

LROA NEWS

SPRING 1986 - LROA, BOX 162201, SACRAMENTO, CA 95816

WE BREAK THE 200 BARRIER

This issue marks the joining of our 200th member. What's nice is that the flow of incoming members is remaining constant and our renewals are running over 90 %. Thanks to all of you for passing the good word and to some of our regional coordinators for their extra efforts at recruiting. Watch the next issue for the awards list and the LROA Hall of Fame.

LAND ROVER SAFE

For now, at least, Land Rover Ltd. has been removed from the auction block. The hue and cry from the news that Land Rover might be owned by a U.S. firm was at least partially responsible for this. In England, a nationwide "Keep Land Rover British" campaign served to rally support among the people. Overlander magazine and the Association of Rover Clubs Ltd. (of which the LROA is a member) teamed up with Kelvin van Hassalt of Edward Arnold Publishers to focus world attention on the situation. In the end, the British Government removed Land Rover from the proposed deal. Who says public opinion doesn't count!

NOTES AND QUOTES

Cliff Johnson, #72, tells us that Scotland Yard, the British vehicle parts and service establishment in Denver, Colorado, has apparently been shut down. Cliff has called and visited at various times and found no sign of life. If anyone has any news on this, we would appreciate the information.

* * *

There are various British Car meets occurring all over the country late this summer and in the fall. Having attended one, we highly recommend them for a fun day of sharing the British vehicle experience. If one is occurring in your area, contact your regional coordinator and get a group together to "show the flag", as it were. You will be surprised at how much attention your Land Rover will draw among the Jaguars, Aston Martins, Morgans, etc. It's also a good way to promote the LROA. Anyone who can get a group of three or more together for any of these meets can send for some window placards with an enlarged club crest to display in your windows. Write to Jim Allen at the club address and watch for meets in your area.

* * *

We got a little free publicity lately. 4-Wheel & Off Road magazine listed the LROA as a primary source for those interested

LROA NEWS (continued)

in Land Rover. This plug, which appeared in the June issue, brought us quite a number of inquiries and some new members. Many thanks to 4-Wheel & Off Road for their kindness.

Glen Foster, #19, of Hingham, Massachusetts is going to attend the Black Rock Desert Run August 30 - September 1, and wonders if there are any other East Coast members with the same idea. If so, he proposes a convoy and he plans on leaving August 23. Anyone interested may contact Glen at (617) 749-5628.

NEW ROLLOVER CLUB MEMBER

Mike Yee, #66 is our most recent addition to the not-sought-after-but-prestigious Rollover Club. Mike relates,

"During the '84-85 goose season, I rolled my Rover onto the right side as I slid into a ditch. It was my fault for being in 2wd with 10-12 inches of snow on the road. We pushed it back over and with my friends holding it, I climbed back in and backed it out of the ditch. Damage was minimal, but I wished I'd had a camera."

NEW ORIGINAL OWNER CLUB MEMBER

Well here's another tale to make you green with envy. Charles W. Shoun, #15, sent along a copy of the original receipt for his '73 Series III 88, which he purchased on July 17, 1973 from an outfit called Schetter-Williams Inc., in Salt Lake City, Utah. The out-the-door price was \$4818. Charles says of his Rover, "It's a thing I can love and hate at the same time." How true! Welcome aboard, Charles.

UPCOMING EVENTS

August is going to be a grand month for the LROA! There are going to be two big events going on almost at the same time, one on the West Coast and the other on the East Coast. The Second Annual Black Rock Desert Run will be held August 30 to September 1 in Nevada, and the First Annual International Rally will be held August 17 in Vermont.

The International Rally is being co-sponsored by the LROA and Rovers North, of Westford, Vermont and is a one day event that will include short on/off-road runs, a midday picnic, an evening barbecue (with a live band for entertainment), awards, and a showing of "The Gods Must Be Crazy." Many of the details are being finalized, but contact Mark at Rovers North, (802) 879-0032, or Northeast Regional Coordinator Ron Mowry, (207) 658-9064 for details. Pre-registration will be required.

The Black Rock Desert Run will again be a three day trek into the heart of this northern Nevada desert. Highlights will include ghost towns, hot springs, rock and indian artifact hunting, plus some of the most beautiful desert scenery you will ever see. Depending on turnout, there will likely be two groups running different trails to the same campsite. For those who

LROA NEWS (continued)

would like a peaceful outing, the first group will stick to the easier trails and the driving time will be fairly short. The other run will be long, hard and for those who want to get down and dirty. Be aware, there will be a strict tech inspection for those who chose the second option, the details to be listed in the next issue of the Workhorse. Pre-registration is encouraged and those who do will be awarded a Land Rover patch when they show up at the meet. There will also be awards to be handed out. To pre-register, call Steve Hill at (916) 393-3767 or use the toll free numbers 1-(800) 262-4245 or 1-(800) 421-5744

CALENDAR OF EVENTS

CENTRAL CALIFORNIA REGION

SEPT. 14 - All British Car Meet at El Camino Park in Palo Alto California. CONTACT: Steve Hill
Box 162201
Sacramento, CA 95816
(916) 393-3767

SOUTHERN CALIFORNIA REGION

OCT. 12 - L.A. All British Car Meet at Woodley Park in Van Nuys California. CONTACT: Ted Harwood
6438 Verna Way
Van Nuys, CA 91481
(818) 988-5241

OREGON REGION

AUG. 29-30 - Portland All British Car Meet in Portland, Oregon.
CONTACT: Steve Zedekar
Rte 1, Box 281-E
La Center, WA 98629
(206) 263-4397

NORTHEAST REGION

JUNE 20, 21, 22 - Northern Maine Trek
TREKMASTERS: John Hawkins, Margaret Nagle
Box 46
Orono, ME 04473
(207) 942-4024

NATIONAL EVENTS

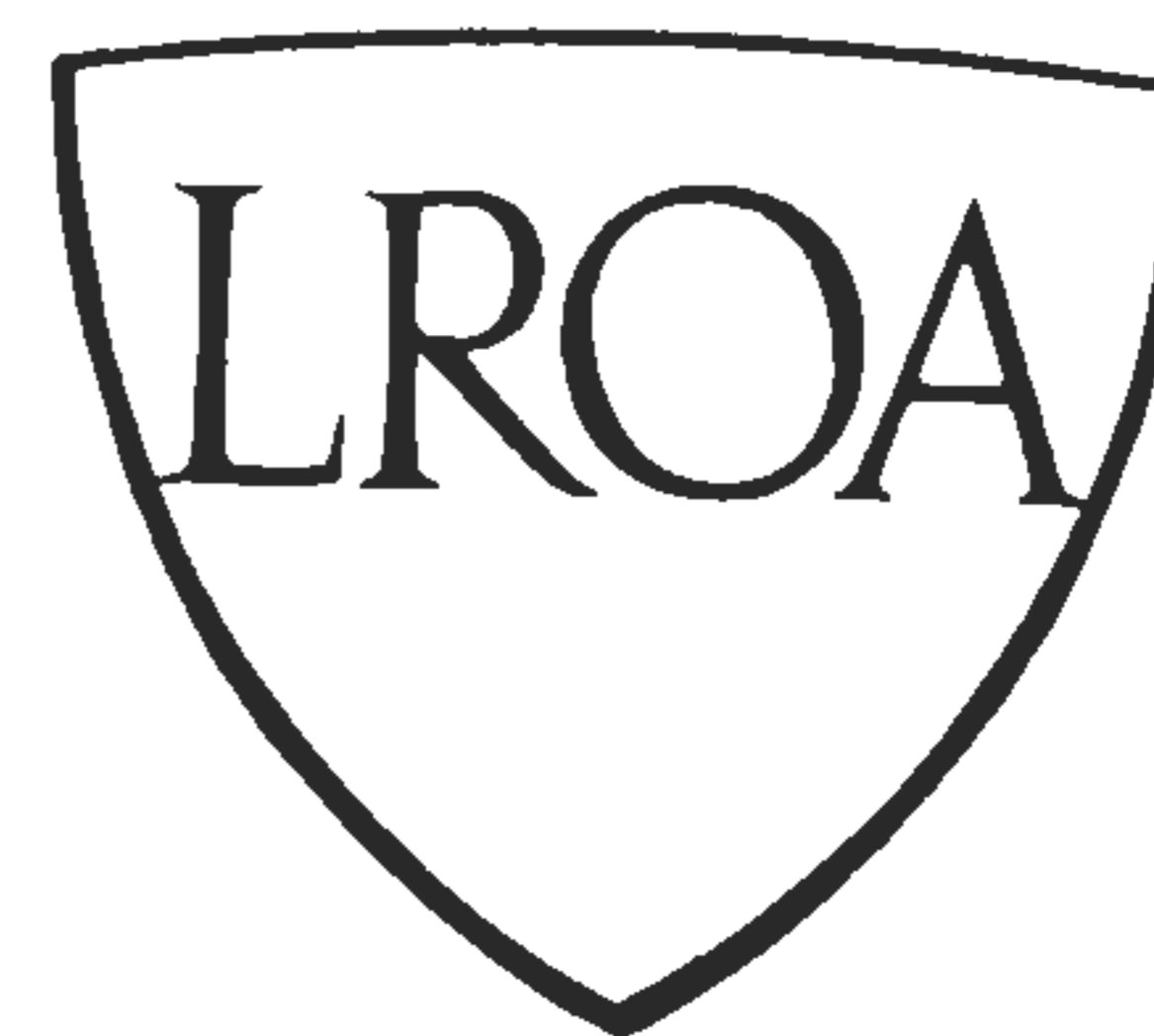
AUG. 30-SEPT. 1 - Black Rock Desert Run. Camping and 4-wheel fun in Northern Nevada.
CONTACT: Steve Hill
Box 162201
Sacramento, CA 95816
(916) 393-3767

