

BOX 101, WINCHESTER, ONT., K0C 2K0

G'day eh.

Nov. 9/89

MERRY CHRISTMAS! Think it's still a bit early for that? Well listen up. The OVLRL executive is already into the season of giving. Due to our fat bank account, this year's Christmas party is coming to you wrapped in a five dollar bill. The exec voted to underwrite the cost of the party by a third, reducing the price of a ticket to \$10. That's the cheapest banquet we've had in the five years we've been celebrating together. Things get underway at 7 p.m., Saturday, Dec 9 at the Coffee Lodge Resturant on Lancaster Road near the Museum of Science and Technology. We have the place to ourselves and have great plans to fill the evening with laughter, mirth and (burp) roast pork or turkey with all the trimmings.

This month's newsletter is a melange, ranging from new body and frame parts and suppliers to Lugnut Awards past and some items swiped from other sources.

GOOEY,GOOEY. A report on the annual frame oiler staged Nov 4 at the home of Elizabeth and John Hart. Eight Land Rovers were treated with Texaco's floatcoat--so were the owners who had to spray the sticky stuff into all the little nooks and crannies. Cost was \$25 again this year and included a hot meatball lunch served up by Treasurer Lyne. Sidekick Harry, our esoteric secretary who did a half gainer off a roof several weeks ago, didn't let a broken arm, fractured jaw and head stitches keep him from erecting the "canvas Hilton" over the dining area. Hot coffee kept the innards warm during the sunny but cool day as nearly two dozen members drifted by to chat, poke and chortle. Yves Fortin, eager to protect his newly rebuilt frame, set a new spray record, taking more than an hour. It only took a few seconds to burn off the exhaust system though..coff, coff. Dave Johnson got his specs done by looking into one end of the bumper while Neil Brewer sprayed the other. New member Dale Desprey showed off his "bumper underriders" compliments of the Series 111's former owner. Major thanks to the Harts for their hospitality.

SNITCH ALERT. The exec is looking for information to help decide this year's winner of the coveted Lugnut Award. For those few members who aren't familiar with this auspicious honor, the Lugnut Award goes to that member who distinguishes himself by performing some Land Rover-related activity above and beyond the limits of normal human silliness. To explain further, let's look at past competitions.

In 1984 the first winner, and the event for which the award was named, was current OVLRL vice-president Walter Saveland. Walter managed to pull his win off in front of 19 other members during a mass assault on the Calabogie bush.

In preparation for the three-day trip, Walt dutifully took his 109 station wagon through a detailed tuneup and safety check with appropriate greasings, oiling and tightenings.....except for one set of lugnuts. They waited patiently until deep in the forest before making their break for freedom. One by one they sneaked away, silently losing themselves among the lush flora and fauna. When the rear wheel tried to take over steering duties, the jig was up. By then the studs were gibbled and rejected all attempts to mate with spare nuts. Cross-threading was tried, emergency welding, but in the end Walt rode home ignobly behind John Pritchard's tow-Rover.

Number two exploded into fame on another road near Calabogie in a similar scenario. Al "Bates" Pilgrim, the famed on-again-off-again events co-ordinator, had just put the finishing touches on "Sally", his rebuilt Series 1. The 107 pickup had new everything..engine, difs, axles, springs, bodywork, paint and lotsa nuts and bolts throughout. Al still swears it wasn't his fault, but four of those aforementioned new nuts and bolts must have gotten nervous as Al approached light speed in a long downhill run. Apparently they decided to get off and watch from the top of the hill because about halfway down the rear driveshaft parted company with the differential. Al found himself trying to outrun a flailing driveshaft that threatened to eat the entire south end of the truck.

Then there was the year that "Fast" Freddie Barrett ripped apart his transmission in a frenzy to locate a mysterious noise. Using secret techniques known only to electrical engineers, Freddy and a friend left no gearbox part assembled in their quest for a solution. Unfortunately, the offending bit was hiding in the rear differential.

1987 belonged to veteran member Bob Wood whose years of experience and bush skills failed him when they were needed most...when there were witnesses. Bob and some of the lads were on a day's off-roading in Larose Forest and had just finished some heavy duty winching. Bob's four-ton PTO winch is a real workhorse but has definite ideas about being disengaged when the work is done. In the afterglow of a hot workout and cold beer, that step was overlooked. The Land Rovers hadn't lumbered very far before Bob's 109 shuddered to a halt. The still-engaged winch was threatening to join his front bumper to his dashboard when the cable snapped. No major damage...but a whole lot of snickering.

