive, Sand color.**



**84 BR 09. Series I, RHD. Green.**

## **Ooops...Apologies to Robin Craig**

*Last issue we published 4 photos which came to us in the form of slides. It would seem that we mistook Robin's cataloguing numbers as year dates and printed them as such. The actual dates for the vehicles are not known. We hope that this error didn't cause too much confusion to our readers or that you could possibly think that Robin doesn't know his Rovers. Editor.*





## Tech tips

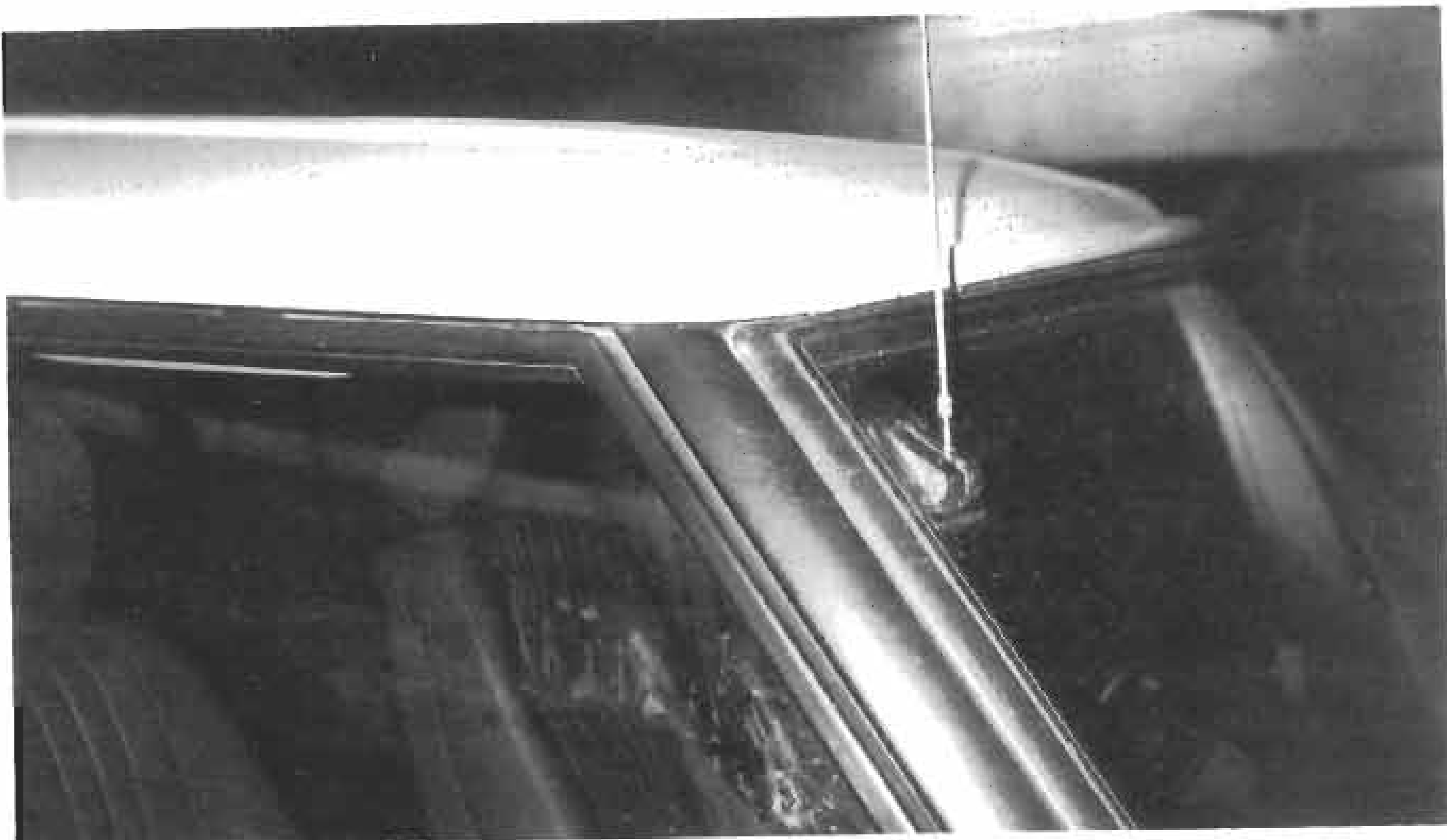
# Range Rover CB Installation

John Brabyn

A Citizen's Band radio is generally considered essential for off-road expeditions, both for communication with other vehicles on the trail (many clubs will not allow a vehicle to participate in trail rides without a CB) and for summoning emergency assistance. In Range Rovers, there is not a lot of spare under-dash space to mount a conventional CB unit, and few owners are keen on the idea of drilling holes in the roof or elsewhere for an antenna. However, solutions can be found which overcome these obstacles.



**This CB unit was mounted onto the verticle plastic panel underneath the driver's seat.**



**A 'through the window glass' mount uses capacitive signal coupling and needs no holes through the windshield.**

Several manufacturers (Cobra, Midland and Uniden) make CB radios with all the controls in the microphone unit, so that the other parts of the radio can be mounted out of sight. I recently installed a Uniden unit, which contains all functions in a microphone-sized unit with a single coiled cable leading to a combined terminal box and microphone bracket.

This I mounted on the vertical plastic panel below the front of the driver's seat cushion — inconspicuous but ready to hand. When the unit is in active use, a hook and loop strip on the side of the plastic trim above the transmission tunnel provides an even more convenient resting place for the microphone.

The usual approach to the non-marring antenna mount dilemma is the use of magnetic mountings; this is out of the question in the case of the Aluminum Workhorse. Possible alternatives include bumper and gutter mounts, but even these require paint penetration at the point of contact so a ground connection can be made.

A more convenient solution is the through-glass window mount, which uses capacitive coupling of the signal through the windshield to the antenna, without the need for any holes. I chose the Antenna Specialists Co. Model 240; the antenna comes with an excellent mounting kit and instruction sheet. Installation involves cleaning a suitable spot on the windshield (usually the upper right hand corner), and affixing the antenna base on the outside and the coupler inside using double sided tape and silicon adhesive. I mounted the antenna base an inch or so below the top of the windshield to allow plenty of clearance from the heater wires embedded in the glass.

The antenna itself is a center-loaded quarter wave type, about four feet long and rated "9 1/2 on a scale of 1 to 10" according to my vendor who sold a wide range of radios and antennas. It can be easily mounted and dismantled from the base as needed, and collapses into two parts for easy stowage — for example under the carpet in the back seat. (I leave mine off unless I am on a trip, since it won't fit under the garage roof, and is not too convenient in car washes!)

The required electrical connections present few difficulties; the coaxial cable from the coupling unit on the inside of the windshield can easily be routed downwards behind the plastic trim piece inside the "A" pillar so it is out of sight. The cable is then led under the carpet and behind the center console to the space under the driver's seat. Plastic jumper connectors can be conveniently used to make the two required connections (12 volts and ground) between the CB terminal box and existing wiring.