CALENDAR OF EVENTS (continued)

AUG. 17 - International Rally in Westford, Vermont.
 CONTACT: Mark Letourney at ROVERS NORTH (802) 879-0032
 or Ron Mowry, RC
 Box 1023
 W. Lebanon, ME 04027
 (207) 658-9064



NEW MEMBERS



- #177 - Bill & Rose Bradford, Charlotte, NC
'67 109
- #178 - Bob & Eva Kenyon, Half Moon Bay, CA
64 88
- #179 - John J. O'Dea, Orono, ME
72 88
- #180 - James E Trogdon, Pollock Pines, CA
61 88, 69 88, 51 80
- #181 - Jeff Champigne, Kingston, MA
'71 88 Ltwt.
- #182 - John W. Natear, Pittsburg, PA
'73 88
- #183 - Bill Bowles, Edina, MN
'67 109
- #184 - Bill Osterheim, Blaine, MN
'65 88
- #185 - Jim Pappas, Scituate, MA
66 88, 67 109
- #186 - D. G. Steinhilber, Waltham, MN
'62 88
- #187 - Daniel J. Coleman, Park Forest, IL
'65 88
- #188 - Lin & Cheri Helm, Hayward, CA
'67 88
- #189 - Irv & Estell Bertig, Seattle, WA
'67 109
- #190 - Nick Bertoni/Judy Ehrlich, Berkley, CA
69 88
- #191 - Norman D. LaPolice, Airstead, NH
'68 109
- #192 - Mark & Gay Hooks, Lexington, KY
'68 88
- #193 - Steve Elswick, Lexington, KY
'64 109
- #194 - Mike, Barb & Justin Laubenstein, Lexington, KY
'73 88
- #195 - Brett Luick, Fairbanks, AK
'67 109
- #196 - Richard Barney, Mt Shasta, CA
'62 88
- #197 - Walter R. York, Belrast, ME
'68 88
- #198 - W. McCasland/Susan Wilkerson, Medford, MA
'65 88
- #199 - Richard Carkeek, Antioch, CA
64 88
- #200 - Wayne Giles, Cheshire, MA
'71 88
- #201 - Jeffrey D. Guyer, Bedford, PA
84 Range Rover
- #202 - Mark Westervelt, Sparks, NV
'64 109
- #203 - Joe & Evelyn Zimmerman, Edgewood, NM
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Letters



OPEN LETTER TO LROA MEMBERSHIP

We have made it thru a year as the Northeast Region of the Land Rover Owners Association as evidenced by the enthusiastic groups attending our outings and by the growth of the LROA in our area. With the growth of the club, the responsibilities of all the members and officers increase proportionally. To help spread the load, we each must do a part in making the club work. All members need to forward any ideas or information to the officers or regional coordinators. To get the most from the newsletter it needs ideas, tech tips, photos, photo essays of projects and events on anything remotely Land Rover. If you have an idea but have a problem presenting it, contact the Workhorse Editor or your regional coordinator for assistance. Don't let a good idea set idle!

Speaking as an experienced member of fifteen or so automotive related clubs, the most serious problems are always timely payment of dues and apathy within the membership. If the LROA is to continue to grow and prosper members have to participate. Of all the clubs I belong to, this is the only one in which I serve as more than just a member. For years I have felt the need for a national Land Rover organization but didn't have the time or resources to develop the organization and newsletter central to it. We now have both and we must continue the effort by continuing to hold events and supplying our newsletter with much needed fodder for publication.

If the LROA is grow to its potential, members need to participate. Contribute your ideas and experience to our newsletter. Sacramento Valley members can contribute the most by helping with the awesome task of compiling our Aluminum Workhorse. This is a task which needs physical and editorial support beyond one, two or three individuals. Give your Regional Coordinators ideas for events and support them in making them happen. In short pitch in and help when you can. This is the only way this association can meet your needs.

Ron Mowry, #47
Northeast Regional Coordinator

WELL SAID, RON! I'LL ADD MY TWO BITS AS WELL. THE WAY I SEE IT, THE LROA IS A LEARNING EXCHANGE AND THE ALUMINUM WORKHORSE IS THE MEDIUM FOR THIS EXCHANGE. THE KEY WORD IS EXCHANGE - GIVE AND TAKE. CONSIDER THIS HYPOTHETICAL IDEA: JOE TEACHES YOU AN EASY WAY TO OVERHAUL YOUR SWIVEL PINS. SINCE YOU ARE A FAIR MINDED PERSON, YOU WANT TO HELP HIM OUT IN SOME WAY. SO, YOU TELL HIM ABOUT A GUY WHO IS SELLING SOME DELICIOUS USED

LETTERS (continued)

PARTS AT BARGAIN PRICES. YOU HAVE BOTH COME OUT AHEAD. THIS IS HOW I ENVISIONED THE NEWSLETTER TO FUNCTION. I HAD HOPED THAT JOE WOULD BE GRATEFUL ENOUGH FOR THE GOOD IDEA HE GOT FROM THE NEWSLETTER TO SEND IN ONE OF HIS OWN FOR THE NEXT GUY.

GIVE AND TAKE! THE IDEA WORKS BUT THE SCALES HAVE BEEN TURNED TOWARD THE "TAKE" SIDE FOR QUITE A WHILE NOW. WHILE I DISLIKE THE IDEA OF WRITING THIS AND ASKING FOR WHAT SHOULDN'T HAVE TO BE ASKED FOR, I WILL DO SO IN THE HOPES THAT IT WILL SPUR YOU ON TO GREATER EFFORTS. IF THIS NEWSLETTER HAS BEEN IN ANY WAY HELPFUL OR ENJOYABLE TO YOU, HELP REFILL THE RESERVOIR OF INFORMATION THAT YOU HAVE TAPPED. ANYTHING PERTAINING TO LAND ROVERS IS USEFUL AND WHILE I CAN'T PROMISE TO USE EVERYTHING YOU SEND, YOUR CONTRIBUTION STILL GOES TO REFILL THE DEPLETED COFFERS OF INFORMATION. A FRIENDLY LETTER OR A SNAPSHOT IS A WELCOME CONTRIBUTION. ANY OF YOU WITH A YEN TO BE PUBLISHED NATIONALLY CAN HAVE THIS REALIZED BY WRITING AN ARTICLE FOR THE WORKHORSE. THE WAYS YOU CAN HELP ARE MANY, VARIED AND NOT NECESSARILY TIME CONSUMING. THE FIFTEEN DOLLARS YOU PAY AS DUES ONLY COVER THE COSTS OF BRINGING THESE PAPERS TO YOU: WHAT IS PRINTED ON THEM DEPENDS MOSTLY ON YOU!