Last year it was Dr John Wooten who took the award home for being foolish enough to put his trust in good luck. John had just spent too long freezing his fingers on a winter's brake job and, throwing caution to the sub-zero wind, decided a test drive was in order. So strong was his faith he didn't bother to take winter clothing. Naturally, the Land Rover quit and Dr John almost froze his gluteous maximus off during the walk home.

Now it's time for the 1989 winner and we need your help. Snitch on a friend. Turn in a pal. Treachery is in vogue when it comes to the Lugnut Award. If you know an embarrassing tale involving another member and his Land Rover, now's your chance to make him famous. He'll thank you for it in the end. Write the newsletter address or call Editor McD at 224-8300.

NOMINATIONS. Deadline for nominations for the 1990 executive is postmarked Nov 30. We're electing a President, Vice-president, Treasurer and Secretary for a one-year term. Get your nominations in to the letterhead address.

NEWS....VIEWS.....HUMOUR....RUMOUR....TRUTH...JUSTICE....FOR SALE...WANTED

- * Treasurer Lyne has \$1,343 on the books, thanks mainly to the club's fund raisers, including last week's oiler.
- * Gord Burnius sporting a fresh paint job on the new passenger door for his 109 right hand military.
- * Bruce Ricker limbering up "Sedgwick", his military 109 with the galvanized frame for snowplowing duties around the homestead.
- * Welcome new member Denis Chartier of 6557 Legault Cr., Orleans, Ont. K1C 2Y9 (613) 829-1404. Denis doesn't have a Land Rover yet but he's looking hard.
- * Jason Dowell and Editor McD recently returned from a visit to Rovers North and Vermont Rovers south of the border. RN owner Mark Letorney was in bed recovering from what rumours suggested was wife Andrea's chili. Associate Lanny Clark filled the "hard-to-get parts" order from his massive pile..."pas de problem". Down the road at Vermont Rovers, John and Robin Morrison provided a couple of "barley sandwiches" for the pair before the ride home.
- * Former Pres Neil Brewer and Al Pilgrim's LR " Sally" recently spotted in fall, 1988, edition of Land Rover Owners magazine. Jim Allen, now living in England, shot pix of the Rovers North rally that summer.
- * A membership renewal form for the Association of Land Rovers Of Canada (ALROC), the national organization of which OVLR is a charter member, is included in this package. Transfer Box, ALROC's magazine containing stories and coverage of events from Canada and around the world, is published three times a year.
- * Octopus Parts Ltd. is a new house supplying spares for LR. They're at 3396 Marine Drive, West Vancouver, BC, V7V 1M9 (Countesy TB)
- * Atlantic British Ltd. has its new fall sale brochure out. If you're not getting yours, Write Box 101, Rover Ridge Drive, Mechanicville, NY, 12118
- * OVLR is subscribing to Land Rover Owners magazine and we'll keep you posted on news from abroad every month beginning 1990.