Any of the numerous black wires under the seat will do for the ground. I connected the 12 volt input to the load control relay feeding the driver's side seat controls; this line (also located under the seat — white with yellow tracer) is fused at 30 amps and is activated both by the ignition switch (including the auxiliary position) and the driver's side door courtesy light switch. This ensures that the CB will not drain battery power if accidentally left on when the vehicle is left unattended, but allows operation of the radio from outside the vehicle without having to reach in with the key and turn on the ignition; you can merely open the door and grab the microphone.

As with any CB setup, the antenna should be tuned for optimum performance (minimum VSWR) after everything is installed — the vendor performed this service free of charge. The resulting installation is extremely unobtrusive, and so far has been trouble free.



# Better Bleeding

Mark Ohno



Drilling a hole into the transmission cover allows for easy clutch slave cylinder bleeding.

Bleeding the clutch slave cylinder on series II and IIA Land Rovers is a bit awkward. It is inconvenient to do from below, and while the access hole next to it in the tranny cover is convenient for the box end wrench to control the bleeder screw, it is hard to get a piece of tubing to make a right angle bend through it and still persuade it onto the bleeder nipple.

After accepting that I would be doing the bleeding thing repeatedly over the ( long ) life of my Land Rovers, I devised an easy modification. I drilled a hole just the right size for my bleeder tubing vertically through the tranny cover right above the bleeder screw. Now I can feed the tubing through this hole, through my box wrench, grab it with needle nose pliers through the access hole, and slide it right on the bleeder nipple with no struggle. Auto body supply shops have plastic and rubber hole plugs to plug the hole when not in use, and actually Land Rover Parts has a full range of them to plug various sized holes.

## Park Up Hill

Many Series I, II & IIA owners know that they should never park their vehicles facing down hill. But this tip is sometimes not passed on to the next owners. Early Land Rover gearboxes were designed so that they do not need a front oil seal. The front shaft, which extends through the casing and through the clutch throw-out bearing, has a screwlike design. When the shaft is turning, the screwing action pulls the gearbox oil back into the gearbox when the vehicle is on a downhill grade.

Obviously this action can only take place when the engine is running. If the vehicle is parked facing down a reasonably steep hill, the gearbox oil can pass through the casing onto the clutch face. Symptoms of this will be a grabbing, or shuddering clutch.

Series III Land Rover owners do not need to worry about this, as the front shaft on those models was given a seal.

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# What Tires? - Those Tires!

## Richard Watkins

I really don't know how or why it happened but fate was on my side when I received my Spring 93 edition of the Aluminum Workhorse in late August.

I had just recently sold off a mid eighties model FJ60 (dare I mention) Toyota Land Cruiser. The Cruiser had come to me by chance and I took on the project of engine replacement and brake restoration along with a list of other necessary repairs. I was curious to see how this machine stood up next to my Series. III 88". Well, after months of work and plenty of expensive parts bills, it was finally ready for the test.

For those Rover folks who couldn't care less about Toys the FJ60 is more on the scale of the Range Rover type vehicle not the familiar FJ-40 version. A few weeks of a fifty mile daily commute to work with the FJ60 convinced me this rig just wasn't for me. So I decided to get out while the gettin' was good and sink some of my cash into the old faithful Rover. First order of business was the long awaited upgrade to 16" wheels, which in turn would require a search for just the right tire. I called Lanny Clark at Rovers North who suggested some of the tires I might consider and encouraged me to go with the sixteens. Considering the usual great advice of the folks at Rovers North the order was placed and the sixteens were en route. That meant it was time to begin the tire hunt. By luck, just a few days later, I received my spring edition of AW which had an extensive article about "What Tires" to put on a Land Rover. Thanks to this article and its author (MJM), I set out in search of the Discovery Radial (Disco's), which are manufactured by the Cooper Tire Company in three different tread designs. Since most of my driving is freeway it was not easy to decide on which tread style would best suite me and my Rover. My decision was based on the reasoning that when it came time to call on the Rover to perform to its designed intentions that it would be best if it had the most aggressive of the tread patterns the Disco line offered.

Ordering the Discovery STT tires proved to be an experience in itself in dealing with the tire outlets in our area of southeastern Michigan, many of whom no longer carry the Cooper brand. Almost every store I stopped in I met salespersons set on selling me their brand which of course were supposed to be a much better product. But I stuck to my guns and the advice from those who had the experience (AW spring 93) and went for the Coopers.

In my search I believe I found the reason for the Disco's workability on Rovers. It turns out that most tires manufactured in the 750/16 size are only available in high load ranges meaning ten ply or more. Although tire manufactures still refers to them as LT's or light truck tires they will make a vehicle the size and weight of a Land Rover ride extra stiff. The Cooper Discovers however are available in a lighter load rating giving the Rover an improved ride.

Fortunately, I finally found a Cooper dealer and placed the order for the STT's. My tires arrived and it was time to get the job done. The night I stopped in to take care of business we pulled the Rover into bay #4 and the guys working late surrounded the Rover and began to fire questions at me about this unique vehicle. This is one of the rewards of owning a Rover in an area that is virtually void of any of these superior machines. These guys had the tires mounted in record time, with at least five men simultaneously at work, it kinda looked like a pit stop during a Camel Trophy race. After some friendly conversation with the guys I was headed for the road.

The old Rover took to the new sixteens superbly. I notice a big difference the first time I engaged the overdrive, ahh how nice. That

little four cylinder has a little trouble on the hills but it just takes getting used to along with the extra braking required to stop those big meaty tires. At highway speeds, the tire noise is practically inaudible. If you do chose the STT aggressive tread design, be aware that they can pick up quite a large stone and at higher speeds can hurl a dangerous projectile. I found this to be a good reason to add a set of genuine Land Rover mud flaps.

If you're ready to fit your Rover with new tread the Cooper Discoverer is certainly a fine choice and definitely much less pricey than Michelin or Goodyear. Give your Rover that authentic look with the Cooper Discoverer STT You won't regret it.

## I Don't Do Windows

### Mark Ohno, CT

Yes I do, now that I found a source for Land Rover window channel at bulk prices. This fabric covered channel rots and frays and grows green grunge after a while, and then the windows cease to slide. It winds up being pretty costly to redo the windows on a Land Rover if you buy all the window channel by the cut piece ( I once bought a complete restorable Land Rover for less). Now you can't begrudge the specialist parts people making a living: we all depend on them. But the cost of channel means there are a lot of trucks that are left in a deteriorated state. J.C. Whitney, the mail order automotive accessories bible, sells window channel that matches the original in six foot lengths at a fraction of the precut cost. The old sheet metal retaining screws are often buried and you'll have to poke for them. The lower ones may have the slot rusted away, so you ought to have some abrasive means to grind the head off if necessary. It makes sense to put the new channel in with stainless steel screws. I am told that spraying the channel with WD40 or similar regularly will slow down fungus growth and delay its inevitable deterioration.