JIM ALLEN, EDITOR

NORTHEAST REGION

LROA SANCTIONED MUD RUNS

July 13 - West Paris, Maine

August 2-3 - Honeywell Valley, Embden, Maine

August 24 - Detroit, Maine

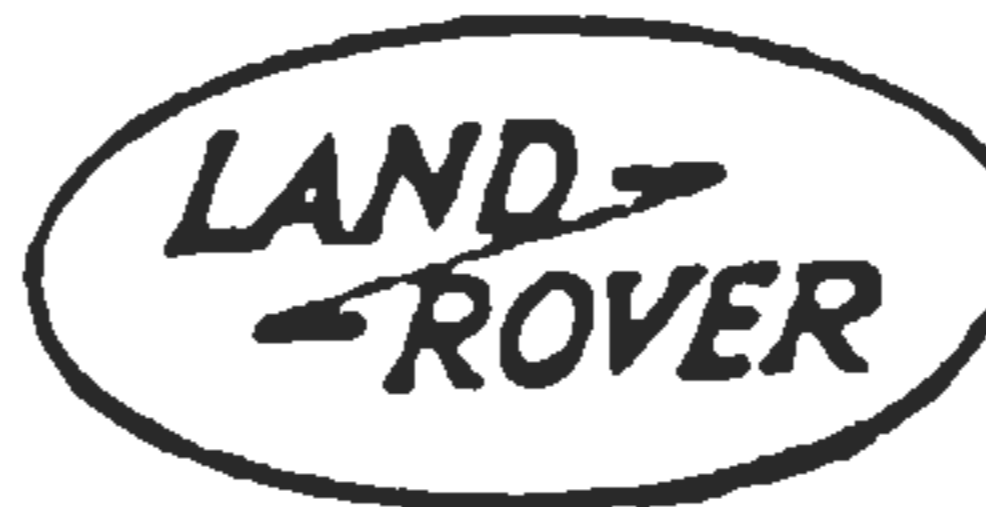
call N.E. Regional Coordinator for details

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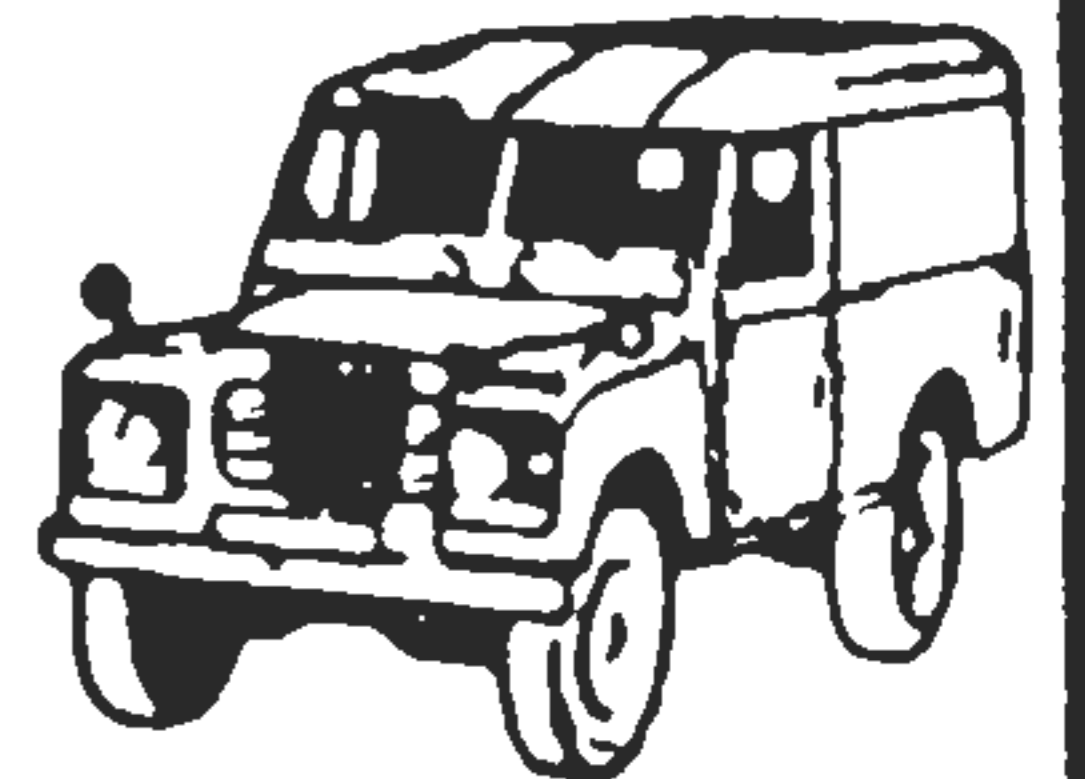
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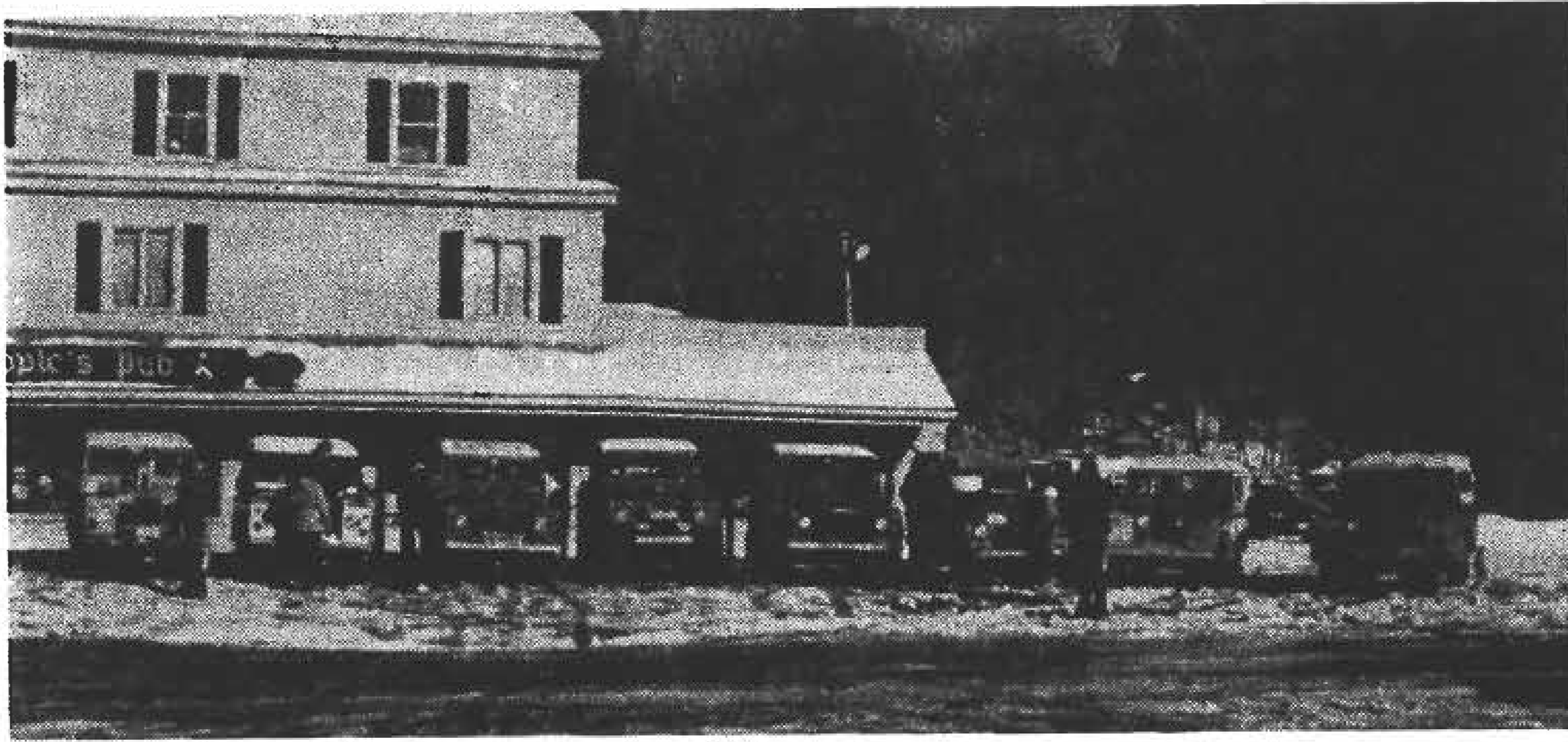


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Winter Safari II

THE NORTHEAST REGION'S SECOND WINTER SPECTACULAR

by Bernie Mowry

On Friday, February 21st, the weather was terrible here in Maine. We had lots of rain, sleet and a bit of snow. This was a dismal preview of what lay ahead for Winter Safari II on Saturday, but it was a sure cure for cabin fever. We were expecting some far away participants to arrive, but when the hour grew late we retired for the night hoping they had found shelter on the road.