That's all for now:
Editor McD (613) 224-8300

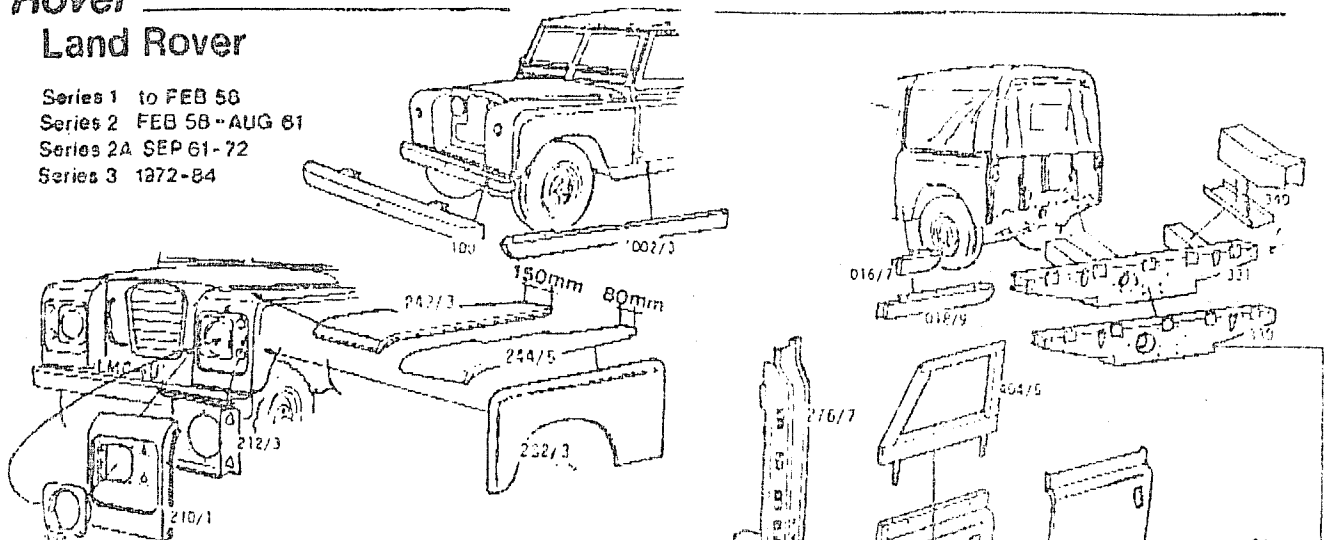
P.S. Still to come in this package: "Land Rover is Forever, new ABP Waterloo parts list, engine swap information and ALROC membership renewal forms.

FILL OUT YOUR NOMINATION FORMS AND SEND THEM TO THE LETTERHEAD ADDRESS. A CLUB IS ONLY AS GOOD AS ITS EXECUTIVE. NOMINATIONS CLOSE NOV 30.

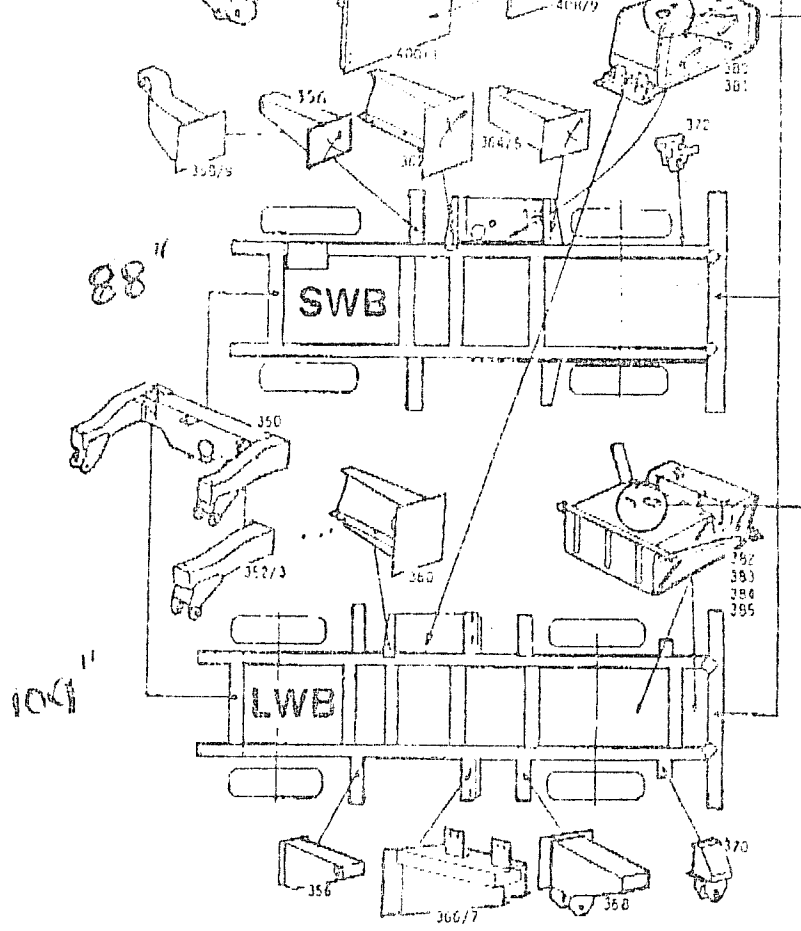
Rover

Land Rover

Series 1 to FEB 58
Series 2 FEB 58 - AUG 61
Series 2A SEP 61 - 72
Series 3 1272-84