## Second Sight

### Mark Ohno, CT

As factory equipped with wing mirrors and small interior rear view mirror, early Land Rovers and particularly the 109 models contain inherent blind spots that may give you nasty vehicular surprises when you change lanes, and which you may not even be aware of. It is not always safe to turn around and look over your shoulder in heavy traffic. Peace of mind can be increased by placing a truck type fish-eye stick-on mirror on the right side wing mirror, and replacing the interior mirror with one of the long aftermarket mirrors with overlapping panels designed for station wagons. These give you a panoramic view out all of a 109's rear side windows at a glance. The cost is minimal. One hint though: I had one mirror panel loosen when its adhesive encountered a cold New England winter. Subsequently I placed hot melt glue like caulking along the edges where glass meets housing, and had no further difficulty on the several mirrors I have installed in my Land Rovers.

## Good Paint

### Joe Murphy, NY

We've all heard about paints that are supposed to stop rust. I believe I have found one. A company called Bill Hirsch in Newark, NJ makes a product called "Miracle Paint" He used to advertise in Hemmings.

I have used it and had great results! I plan to do my entire frame & fuel tanks with it.

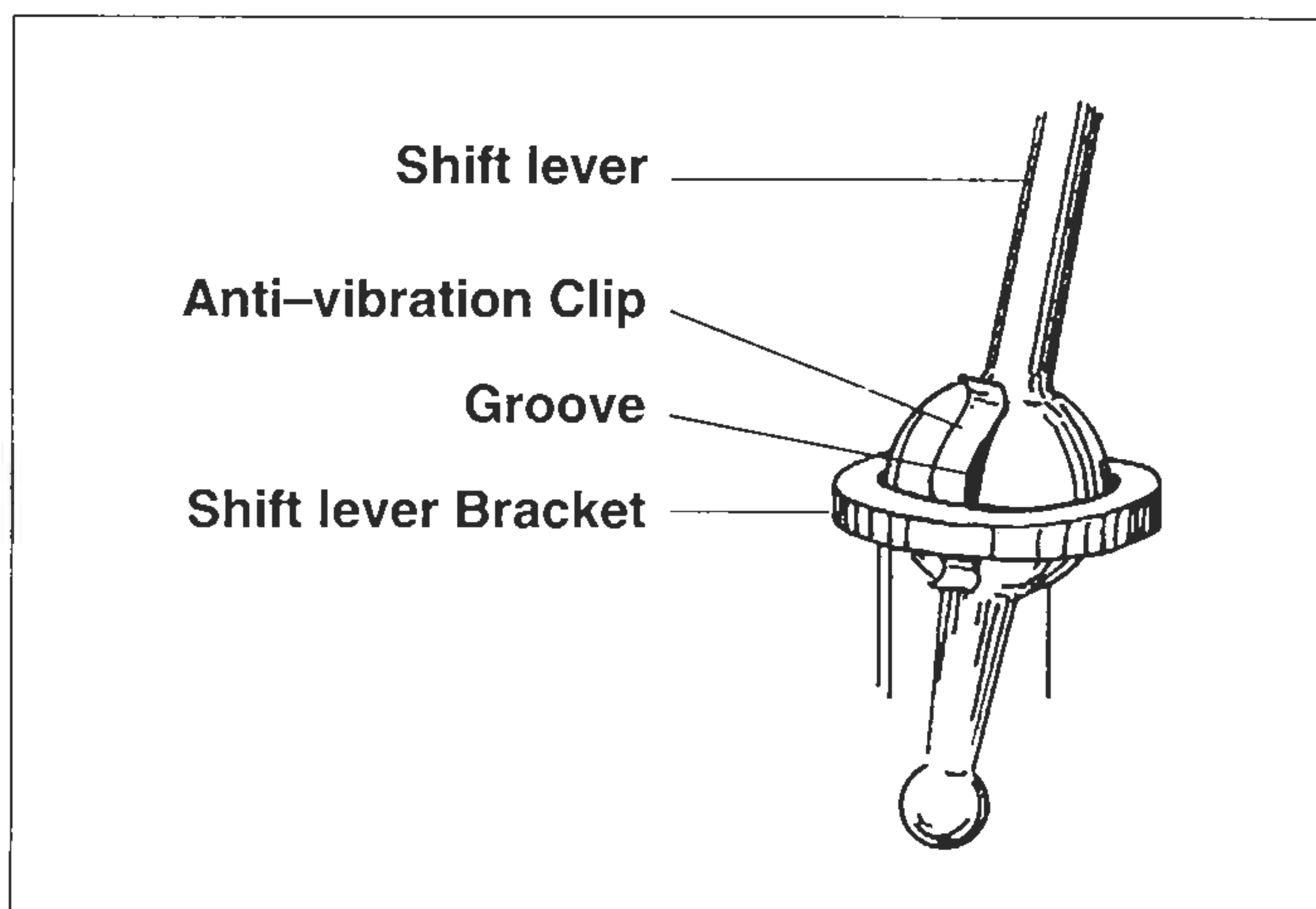


# Popping out of High Range?

Did you, perhaps, really tighten the nut/bolt that your Hi/Low Range lever pivots from to stop the vibration? Believe it or not, it's supposed to be able to be moved freely.

Not only that but, when too tight, the bracket there acts as a spring to pop the lever into the neutral position while driving. If it stays in High or Low range for a while, the road vibration eventually lets it slip into neutral.

To stop that obnoxious vibration, there is a little (and little known) clip that belongs in the slot in the back of the ball. Most Land Rovers haven't had that clip in years. They are, however, still available at your favorite Land Rover parts house.



An approximation of how the anti-vibration clip attaches to the shift lever.

## More on Venting

Steve Deneke, NJ

A friend pointed out the air bubbling out the filler screw on one of my WARN winch hubs one warm morning following five days and nights of cold. We know the rear axle and overdrive are vented and it has been recommended to vent the gearbox & transfer case.

Now if, when trapped air gets warm, it has to expand, how many other places leak oil because the air can't get out?