Next morning at 5:30 I awoke and made my way to the coffee pot near the kitchen window. I could see a slight tinge of daylight as I made my coffee. While I sipped my eyes open with the freshly made coffee, I glanced outside. I started and thought, "I could've sworn I saw a Land Rover Ninety out there." I ran to the door, opened it and to my delight, it really was a Ninety. Mark Letorney and Bill Conant had driven down from Vermont and had arrived during the night. They had driven most of the night thru the terrible weather and then spent the remainder of the night in the Rover. It took a couple of cups of coffee to thaw them out sufficiently to begin the trek.

We travelled first to Sanbornville, NH and the "Poor Peoples Pub," where we met our Trekmaster, Gary Gosselein. We swapped a few more Rover stories, posed for a group photo, then it was off to the mountains and a gloriously sunny day. The previous nights snow and rain had frozen on the trees, making them a delight to behold. We were navigating roads that are usually impassable in winter, so a little trouble was expected. The first hill that posed a problem took our trailbreaker a couple of tries to make the top in his '69 88". Following him in my own '72 88" proved to be difficult. It took five tries for me to conquer the slippery and rapidly packing snow. As Mike Capozza cleared the

WINTER SAFARI (continued)

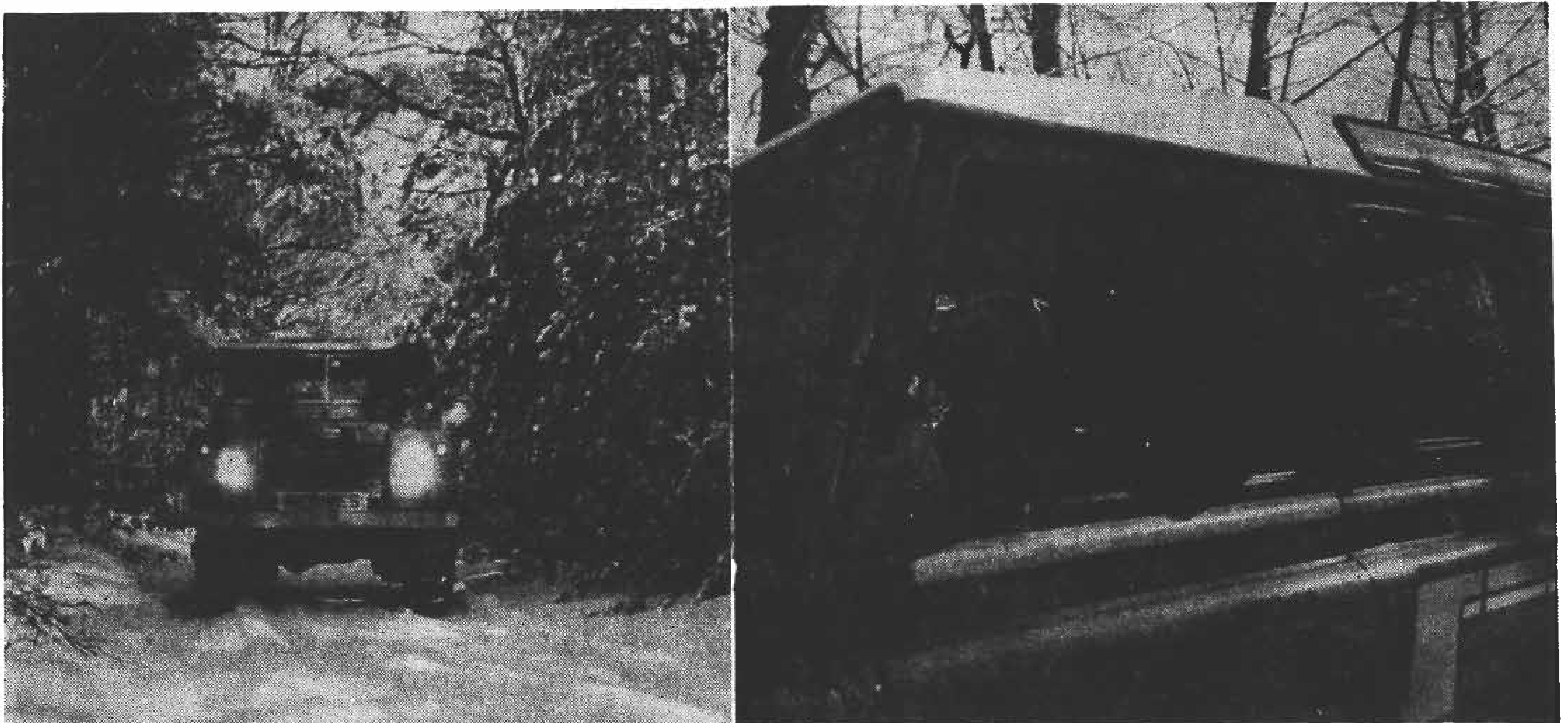
top in his "Super-modified" (but all Rover) '73 88", it became quite clear that a truck of such stature is derinately in my future. He had very little difficulty climbing that hill. The rest of the group followed with few problems. The next big hill



Mike Capozza's "Super Modified" Land Rover.

didn't slow us up much but now it was time to see what Mark Letorney's shiney new Ninety would do in snow. With a little prompting ne drove up and away with minimal effort. John Schaft's lightweight did a fine job again this year. Larry, Linda and Heather Davis joined us from Dover, NH and Larry's '66 military

88" did a fine job of manuvering the many dips, gullies and slippery hills we encountered. Phil Cunningham brought his old "Junkyard Rover" this year. He resurrected this beast from a boneyard with a siezed engine, bad trame and a plethora of other problems. It was good to see the wheels finally spin on this old timer.



(left) Your Author's 88 chained up. (right) Mark Letorney and his 90



the
**ALUMINUM
WORKHORSE**



THE OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION

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WINTER SAFARI 2 (continued)

We all enjoyed a winter cookout on Tumble Down Dick Mountain and a climb to the top yielded spectacular views of the Moose Mountain Ski area, Lake Winnepesaukee, Cooks Pond and the Gunstock Ski Area in New Hampshire. When we left the mountain, we followed the road thru some brooks and over more challenging hill climbs. We were still following Brackett Road after it had turned into little more than a snowmobile track. In fact, we surprised some snowmobilers judging by the strange looks we got as we drove by.



Feed your Land Rover regularly or you may end up as a light snack like Rick MacMillan did here.

Breaking trail thru the snowy woods.



Finally we were able to remove our chains and we drove the perimeter road of Merrymeeting Lake in New Durham. After a short stop at the store there we continued along and on our way pulled a stuck car from a snowbank. We romped some more on the old stagecoach road and after a discussion of possibilities for our next get-together, we parted ways to head home.

Ron and I would like to thank all of the participants in Winter Safari II for being responsible drivers and for making possible the thoughts and plans for WS III. People like these make this trip an enjoyable experience every year.

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FIRE ENGINES IN THE CALGARY AREA

by Mike Rundle

Last summer on a tip by local buff Bob Stelmack I went to investigate a fire truck on a farm just west of Calgary. For years I had heard rumors of a fire truck at the Gulf Oil Refinery in Calgary and incredibly, despite my reputation as a diehard enthusiast, I had never investigated this lead.

Jim Gallup along with his wife Lena drove myself and my wife Inge out to investigate on a summer evening in August. The accompanying photos were taken at this time. The vehicle is a 1960 109" pickup with "Firefly" body by Fire Armour Limited..... 9 George Street London W 1. Serial no. is 154002928 with 4978 miles on the odometer. Equipment includes 90 amp alternator in place of the original underhood item (which may have been delivered thus or modified by Gulf), 2 large searchlights - centre P.T.O. pump - oil cooler - front capstan winch (at present disconnected) - 2 wheeled foam trailer (which was originally supplied with L/R as complete unit) and a full complement of hoses, ladders, etc.

The trailer features Land Rover wheels and I believe follows in the same track as the L/R although I cannot verify this as it was parked a fair distance away and I never thought to measure at the time. (Nor in subsequent visits!)

I expressed some interest in purchase as I knew the vehicle was for sale and was informed the price was \$5,000.00 (Can you imagine a better advertisement for a firm specializing in L/R parts?!) A few months later the price had risen to \$8,000.00! One would assume that any buyer would wish to own this vehicle to lovingly restore and cherish rather than a profit-making venture and, as I know what the owner paid for it, I consider the price outrageous.