	R/H	L/H
Sill (Front section)	71	11
Sill Extension (SWB)	016	017
Sill Extension (LWB)	018	019
Front Bumper (Galvanized)		100
Headlamp Panel (Series 3)	210	211
Headlamp Backing Panel	212	213
Headlamp Bezel (Series 3)		214
Front Wing Side (Series 2/2A/3)	232	233
Front Wing Top (Series 2/2A)	242	243
Front Wing Top (Series 3)	244	245
Door Hinge Panel (Complete)	276	277
Rear Chassis Crossmember		3
Rear Chassis C/mem. + Extn		360
Rear Chassis Section (Complete)		350
Front Chassis Leg	352	351
L.W.B. Front Outrigger		356
S.W.B. Front Outrigger		357
Front Outrigger (Series 1)	358	359
Fuel Tank Front Outrigger (LWB)		360
Fuel Tank Front Outrigger (SWB)		362
Rear Outrigger (SWB-R/H is rear of fuel tank)	364	365
Centre Outrigger (LWB-R/H is rear of fuel tank)	366	367
Rear Spring Front Outrigger (LWB)		368
Rear Spring Hanger Rear Box (LWB)		370
Rear Spring Hanger Rear Lug (SWB)		372
Fuel Tank (under seat - NOT SERIES 1)		380
Rear fuel tank (LWB - air screw sender unit) to 1972		382
Rear fuel tank (LWB - petrol - bayonet sender unit) 1972 on		384
Rear fuel tank (LWB - diesel - bayonet sender unit) 1972 on		385
Lower Door	400	401
Door Top (window frame)	404	405
Door Skin	408	409



CALL CLIFF OR BOBBY FOR PRICES

LAND ROVERS ARE FOREVER

RICHARD BOISVERT



In 1974, sport-utility vehicle enthusiasts in America lost access to a marque that is recognized the world over as the finest four wheel drive ever offered to the motoring public. The Land Rover's British manufacturer, faced with new restrictive U.S. Government policies, combined with the fact that worldwide demand far exceeded their production capabilities, decided that it was no longer worth the cost of competing in this market. After all existing vehicles were sold that year, Land Rover simply closed up shop and went home.

Normally, after a vehicle is no longer imported into this country, it eventually disappears because of wear and tear, rust, and accidents. Not so surprisingly, Land Rovers have proved to be an exception to this general rule because of their unique aluminum bodies, ruggedness of construction, and basic design simplicity. Even when a vehicle has been abandoned under the proverbial old pine tree for five or more years, it is often possible to restore it to full operation. Parts for older Land Rovers are still available, and newer components fully interchange because of a well-thought-out design philosophy that has kept the basic vehicle virtually unchanged since 1958.

ORIGIN OF THE LAND ROVER

After World War II, the British Empire was desperately short of utility vehicles that could be used as workhorses on the farm and in the field. The Rover Car Company, which had been busy building aircraft components during the war, needed a product to fill in while the world economy recovered, as they waited to resume sales of their luxury sedans. Steel and machine tooling were still being rationed, and the materials available to them consisted mainly of an abundant supply of sheet aluminum. The softer alloy was also quite a bit easier to form without the expensive tooling required for steel. With the stocks on hand, the designers went to work, basing their original vehicle on the proven WWII Jeep (in fact, that first Land Rover prototype of 1947 was actually built on the chassis of a U.S. war surplus Jeep), but improving it in every way they could. Keeping the same layout, track width, and wheelbase, they used steel for the frame and drivetrain, and aluminum almost everywhere else. Motive power was originally a 48 hp four-cylinder of 1389cc, borrowed from the Rover 10, although soon replaced with a 1595cc unit (several different engines were tried and offered in Land Rovers - even, briefly, a 2800cc six-cylinder Rolls-Royce-built engine

in 1949). This combination resulted in setting the stage for all future Land Rovers' light weight, agility, and extraordinary strength. Lower body weight meant lower center of gravity and greater agility, as well as making them less prone to sinking out of sight when the going got soft. The aluminum body also allowed greater capacity to be designed into the vehicle, volume-wise, which gave a greater practical payload versus its own gross weight.