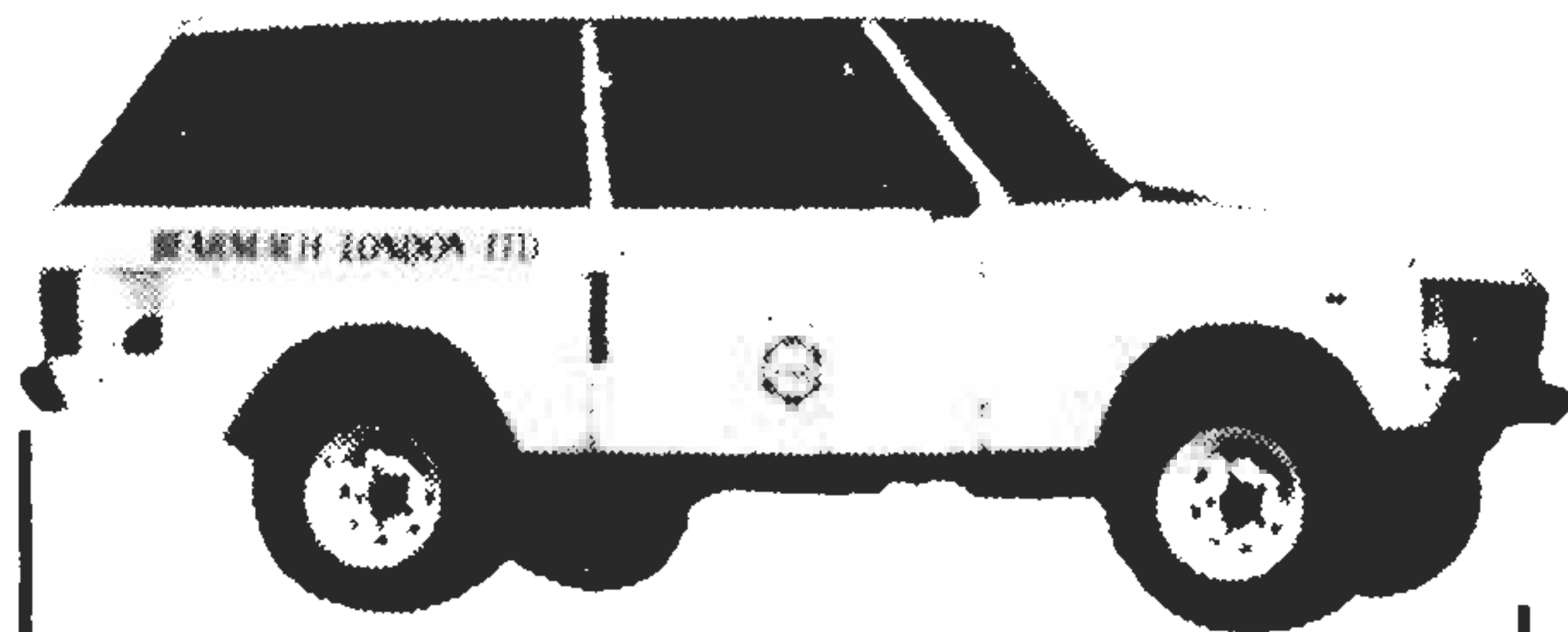
One of my 109s has always leaked everywhere, even with new parts. I drilled a vent hole in the filler screw & plug for the steering relay and box. I also put right angle pipe-to-hose fittings in place of all other fill or level plugs. Hoses where appropriate to air filter.

No more leaks!

## Choosing Brake Fluid

Another thing that is often not passed on to new owners of Land Rovers is that it is very important to use *only* Castrol brake fluid.

The rubber that is used in the manufacturing of the seals in your master cylinders, slave cylinders, and wheel cylinders deteriorates quickly when *any* other brake fluid is put into the reservoirs. If the previous owner didn't know this, start saving your pennies now because, even if you remove the incorrect fluid right away, you are going to have to replace all those seals soon.



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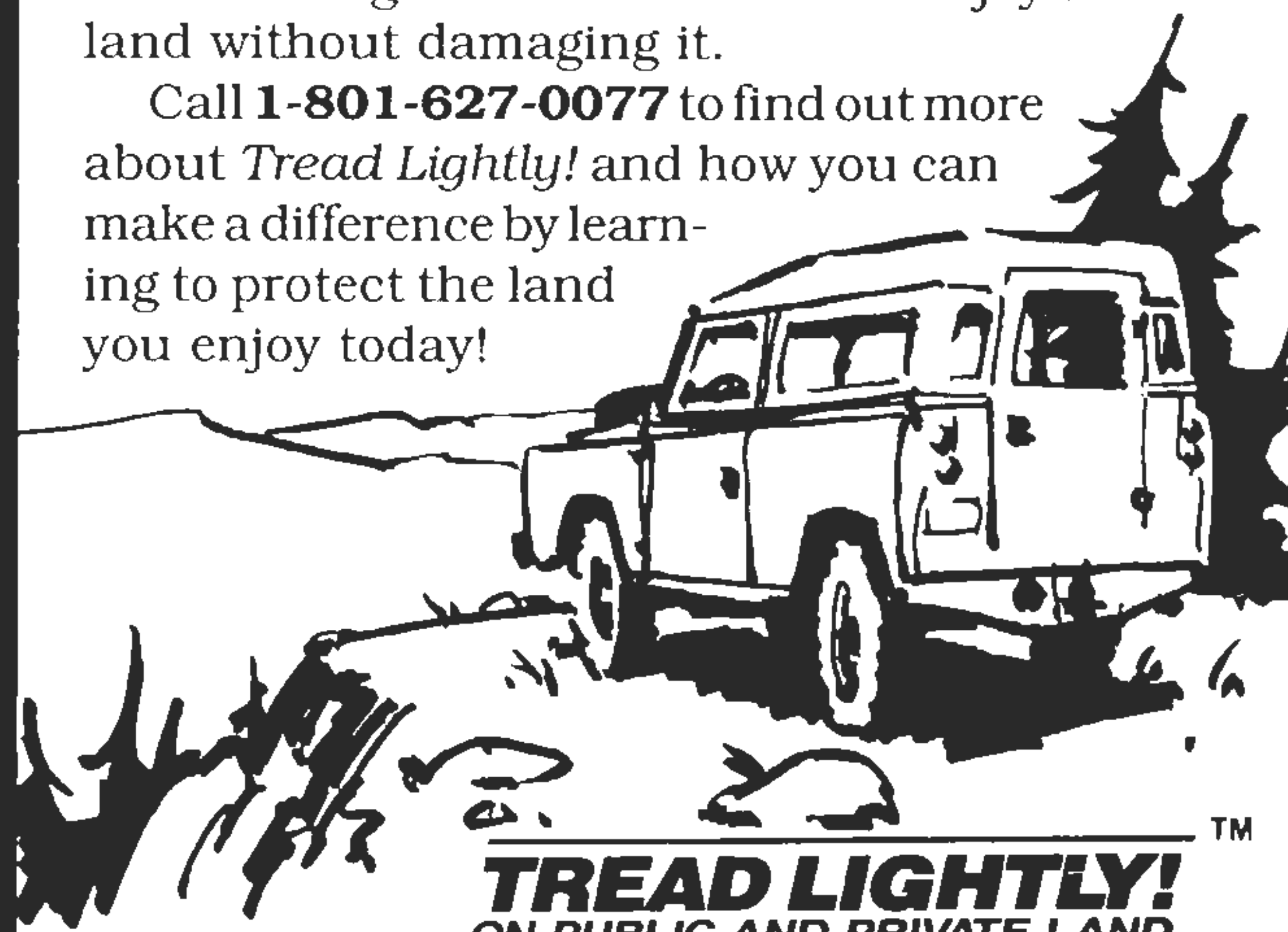
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# Marketplace

Marketplace ads are free to members selling or in search of vehicles or parts for themselves. Please limit your vehicle ad to 7 lines. Ads with \* ran in the last issue also.