Quite interestingly the black-out on the doors covers "British-American Oil Co.", which as you old-timers (over 40) know was the predecessor of Gulf Oil. The vehicle is original and complete but requires a thorough loving restoration. I would be pleased to supply the name and address of the owner as the price is far beyond the means of our firm. *

The second vehicle I enjoyed even more. The story starts when I noticed in the local buy and sell paper in October an ad for some L/R shop manuals for sale. I telephoned and agreed to purchase said manuals, when in the course of the conversation, I learned that the seller had sold his own L/R some time ago and was now disposing of these items, but was employed by the Alberta Government at a Ranger Station that had in use a Land Rover fire truck! If you are bothering to read this I can imagine your reaction was similar to mine!! The next morning I drove my partner Philip's L/R out to the Elbow Ranger Station which is approximately 45 minutes southwest of Calgary. The gentleman, Ken MacKay, was extremely co-operative in taking me to the garage and moving the machine out to allow my photography and inspection.



Particulars: The vehicle is owned by the Government of Alberta, Recreation and Parks Department. It is based at the Elbow Ranger Station and used for forest fire suppression. (The Alberta Forest Service is responsible for fighting forest fires but within the confines of campgrounds this machine (Recreation and Parks) would take initial action. It is a 1963 88", (serial no. 24405372A) pickup with a "Carmichael" fire appliance. Features are a 200 gallon centre-mounted water tank and rear-mounted centre P.T.O. pump. The vehicle has a genuine 3000 miles on it and apart from a missing front lens (supplied gratis by Campart Calgary by the time you read this) and a slightly damaged left front fender is absolutely mint!! No rust, no wear and tear, no restoration required - vehicle is absolutely as new! What a joy to behold!

*Footnote: We were out last weekend, vehicle and trailer have been moved to indoor storage - inspection is welcomed by prospective buyers.

Three employees only are allowed to operate this machine, which likely explains why, despite being a "company vehicle", it is in such pristine condition.

While enjoying both machines immensely I have a bias to the 88" not because it is in better condition than the 109" (which it most definitely is) but because the 109" is owned by a fellow with no particular interest in Land Rovers (perhaps a bit mercenary with the great price hike) and the 88" is a working machine. Why replace it, and with what, and at what cost? The 109" can easily be purchased and owned if you have the money, but the 88" can't until it comes up for bid at a government auction. I am sure we would all like to own it and yet I find it profoundly satisfying that such a genuine machine is still doing an honest days work and likely to be doing so for some time to come...

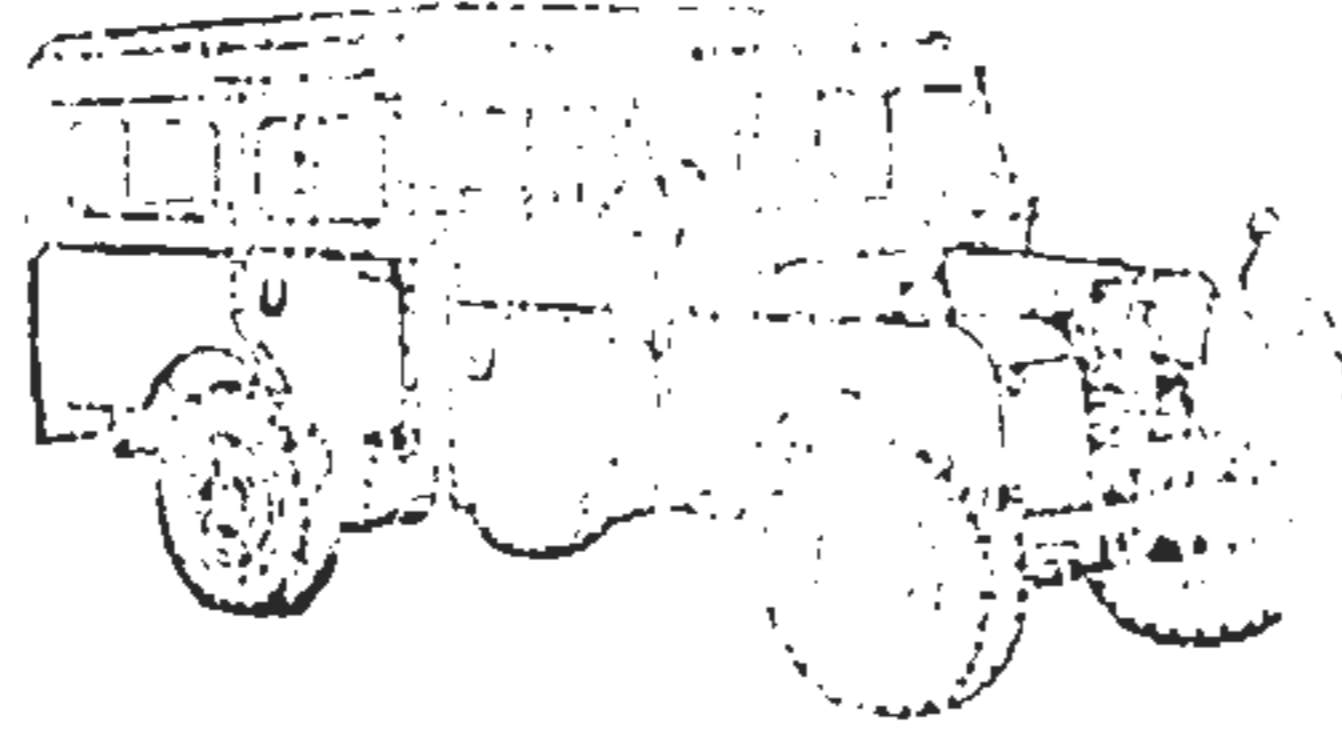
Special thank's to Ken MacKay, the gentleman in the photos for his kind assistance.

If any readers find themselves in Calgary, call me at the shop and I will be quite pleased to offer precise directions to these vehicles. A most pleasant scenic drive to Elbow Falls, goes right by the door, so to speak, of both machine's locations, Elbow Falls and the ice caves, offering great hiking and picnicing opportunities are within 15 minutes of the Ranger Sation on a first class, all-weather gravel road. Bring your family, wife, girlfriend and camera!

(Note from Editor: It would be wise leave either your wife or your girlfriend at home at any particular time. Sorry Mike - couldn't resist!)

REGIONAL COORDINATORS

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TECH TIPS - by the numbers

WEBER CARB DATA

In June 1985 I installed a 2-barrel Weber carburetor, purchased as a kit from West Coast British, on my 1969 Series IIA 88. The new carburetor has produced increased power and improved highway gas mileage over the Rochester with which I replaced the original Zenith. I never kept detailed mileage records for the Rochester or the Zenith but typically I would get 11-12 mpg in the city with each. The Zenith would, at best, get 14 mpg on highway and the Rochester about 15 (under ideal conditions it could give 16-17 mpg). Since installing the Weber, I have driven over 2000 miles and have kept detailed records of gas consumption. The table below summarizes my records.

	TOTAL	HIGHWAY	CITY	COMBINED*	TOWING**
MILES	2148.6	1080.2	652.5	222.5	193.1
% TOTAL MILES	----	50.3	30.4	10.3	9.0
GALLONS USED	146.9	61.9	51.3	14.9	18.8
AVG. MPG	14.6	17.4	12.7	14.9	10.3
RANGE MPG	23.2-9.4	23.2-15.1	14.2-10.3	15.1-14.8	11.2-9.4

* Includes highway, city and mountain driving.

** Towing a 22 foot, 6500 lb. house trailer in 4-wheel drive.

As you can see, city mpg is not much improved but there is a significant improvement in highway mpg and power. My LR is equipped with Warn free-wheeling hubs and a Fairey overdrive. In top gear, in OD, with 30 inch tires, I turn 2700 rpm at 55 mph. I use leaded premium fuel.