In the 1950s, Laurens van der Post of Southern African exploration fame, as well as being the godfather of HRH Prince William, took the first batch of desert-equipped Land Rovers into the Namibian Desert of (then) Southwest Africa. Based on his WWII North African experience, he was astonished to find that he was in possession of a vehicle that, in the desert, actually used less water than gas per mile traveled! Even today, the one thing that is rare for a Land Rover to do is overheat.

The basic four-cylinder, 140 cubic inch displacement engine has remained little changed since its introduction (a slightly heftier six-cylinder option was installed in many models), and the concept has held up well through the years. Four cylinders may seem a little small for some of the V-8 crowd, but they are put to good

use by the generous gear ratios of the four-speed transmission and two-speed transfer case. An overdrive unit can also be found on many models. Like the early Jeep and Mercedes Unimog, efficient use of a balanced drivetrain has always proved more effective than an unbridled use of horsepower, which as we all know, can get a 4WD into trouble all too quickly. The body design is effective in maximizing cubic feet of capacity for a vehicle of its external dimensions, while still allowing the driver to pass between a rock and a hard place. The rule of thumb with Land Rovers is: if you get yourself stuck while offroading and cannot extricate yourself, then you probably should have walked or used a horse in the first place.

'NEW' LAND ROVERS HERE AGAIN

No new Land Rovers have been imported into the U.S. since 1974, except for a few grey-market vehicles. Since July of 1988, even that route has been closed due to last year's rulings by the EPA and DOT. The only ready source for Land Rovers left is the existing stock, still on the road, or sitting out behind someone's barn, in whatever condition they may be in. But these vehicles can be resurrected. Due to the interchangeability of parts over the years, parts from many sources are readily available. Because Land Rovers are still being used all over the world, replacement spares are still being manufactured for them as you read this sentence. What this means is that parts are easy to get, and are priced right. Anything from a new frame to a wheel cylinder are only a phone call away.

For the last four years, Cheshire Foreign Auto in Marlborough, New Hampshire, has been committed to reintroducing the Land Rover to America. If Cheshire finds a vehicle in reasonable condition that does not require a complete teardown, they do a cost survey of what repairs it will need. If the amount of work required is practical, the vehicle is then restored to full road operating condition. The amount of repair required is usually fairly extensive, and the resulting vehicles will hold their own when compared to the newer 4WD vehicles that can be found in today's used car market. These vehicles usually sell in the \$5,000 to \$12,000 price range, with the average being \$6,000 to \$8,000. This is a 4WD that will generally be free of any major repairs for two to four years, and longer with proper maintenance. And in all probability, you will then be able to sell it for what you paid for it.

Cheshire's second program, which is more expensive, offers the closest opportunity available for any U.S. citizen to obtain a brand new Land Rover. Taking a selected vehicle as a core, it is simply taken to pieces and totally remanufactured. They begin putting it all back together again, either rebuilding the major components such as the engine,

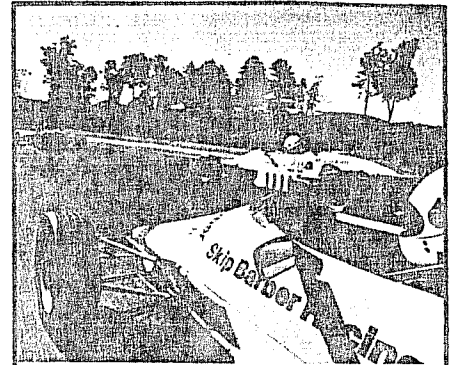
transmission, and axle assemblies, or replacing them with new components, as needed. The reassembly process begins with a brand new electrolytically galvanized frame that is virtually corrosion-proof. On it is mounted a new set of road springs and shocks before the axle assemblies are added. The brake system is also entirely replaced. After the rebuilt drivetrain is installed, a fully reconditioned body is carefully assembled onto what is slowly starting to look like a Land Rover again. The Cheshire body shop then takes over for painting and detailing; and last, a complete new interior is installed, including new seats, door panels, rug kit and headliner. This process takes an average of eight to ten weeks and involves over \$9,000 worth of new parts alone. The finished product is delivered for \$20,000, which includes lock-out hubs and a tachometer.