## VEHICLES

1967 109 Station Wagon. 6 cyl., tropical hard top, new brakes, electrical, exhaust. Straight body, good chassis. Some rust on T-frames only. Hardship. Must sell. \$4,200.

Call Gerald at 503-755-0929 (OR).

127" for sale. Rear ambulance bed removed - flatbed. Front cab still on. Call Robin at 613-738-7880 (Ontario).



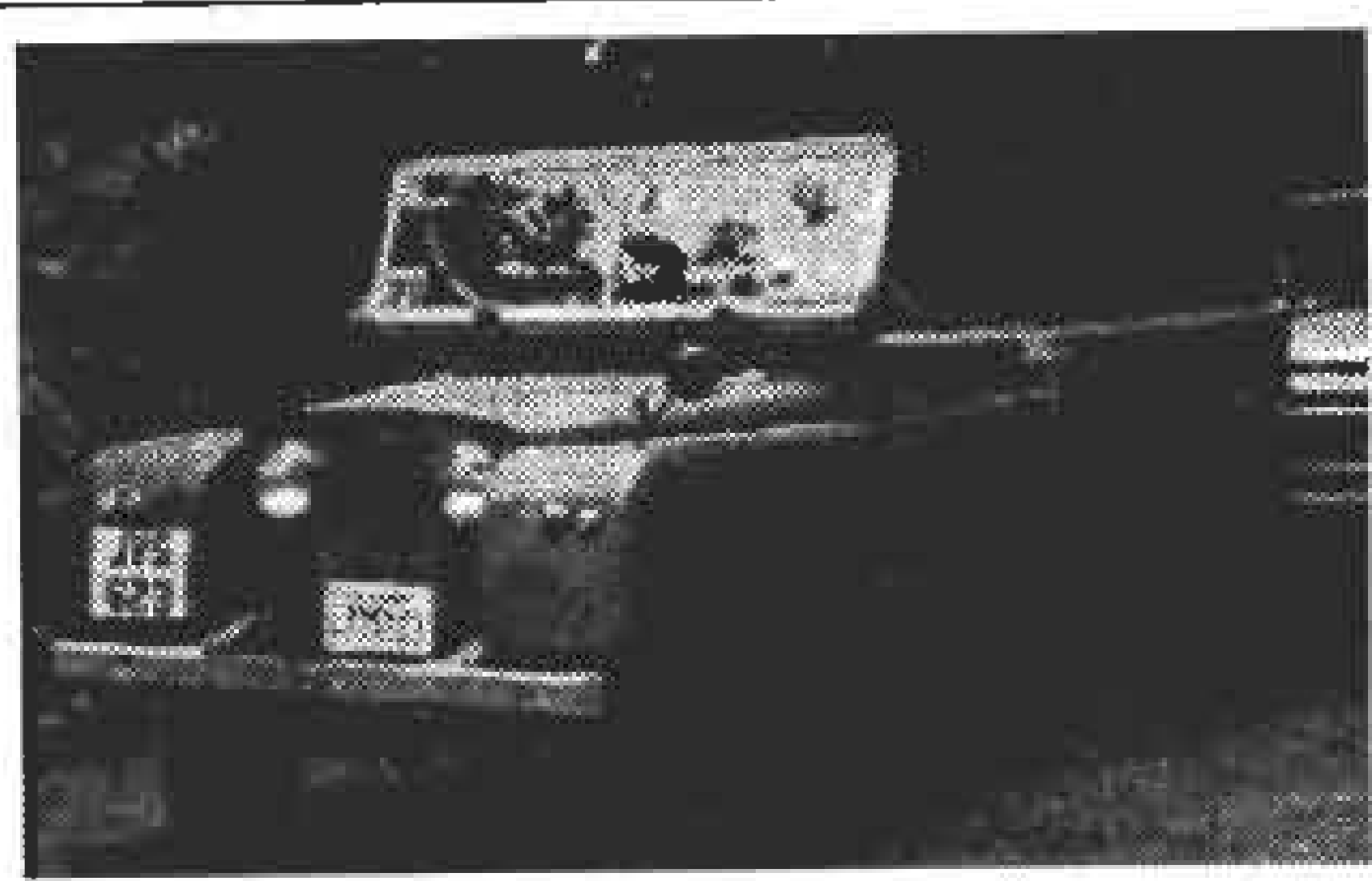
\*'66 109 S.W. Frame-off restoration to include door panels & hood. Rebuilt engine & trans. New steering relay, tie rod ends, gas tank, & interior. Many more items also new. \$18,500. 615-263-2784 (TN).



\*'65 109 5-door. 53,000 true miles. Tropical top. Used weekends and is in good working order. \$7,000. Please call Dr. Morton at 915-592-8666 9-5 Mt. St. Time. (TX).

'61 Dormobile. 4 cyl., RHD. Great condition. Ready for anything. Sleeps 4. Sink, stove, 7'8" headroom. Blue. Quite rare - 150 ever made.

Also '67 Dormobile 6 cyl., RHD. Very good cond. New carb, radials. 4 person model. Gray. Ruhs & drives perfectly. Needs some cosmetics to be great. Call Mike for details. 207-236-8162 or fax 207-236-8169 (ME).



\*1954 Series I 107. RHD. Currently not running. 2 liter petrol engine needs to be rebuilt. Everything else in good shape. Have truck cab, 3/4 canvas, parts catalogue & workshop manual. Great project vehicle for the enthusiast. Asking \$3,000. Jay, 510-339-3825 (CA).

'67 Dormobile. 6 cyl., RHD. Excellent condition. \$10,00.

'65 Ex-Military 3-door hardtop 88. With extras.

'66 Civil 88. Safari Roof. Price on request. Phone 207-236-8162 or fax 207-236-8169 (ME).



\*'72 88. 8,000lb Warn Winch, Roof Tent, Overdrive, Chevy 6. 45 ga. fuel, C.B., Wide Tires, lots of extras. Scotty has gone through Trans., Both Diffs., and rebuilt Brake System less than 2 years ago. \$9,000 worth of work done. Asking \$7,200. Call Marvin at 702-972-0748 (NV).

\*'73 Lightweight. LHD. Ex RAF, USA maneuvers vehicle. Excellent cond. No rust. Weber carb, new fuel pump, battery box, webbing. Manual & tons of spares. 69,000 miles. Call Dave Bean at 209-754-5802 during normal business hours Pacific Std Time. (CA).

\*'66 IIA 109. 12 seater safari model. Full roof rack with front & rear lights. New bronze-

green paint inside & out. New overdrive. 12,000 miles on professionally rebuilt '72 2 1/4 liter engine. Hardened valves & seats. New Zenith carb and Chevy 60 amp alternator. Strong frame with new rear crossmember. Excellent overall cond. Asking \$9,500. Mike Bross, 704-692-7415 (NC).