Herman Karl, # 38
Menlo Park, CA

**LAND -
- ROVER**



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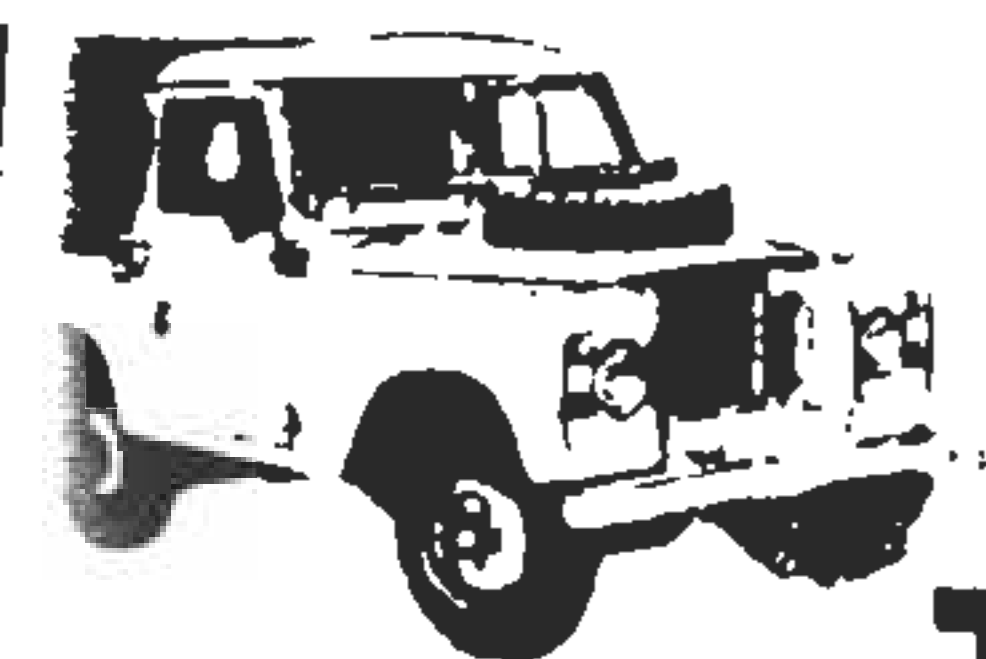
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'79 109 Diesel, 39K miles, 2-dr. on military frame, HD susp., 5 Michelins, full documentation & factory manuals - \$18,000

'74 Land Rover 88 SW, rbld. eng. & gearbox, fresh paint, Goodyear radials, Fairey OD, Warn 8,000lb. winch, headers, pristine cond. - \$6500

'71 Land Rover 88 SW, 80K miles, radial tires, good body, hubs, rbld. gearbox, strong eng. w/175lbs. compression, driven daily - \$3200

'71 Land Rover 88 SW, all original 42K miles, d/train strong & smooth, needs frame patching & muffler - \$1900

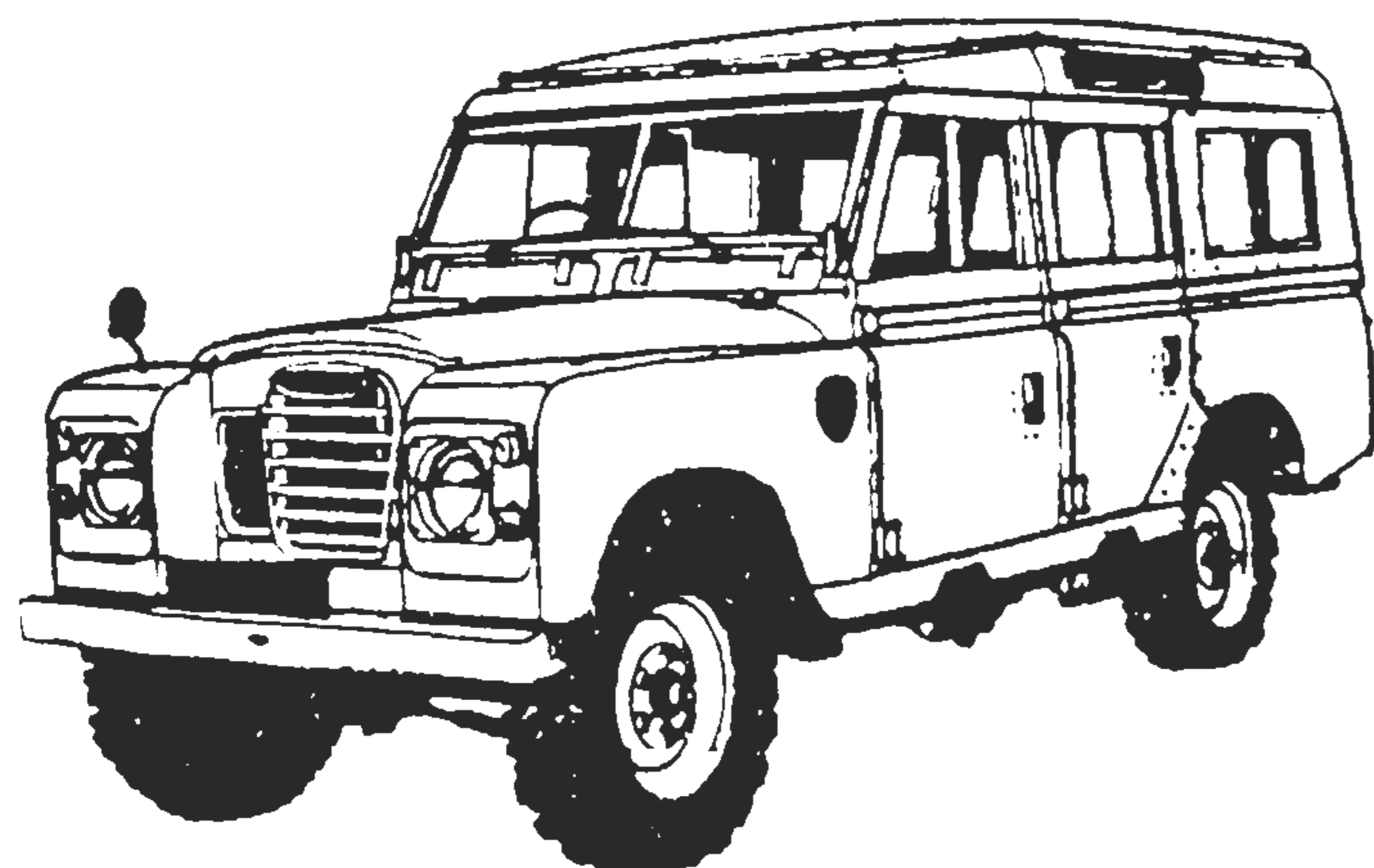
'71 Land Rover Basic, all original w/high compression motor, dual tailgates, many rebuilt parts - \$2800

'67 Land Rover 109 Safari SW, 6 cyl, w/extra 3L eng., all original & correct vehicle, rbld. gearbox & t/case - \$2600

'67 Land Rover 88, 16K miles, new paint inside & out, raised susp. w/reinforced axles, roll bar, Warn hubs, 8,000lb. Koenig PTO winch and fresh valve job - \$6800

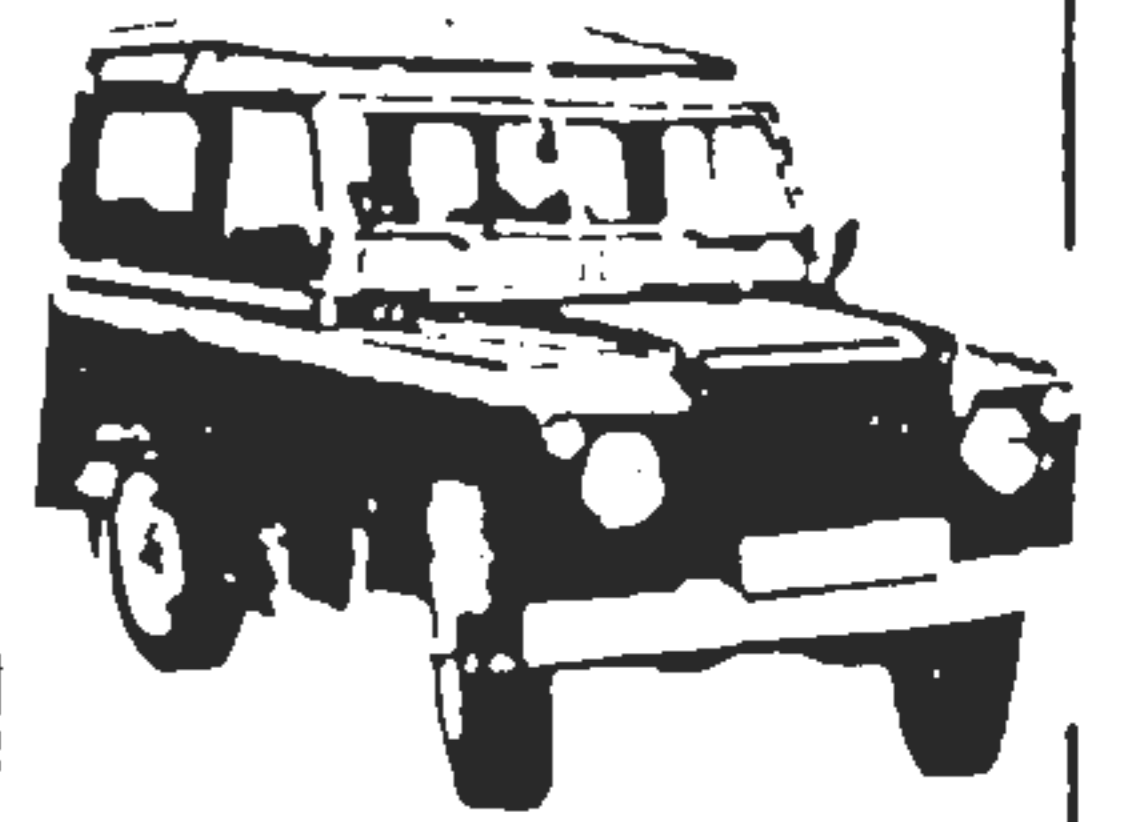
'60 Land Rover 109 Safari SW, all original w/eng. inspected & ready to reassemble, body & frame in very good condition, missing fuel tank - \$1800