LAND ROVER VS. THE COMPETITION

Let's compare what an investment of this amount of money will buy in today's 4WD marketplace. The competition - Jeep Cherokee, Isuzu Trooper, Mitsubishi Montero, plus the Toyota, Nissan, Chevrolet, and other sport-utility models - offers all-steel vehicles with inherent rust susceptibility (true, Land Rovers have steel chassis, but the heavy gauge metal used increases strength and longevity immensely), giving reduced life and inferior off-road operation. From the moment of purchase, depreciation starts the downward spiral in the value of these vehicles. Five years is the usual life expectancy of most current 4WD vehicles, at which point depreciation and wear have reduced their market value to its lowest ebb (at that point, depreciation is gradual, depending ultimately on condition). And afterwards, chasing replacement parts that were manufactured for only one model year begins wearing one's patience a little thin. When was the last time you opened the hood of a new vehicle and even recognized any of the components? Because Land Rovers are all from the pre-electronic gizmo era, they are far less prone to the glitches and expenses that come with the package when you buy a contemporary 4WD.

The best news of all, of course, is that Land Rovers have 'arrived'. They are now at that place few automobiles ever get a chance to occupy. They are no longer depreciating in value. In fact, over the last three years the price of Land Rovers has actually increased by an average of \$2,000 to \$4,000, depending on the model and condition. In 1989, no other four-wheel drive vehicle can match the combination of affordability, value retention and usable service life that a Land Rover offers. □

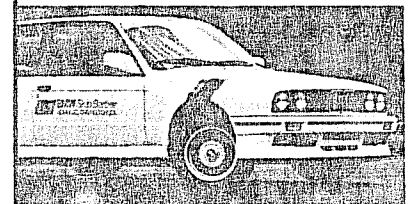
NOTE: For more information regarding remanufactured Land Rovers, contact Cheshire Foreign Auto Service, Inc. Main Street, Marlborough, NH 03455 (603) 876-4613.



**IF YOU
LIKE TO DRIVE
FAST, WE HAVE
A PROGRAM
FOR YOU.**

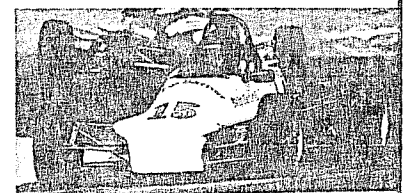
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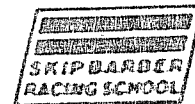
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This article reprinted from October issue of Roverregister Notebook. Special thanks to Al Sigurdson in Edmonton, Alta.

ENGINE SWAPS

Before seriously considering an engine transplant, you have to ask yourself "why?" The Land Rover 2-1/4 litre engine is designed and manufactured for the exact purposes of the Land Rover. It is a hard unit to beat for off road driving and operation in remote areas with torque at low revs, massive bearings and simple construction.

The main reasons that you would consider an engine transplant are:

1. Lack of power: If you travel on the highway where you wish to travel at 60 MPH (and perhaps pull a trailer) you may find that hills and headwinds will slow you down. A bit more power will prevent this (and make your overdrive more useful).

2. Spare Parts Availability: There is much better availability of spares for most American made engines than for the Land Rover, again, important if you do a lot of highway travel. Most Land Rover owners do not have any trouble getting spares, but most Land Rover owners carry their own, are not too far away from parts sources or are experienced with the Land Rover mechanics.

The lack of spares particularly pertains to the 6 cyl Land Rover which is a less common engine.

A popular mis-conception is that more power will give a higher top speed. This is not necessarily so as the top speed is restricted by the low gearing. To get a higher top speed you would need an engine capable of higher revs.

There are dozens of commercially available conversions. Some of the alternative engines offered include: Chev & Ford sixes & eights, Nissans, diesels such as Perkins, Mercedes and Peugeot.

Here are a couple of conversions which the RoverRegister has seen first hand:

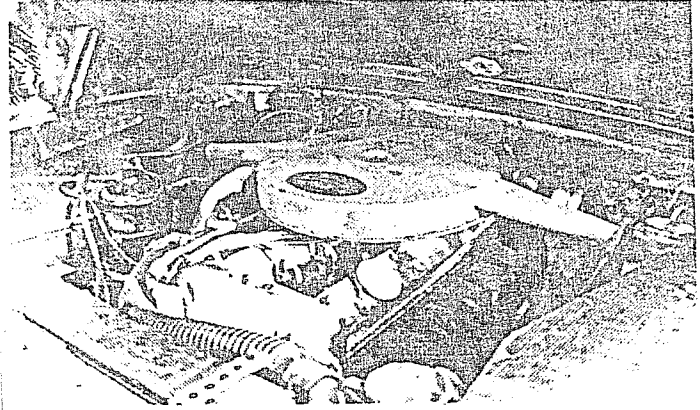
CHEVROLET CONVERSION: A conversion kit is available from Scotty's in California for installation of almost any in-line six or V8 engine. Because of the additional length in the engine compartment, the Chev 230 cid and 250 cid in line sixes are a good replacement for the Land Rover 2.6 litre, 6 cyl used in some 109 Station Wagons.