\*'64 88. NOS 215cid V-8 with automatic trans (TH 400) on new heavy duty frame. 109 suspension. Completely rebuilt. Fresh paint, new exhaust. Full 4WD & hubs. Was building as my serious off-road toy but switched to coil sprung chassis. Drive away as is, \$7,500. Finished, \$10,000. Will sell drive train or chassis separately. John, 201-445-0361 9am to 9pm (NJ).

## PARTS

1987 Range Rover parts. A rolled vehicle. Call on available parts. 805-544-7927 (CA).

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— present, \$12 each year. Add \$3.50 shipping. Visa/ MC/ Specify year and model. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211. 315-432-8282 or fax 315-432-8256.

Dormobile elevating roof assembly. Includes bunks. Will bolt directly to any 109 hard top. Gives you standing headroom and two bunks. Call Mike for details. 207-236-8162 or fax 207-236-8169.

\*New gas tank. Under seat type. \$150. Jeff, 702-463-2011 (NV).

\*Have 2 GM 215 V8 engines stroked to 266 cid. Will fit into Range Rovers. All the fancy work & parts. 5,000 miles on each. \$3,000 for one & \$3,500 for other. John, 201-445-0361 (NJ).

\*Range Rover workshop manual with binder. '87-'91 Lucas Fog lights with Lexan covers (one lens broken). New coil, tow wiring connector, wheel locks. All for \$150. Ross, 916-659-7061 (NV).

\*2.25 petrol, 2.5 petrol, gearbox, Salisbury axle, winch, 88 galv. chassis, pickup cab, high ratio transfer box, wings, seat cushions, 88 soft top sticks, tailgate, etc. Fair prices. Dan, 916-257-6869 (CA) keep trying.

\*Motor. Series IIA. Complete with Zenith carb, new generator. Oil pressure — 50psi when hot. Guaranteed good motor. \$650 obo. Alan 314-243-1364 (MO).

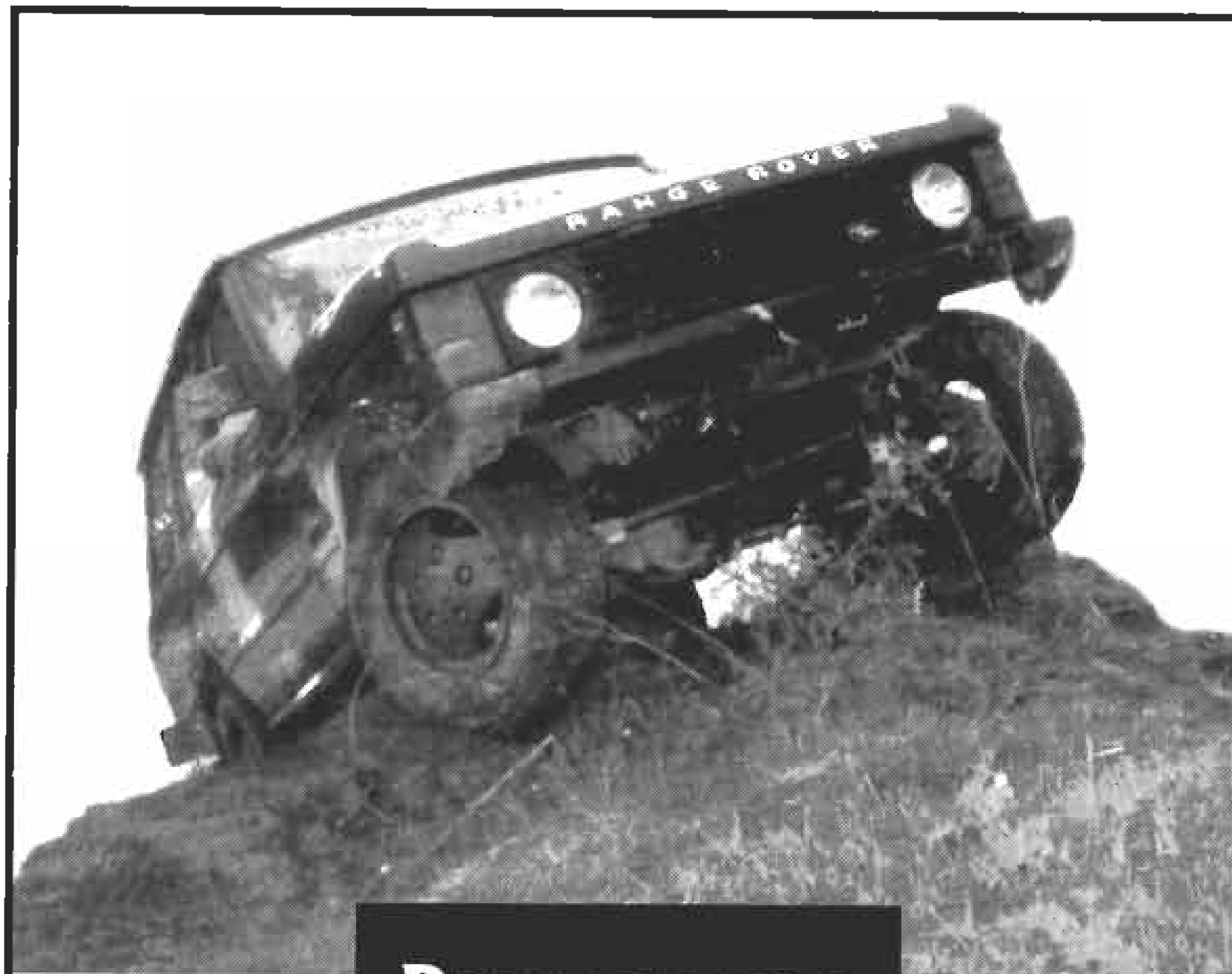
\*Used; Chassis 109" regular civilian (could be modified to fit 109" s/w) excellent condition, no rust, \$1200. Salisbury 109" rear end 4.7 new May 1990 w/o brakes, \$800. Intake/exhaust manifolds 2 1/4, \$50. Core water pump (rebuild & carry as spare), \$10. Flywheel series III 9 1/2", \$50. Clutch cover 9 1/2", \$15. Distributor 2 1/4 (non emissions), \$30. Mounting bracket 2 1/4 for delco alternator, \$10. Crankshaft pulley 2 1/4, \$20. Canvas top set & tailgate & hardware (no canvas) 88", \$400. Tool locker under LH seat w/battery tray, \$35. 90/110 type all plastic tail lights, \$10. Plain black seat cushions 3 backs & 1 base, \$20 ea. new. Door latches series III antiburst RH only no lock tumblers, \$50. Timing chain set for P6B/3500S (all 3.5 V8's?), \$20. Rick, 206-337-1185 or fax 206-347-7757 (WA).

## WANTED

\*Advanced Adapter's Muncie 4-speed transmission to Land Rover transfer case adapter. Barry, 801-359-2454 (UT).