'60 Land Rover 109 Diesel PU, original condition, freewheeling hubs, blue in color - \$2000



GREAT AMERICAN LAND ROVER COMPANY
2943 29th Avenue
Tumwater, WA 98502
(206) 754-7147

CHARLES KELLOGG



THE GREAT NORTH AMERICAN LAND ROVER CO.



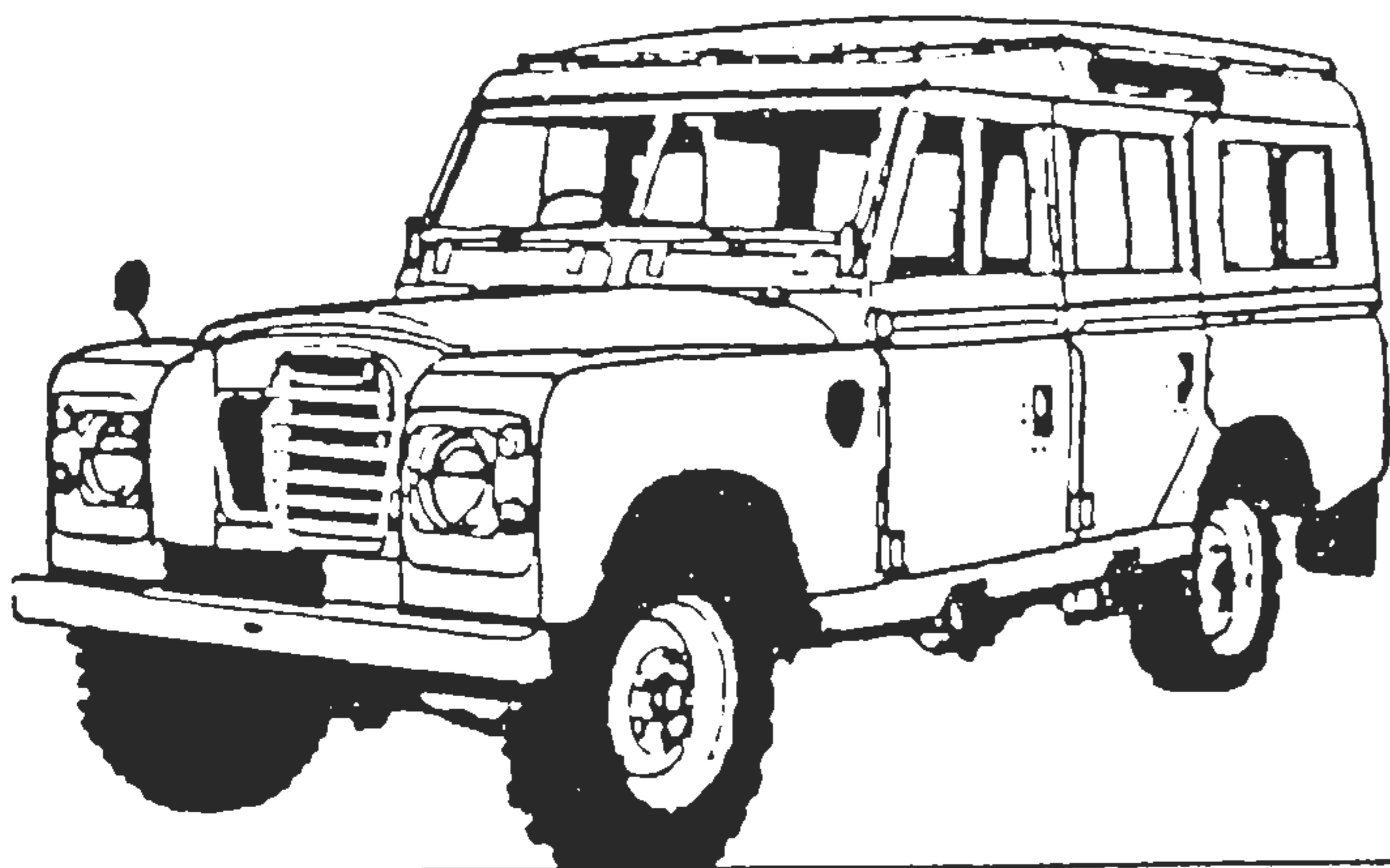
PARTS SPECIALISTS

2943 29th AVE. S.W.
TUMWATER
WASHINGTON 98502

HIGH QUALITY GENUINE LAND ROVER SPARES AND ACCESSORIES SHIPPED NATIONWIDE.
WE SELL USED LAND ROVERS NATION WIDE & CANADA. CALL US WITH YOUR SELL/BUY NEEDS.
NEW, USED AND REBUILT SPARES AT REALISTIC PRICES. CALL FOR A PRICE COMPARISON!
RUST-FREE WEST COAST PARTS: FRAMES, BODY PANELS, FIREWALLS, DOORS, TAILGATES.
MILITARY SPLIT RIMS. NEW & USED OVERDRIVES. REBUILT PETROL & DIESEL ENGINES.
200 PLUS HORSEPOWER ENGINES RELIABLY BUILT FROM STOCK PARTS. USED TRANSMISSIONS.
SPECIALLY BUILT HEADS FOR UNLEADED FUEL. STELLITE VALVES. VINTAGE LUCAS.
BRONZE GUIDE KIT WITH TEFLON SEALS: VASTLY SUPERIOR TO FACTORY GUIDES!
NEW & USED CANVAS TOPS, BOWS & STAYS. LIMITED SLIP DIFFERENTIALS.
STAINLESS STEEL FLOOR REPAIR PANELS. SAFARI ROOFS. FULL-VEHICLE RESTORATION.
USED WINCHES. AUXILIARY FUEL TANKS FOR ALL MODELS. REAR 88" FUEL TANK: 19 GAL.
38 LAND ROVER SPECIALTY BOOKS! U.S. THERMOSTAT CONVERSION KITS. KODIAK HEATERS.
SELF-ADHESIVE ACCOUSTIC INSULATION KITS FOR UNDERBONNET & CABIN.
WAREHOUSING IN BOSTON, NEW YORK AND OLYMPIA, WASHINGTON. SEND SELF-ADDRESSED BUSINESS ENVELOPE FOR PARTS, BOOK & ACCESSORY LIST, OR CALL NOW 206-754-7147.