This conversion gives about 140 - 150 HP in standard versions. You just can't get a more readily available engine than the Chev. ("Cheap and nasty" is the commonly used term.) The V8 such as the 350 cid can replace the 2-1/4 litre Land Rover but is tight. (You may have to do without steering mechanism which can be a downright inconvenience except in Saskatchewan.)

This conversion uses: the Chev engine, flywheel, and starter, and the Land Rover clutch. The kit includes an adapter (flywheel housing) to bolt the Chev engine to the Land Rover bellhousing and in some cases the Chev flywheel must be re-tapped to take the Land Rover clutch. Of course, the engine mounts must be changed to suit.

Other modifications include changing the radiator for a suitably larger one, installing an electric fan, (space limitation for the original) and miscellaneous changeovers for the accelerator linkage and electrics.

No modifications need be made to the bodywork to complete this conversion.



FORD V-6 CONVERSION: A couple of conversion kits are available for the Ford V-6 (2.8, 2.9 litre). One available in Canada for the American made engine is ideal for the four cylinder Land Rover engine compartment. The engine is small and compact and gives 90 to 100 HP in standard tune. The engines are a reasonable cost and readily available.

This conversion uses: The Ford V-6 engine, the Land Rover flywheel housing, flywheel, clutch, and starter. An adapter plate is supplied to bolt the Land Rover (4 cyl) flywheel to the Ford crankshaft. The Land Rover flywheel housing is re-drilled to bolt to the back of the Ford V-6 (and hence the Land Rover starter motor is used also.) The engine mounts must be made to suit.

Other modifications necessary include: The installation of an electric fan as the fan on the Ford engine is not in line with the radiator. The Ford fuel pump must be changed for an electric one. A remote oil filter kit is a plus, miscellaneous carb linkages and electrics must be adapted to suit.

No changes are required to the bodywork or chassis.

THE ULTIMATE CONVERSION: A conversion kit is not available for this one, and it is not recommended for the novice. (or the poor) It is, however, ideal for those who want a bit of power to spare and want to keep Land Rover British.

The "Nicholson Conversion" utilizes a Jaguar 3.8, Mk II twin overhead cam six with about 270 HP. It uses the Jaguar clutch, starter, and front half of the bellhousing mated to the Land Rover bellhousing. The trick is to split the Jag bellhousing and the Land Rover bellhousing and re-mate them. The spline on the Land Rover transmission will fit the Jaguar clutch plate.

This engine conversion is installed in a 1966 RHD 88" by Gordon Nicholson of Maple Bay, B.C.. Modifications required include: moving the radiator forward 4", and the

transmission back better than 6 inches (requiring the removal of a cross-member) and the re-manufacture of the drive shafts. (the rear one gets pretty short)

The result is one peppy Land Rover. (But no matter what you do with this conversion, you just can't get it to sound like a Land Rover anymore.)

Classified (From ATLANTIC BRITISH-Mechanicville)