\*Land Rover. Must be in very good condition. Will trade 1974 BMW 2002 Tii. Very collectable sports coupe in excellent condition. Value approx. \$6,500. Mark, 503-667-1921

\*Key Fobs from Land Rover Dealers for collection. Mark Ohno, 81 Pond Hill Rd. North Haven, CT 06437.



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908-439-2336  
\*SV
- Page Automotive  
Green Bay, WI  
414-496-0496  
\*SV
- Paul Safari Components  
P.O. Box 39 Queenston St.  
Ontario, Canada LOS 110  
416-262-4446  
\*P \*UP \*F \*SV
- Paul's Mobile Service  
Manchester Center, VT  
802-362-3058  
\*SV
- Passport Foreign Car  
Piscataway, NJ  
908-469-0738  
\*SV
- P J Foreign Car, Inc.  
Hutchinson, MN  
612-587-5558  
\*SV
- Prestige Auto Service  
Fort Lauderdale, FL  
305-760-4444  
\*SV
- Prestige Motor Club  
Long Island City, NY  
718-937-6262  
\*SV
- Prestige Motors  
Madison Heights, MI  
313-585-9730  
\*SV
- Ramones Jaguar Shop  
Villa Capar Guaynabo, PR  
800-781-8554  
\*SV
- RC Repair  
526 Doremus Ave.  
Glen Rock, NJ 07452  
201-445-0361  
\*SV \*F
- Red Line Engine Repair  
Canaan, NY  
518-781-4670  
\*SV
- Rensport Auto  
Bedford Hills, NY  
914-241-3338  
\*SV
- R. J. Scott Frame  
Restorations  
South Langley, BC  
Canada  
604-533-4378
- Rocky Mountain Rovers  
731 51st Ave., S.W.  
Calgary, Alberta, Canada  
403-253-7977
- Rogers Garage/LR Service  
Hampden, ME  
207-862-3428  
\*SV
- Rovers North  
Box 71  
Westford, VT 05494  
802-879-0032  
\*P \*UP \*F \*SV
- Rovers West  
4060 E. Michigan Ave.  
Tucson, AZ  
602-748-8115  
\*P \*UP \*SV
- Roverworks  
Box 307, Ruskey Ln.  
RR1, Hyde Park, NY 12538  
800-999-6402  
914-266-5025
- Rover Works, Canada  
Site 72, RR #2, Box 16  
Summerland, BC  
Canada V0H 1Z0  
\*S \*SV \*F \*P \*UP \*RS
- Rover Works, The  
8788 Baltimore National Pike  
Ellicott City, MD 21043  
410-461-7162  
\*S \*SV \*P \*RS
- Ship's Mechanical Services, Inc.  
12755 NE Whitaker Way  
Portland, OR 97230  
503-252-5566
- Stevenson's Import  
Bethel CT  
203-744-3420  
\*SV
- St. Foreign Auto Parts  
Syracuse, NY  
315-478-2161  
\*P \*SV
- Ted Howard  
Warren, ME  
207-273-2370  
\*SV
- Tepas Auto  
Buffalo, NY  
716-826-6666  
\*SV
- Tom's Mechanical Emporium  
601 Genesee St.  
Syracuse NY 13204  
315-475-0271  
\*SV
- U.K. Trek And Traction Parts,  
Ltd.  
105-20577 #10 Highway  
Langley, BC  
Canada V3A 5E8  
604-534-6971  
\*P
- Utica Lincoln Garage  
Utica, NY  
315-735-5251  
\*SV
- Walter Miller Auto Literature  
6710 Brooklawn Parkway  
Syracuse, NY 13211  
315-432-8282
- West Coast British  
190 Airway Blvd.  
Livermore, CA 94550  
510-606-8301  
\*P \*UP \*SV
- Westport Getty  
Westport, CT  
203-227-8244  
\*SV
- Winning Makes  
Santa Barbara, CA  
805-963-3114  
\*SV



## Land Rover Clubs In North America

These are clubs you may be interested in joining. Please help us keep it up to date.

<p>Bay State Rover Owner Assoc. PO Box 342 North Scituate, MA 02060 Attn.: Jim Pappas</p>	<p>Island Rovers 2685 Otter Point Rd. RR2, Sooke, BC V0S 1N0 Canada Attn.: Ron Low</p>	<p>Land Rover Owners' Assoc. of Manitoba PO Box 331 Powerview, Manitoba R0E 1P0 Canada</p>	<p>Newfoundland Rover Register #2 Holden St. Mt. Pearl, Newfoundland A 3H4 Canada Attn.: Kevin Burton</p>	<p>Rover Car Club of British Columbia 2671 Sechelt Dr. North Vancouver, BC V7L 1N9 Canada</p>	<p>Solihull Society Box 916 Monument, CO 80132</p>
<p>Blue Ridge Land Rover Club PO Box 507 Parkersburg, WV 26102-0507 Attn.: Cheryl Ritchie Ph. 304-422-0531</p>	<p>Land Rover Annual Picnic Club 8 South 18th Ave. West Duluth, MN 55806</p>	<p>Land Rover Register of Alberta PO Box 1299 Gibbons, Alberta T0A 1N0 Canada</p>	<p>Northwoods Rover Group 2547 152nd Ln. NE. Hamm Lake, MN 55304 Attn.: Bill Osterheim</p>	<p>Rover Owners' Assoc. of Michigan 5260 Textile Rd. Saline, MI 48176 John Russell 313-429-3485</p>	<p>Toronto Area Rover Clubs 47 Squires Ave. Toronto, Ontario M4B 2R4 Canada Attn.: Tom Tollefson Ph. 416-825-8062</p>
<p>Canadian Series 1 Club RR S Bracebridge, Ontario P1L 1X3 Canada Attn.: Dave Davey Ph. 705-639-2518</p>	<p>Land Rover Club of Florida 3324 Pine Hill Trail Palm Beach Gardens, FL 33418 Tom La Manna 1-407-627-8752</p>	<p>Land Rover Register of Canada 945 Marine Dr. #311 West Vancouver, BC V7T 1A8</p>	<p>Ottawa Valley Land Rovers 1016 Normandy Crescent Ottawa, Ontario, Canada K2C 0L4 Attn.: Mike McDermott Ph. 613-24-8300</p>	<p>Rover Owners' Assoc of Virginia 1633 Melrose Parkway Norfolk, VA 23508-1730 Attn.: Sandy Grice</p>	<p>Yankee Rovers 1006 Goshen hill Rd. Lebanon CT 06249 Attn: David Ducat 203-642-6903</p>
<p>Dormobile Owners' CLub 50 Hardin Ave. Camden, ME 04843 Attn: Mike Smith 207-236-8162</p>	<p>Land Rover Owners' Assoc., North America PO Box 1144 Paradise, CA 95967</p>	<p>Maritime Org. of Rover Enthusiasts RR1 Kingston, Nova Scotia B0P 1R0 Attn.: John Cranfield</p>	<p>Pacific Coast Rover Club 10537 Interlake Ave N. Seattle, WA 98133 Gord'n Perrott, Secretary 1-206-361-5766</p>	<p>Royal Range Rover Society PO Box 1363 Paramus, NJ 07653-1363</p>	