(518) 664-6169
 FOR SALE or TRADE
 1968 Land Rover Dormobile. Frame-up rebuild, chevy 250, expedition ready. Too many extras to list. \$11,000 or trade for good condition 109, 4 cylinder plus cash. Call Todd (213) 324-4516. Gardena, CA.
 FOR SALE
 1984 Series IIA 88 - New clutch, tires, paint, brakes, radiator, door seals, exhaust. Ford 302 engine. No corrosion - original Calif. vehicle. \$5,500. Call Terry Avery (913) 373-0088. Lake Orion, MI.
 FOR SALE
 1961 Series II 109 Safari Wagon - 4 cylinder, tropical roof. Roadworthy & restorable. \$1,500. Call John (609) 368-5211 weekends. Stone Harbor, N.J.
 FOR SALE
 1984 Range Rover - 5 speed, stainless exhaust, bull bar, fog lights, 150 watt stereo, towing package. 70,800 miles. Asking \$22,500. Call Walt Ullicay (201) 273-6974. Summit, N.J.
 WANTED
 LWB 109 - Right Hand Drive, Reasonably priced. Contact Tom Mellan, 127 Market St., Potsdam, N.Y. 13617-1214.
 FOR SALE
 1966 Military 88 - 23,000 original miles. Excellent mechanical condition. Includes overdrive, locking hubs, dual fuel tanks, new brakes, new exhaust. \$6,000 or best offer. Call Addison (802) 586-2542. Craftsbury, VT.
 FOR SALE
 1967 Series IIA 88 - Restored. New clutch, radiator, exhaust. 60,000 miles. Includes winch. Asking \$5,500. Call Gigi (607) 277-6990. Ithica, N.Y.
 FOR SALE
 Atlantic British has a number of vehicles for sale. Our vehicles are restored & have a full 90 day parts & labor warranty. Call for details. (518) 664-6169.
 FOR SALE
 1985 Range Rover - 20,000 miles. V8 automatic, AC, Sony stereo, towing package. Call Keith Deluxe (518) 374-7097. Albany, N.Y.
 FOR SALE
 Fairroy Overdrive - Only used 10,000 miles. Complete, in original box & ready to install. \$450. Call Bob Noble (802) 229-5056.

FOR SALE
 1974 Series III 88 - Just restored. Rebuilt engine. New paint, interior, battery, brakes, overdrive, freewheeling hubs. Must be seen. Sacrifice \$9500. Call John Cahill (302) 366-3692.
 FOR SALE
 1955 Series I 109 Pickup - Good interior, body & engine. Sale includes front capstan & rear drum winches, plus a 1954 L.R. for parts. Call Mike @ (807) 469-3788. Kenora, Ontario Canada.
 FOR SALE
 1971 Series IIA 88 - 51,000 original miles. Part of estate - hasn't been driven for 6 years. Starts & runs well. Winch, body, chassis, interior good. Super restoration candidate. Asking \$3,000. Call Bill Erskine @ (304) 756-3975. Alum Creek, W. VA.
 FOR SALE
 Rover 3500S previously restored in full. Runs and handles well. Driven daily. Many new parts. \$1,000 or best offer. Call Jim Lavery (518) 895-6362. Ballston Spa, N.Y.
 WANTED
 Land Rover - Original & complete with good frame. Hard or soft top, petrol. Within 350 miles of Northwest, Ohio. Call Bob Daniko (419) 636-5252 eves.
 FOR SALE
 1961 Series II 109 Station Wagon - Buick V6 & auto transmission. Everything in good condition. Chassis cleaned & painted in 1987. Driven daily. Garaged from 1972 to 12/88. \$4,000. Call John (201) 445-0361. N.E. New Jersey.
 FOR SALE
 1966 Series IIA 88 - Runs good. New tires & upholstery. \$1,900 or best offer. Call Joe (505) 524-3414. Los Cruces, N.M.
 FOR SALE
 1966 Series IIA 88 - 58,000 original miles. Runs great. Includes 1969 88" for parts. Moving, must sell. \$1,500 or best offer. Call Dennis (517) 739-3590. Oscoda, MI.
 FOR SALE
 1974 Series III 88 - Original owner. Excellent condition - 77,000 miles. Includes Fairroy Overdrive, Webber carburetor, locking hubs, tropical roof. Call Ashley Lymon (208) 892-6052 or (208) 885-7145. Moscow, Idaho

Membership Application Form

ALROC

ASSOCIATION OF LAND ROVER OWNERS OF CANADA

185, 1540 Johnston Road, White Rock, B.C. V4B 5E9

Name _____ postal code _____

Street or Box Address _____ postal code _____

town/city _____ province/US state _____

cheque ___/postal money order ___/money order ___/Other ___/

this is a NEW membership ___/this is RENEWAL membership ___/

Annual fee \$15.00 commencing month of application through 12 months.

SPECIAL NOTE: if you wish only to have your vehicle listed in the Land Rover Register of Canada funds are not required. Simply complete the appropriate form and return to ALROC at the address given.