## Land Rover Owners' Association, North America Regional Coordinators

<p><b>BLUE RIDGE</b> Cheryl Ritchie/ Steve Tipsworth PO Box 507 Parkersburg, WV 26102-0507 304-422-0531 (Cheryl)</p>	<p><b>MOUNTAIN STATES</b> Bill Davis/Kerry Oldham 3423 Island Way Salt Lake City, UT 84120 801-966-4119 (Bill) 801-768-8810 (Kerry)</p>	<p><b>N. GEORGIA</b> Jack Walter 1325 North Point Way Roswell, GA 30075 404-641-0147</p>	<p><b>OREGON</b> Doug Shipman 945 NE. 188th Portland, OR 97230 503-661-5123</p>	<p><b>TEXAS</b> Chuck Willis 1121 Forrest Dr. Arlington, TX 76012 817-461-9280</p>	<p><b>WASHINGTON</b> Gord'n Perrott 10537 Interlake Ave. N. Seattle, WA 98133 206-361-5766</p>
	<p><b>NEVADA</b> Jeff Stitt 230 N. Mt. View Yerington, NV 89447 702-463-2011</p>	<p><b>NORTHWOODS</b> Bill Osterheim 2547 152nd Ln. NE. Ham Lake, MN 55304 612-434-8144</p>	<p><b>S. GEORGIA</b> Steve Johnson Rte. 3, Box 358 Tifton, GA 31794 912-386-8498</p>		

### APPLICATION FOR MEMBERSHIP

Membership dues are \$20/ year for U. S. residents. Canada & Mexico, please add \$4. All other countries add \$6 for mailing.  
Please remit in U.S. funds payable to LROA. Thank you.

Send to: LROA MEMBERSHIP, P.O. Box 1144, PARADISE, CA 95967

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 ADDRESS \_\_\_\_\_  
 CITY / STATE / ZIP \_\_\_\_\_  
 \_\_\_\_\_  
 PHONE (\_\_\_\_\_) \_\_\_\_\_  
 OCCUPATION(S) \_\_\_\_\_  
 \_\_\_\_\_

ROVER INFORMATION  
 YEAR \_\_\_\_\_ PETROL \_\_\_\_\_ DIESEL \_\_\_\_\_  
 MODEL \_\_\_\_\_ LIC # \_\_\_\_\_  
 ORIGINAL \_\_\_\_\_ MODIFIED \_\_\_\_\_  
 EXTRAS \_\_\_\_\_  
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### MOVING?

If you move, send this information in to us.

The Postal Service will *not forward* bulk mail items unless you make a written request.

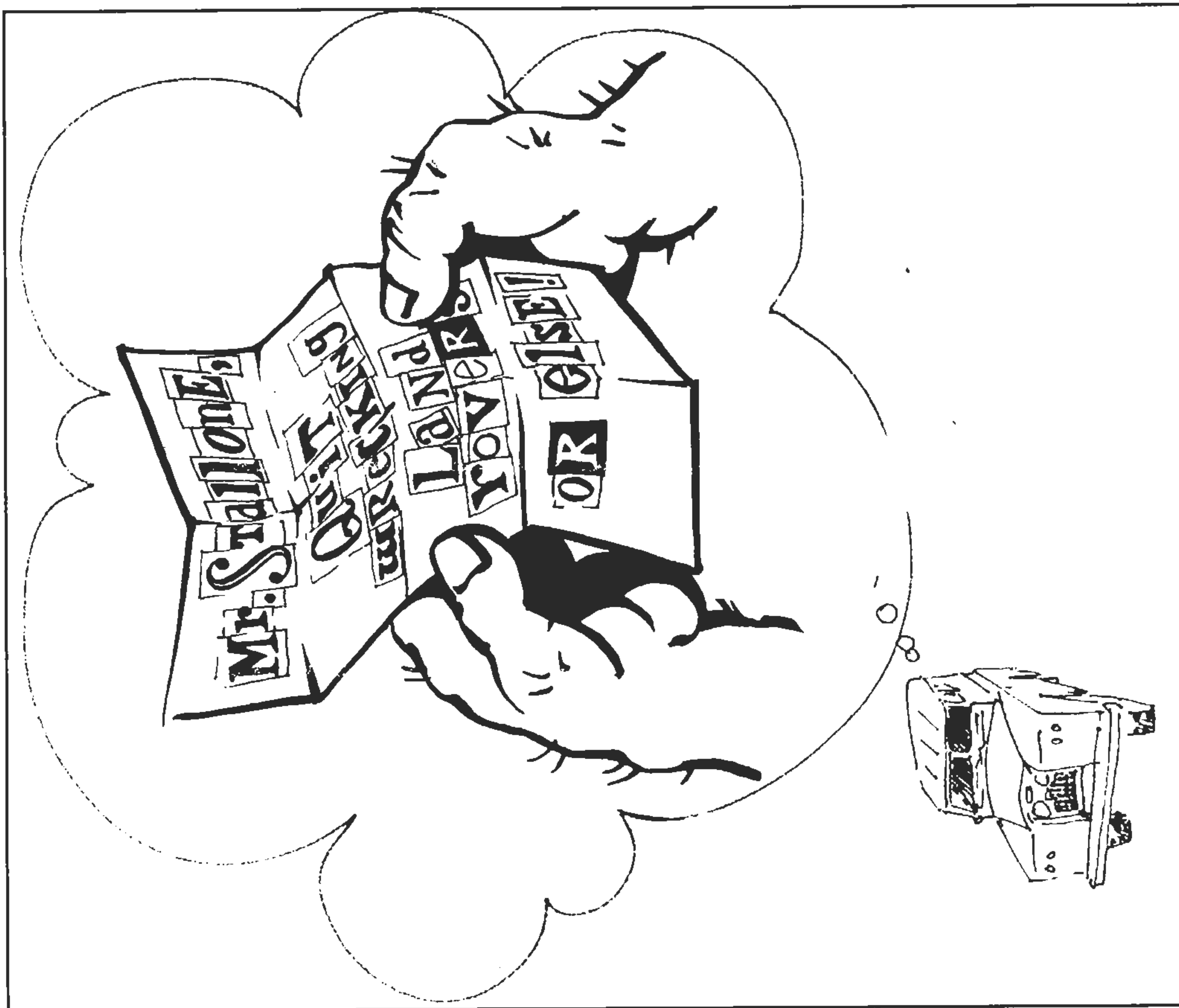
NAME \_\_\_\_\_ MEMBER # \_\_\_\_\_  
 OLD ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 NEW ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 EFFECTIVE DATE \_\_\_\_\_ NEW PHONE # \_\_\_\_\_

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# Wishful Thinking

by Brad Blevins



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