TOP QUALITY ACCESSORIES

NEW AND USED



WE BUY & SELL LAND ROVERS

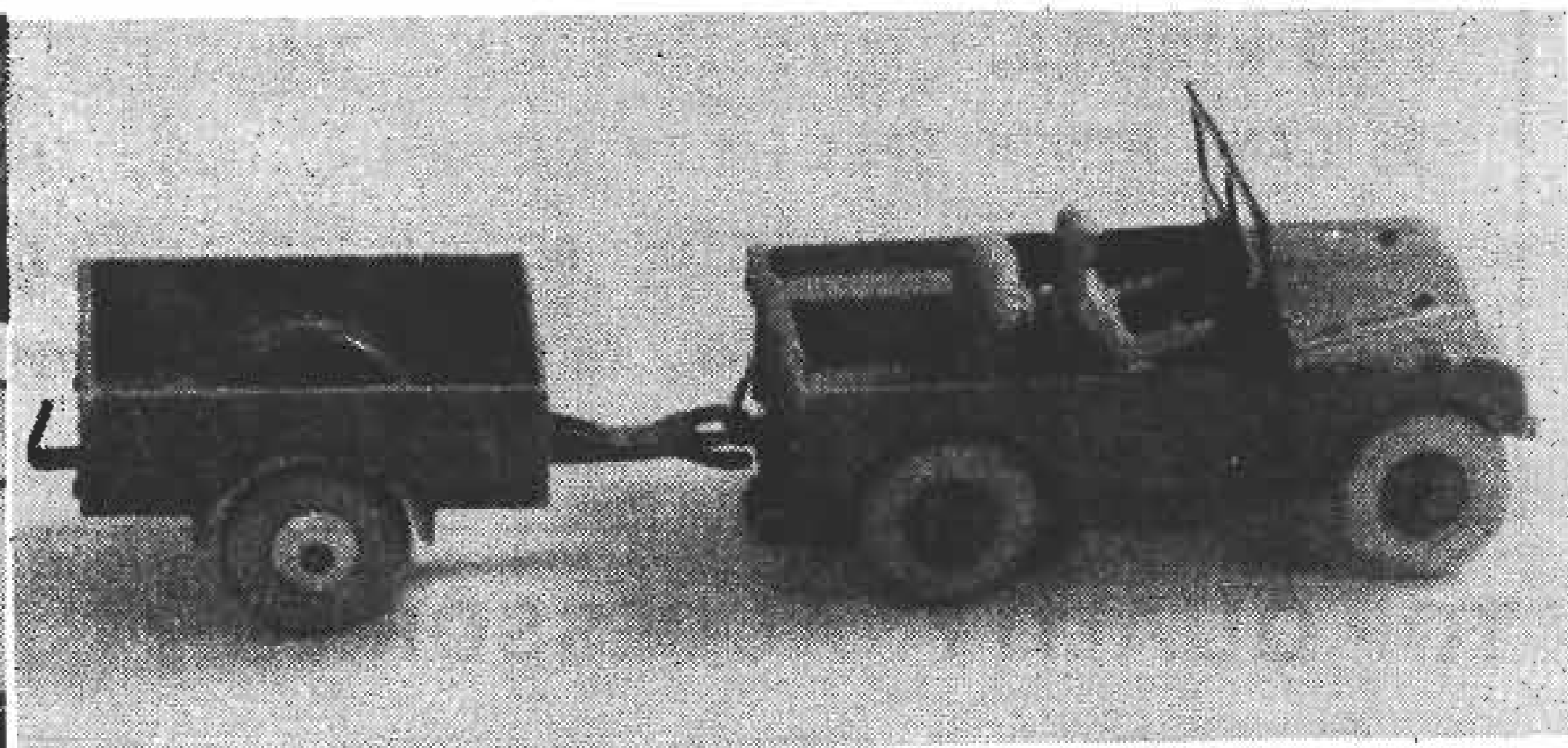


THE GREAT NORTH AMERICAN LAND ROVER CO.
America's Largest Stock of Used Parts
SPECIALIZING IN NEW, USED & REBUILT SPARES
SERVICE, CONSULTING & LAND ROVER SURVEY
WORLDWIDE SHIPPING

ROVER REVUE



(left & right) These photos by Ron Mowry, #47, illustrate a few of the differences between the Ninety and the 88. The photo on the left is a military version of the Ninety and was taken at the Land Rover factory.



(above) Ron Mowry also sent these photos of an old "Dinky Toy" LR that belongs to Phillip Kendrick. It RHD Series 1 model features a traile and a rear PTO.

(above) This photo of a highly unusual 109 came with a letter but was accidentally separated. Will the photographer please identify himself and this rig.

Land Rover sale is shelved for two years

By Michael Kemp
Motoring Correspondent

LAND ROVER will not be sold off for two years.

And the future of the firm's £90,000-a-year joint chief executive, Mr David Andrews, who led a management-employee buy-out bid, is now in question.

News of the temporary U-turn was revealed last night by Trade and Industry Secretary Paul Channon, who told

A British Leyland statement said it had recommended that the Land Rover group, including Range Rover and Freight Rover, be retained to continue their preparation for privatisation—and the Government had accepted this.

Unhappy

The decision came as a 'disappointment' to Mr Andrews, whose joint chief executive Ray Horrocks, in charge of Austin Rover cars and Unipart, has clearly voted against his buy-out bid.

Mr Horrocks favoured a sell-out to America's General Motors, who withdrew their offer to buy the whole of BL's commercial vehicles after the Government, under public pressure refused to include the Land Rover side.

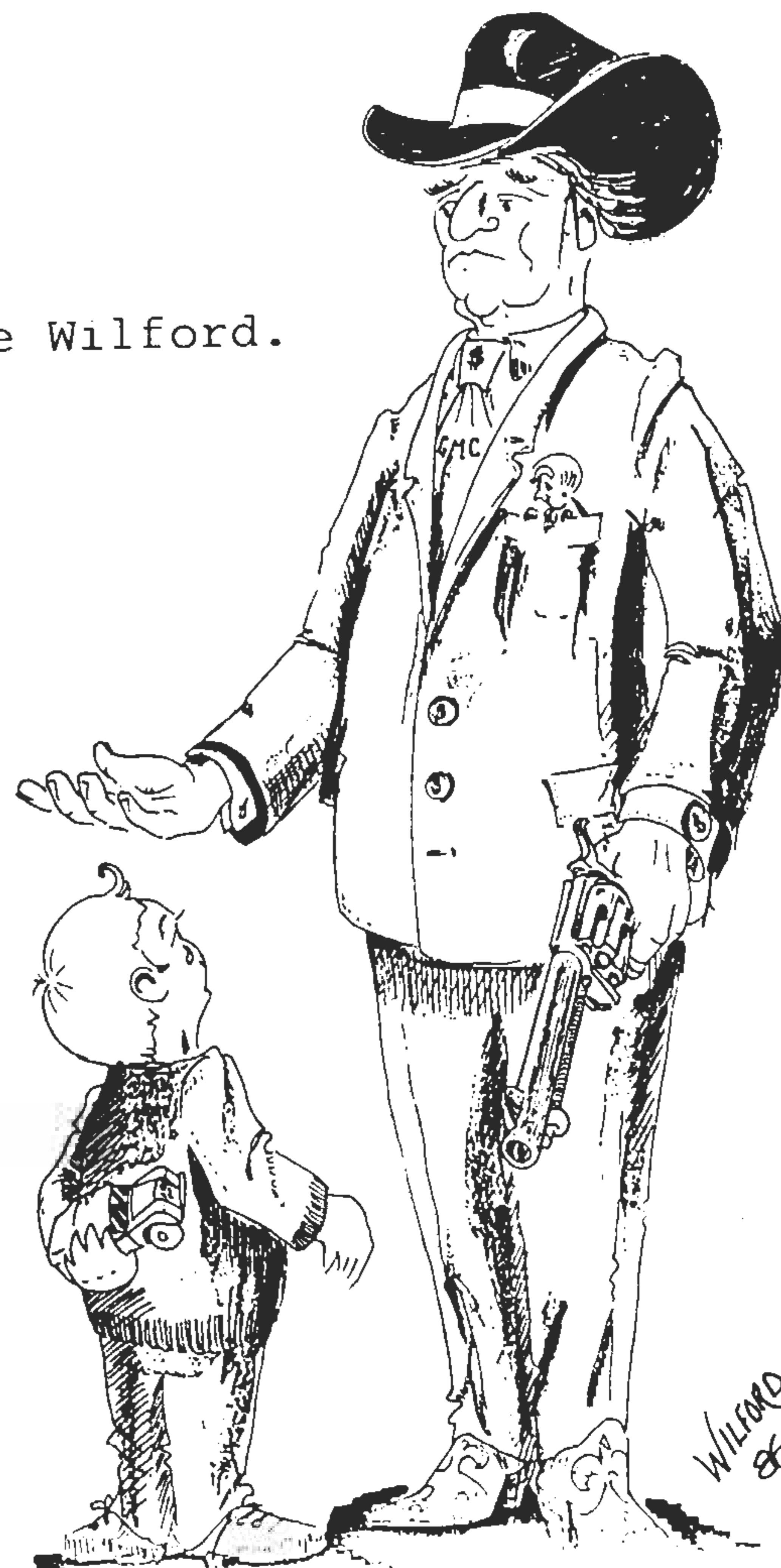
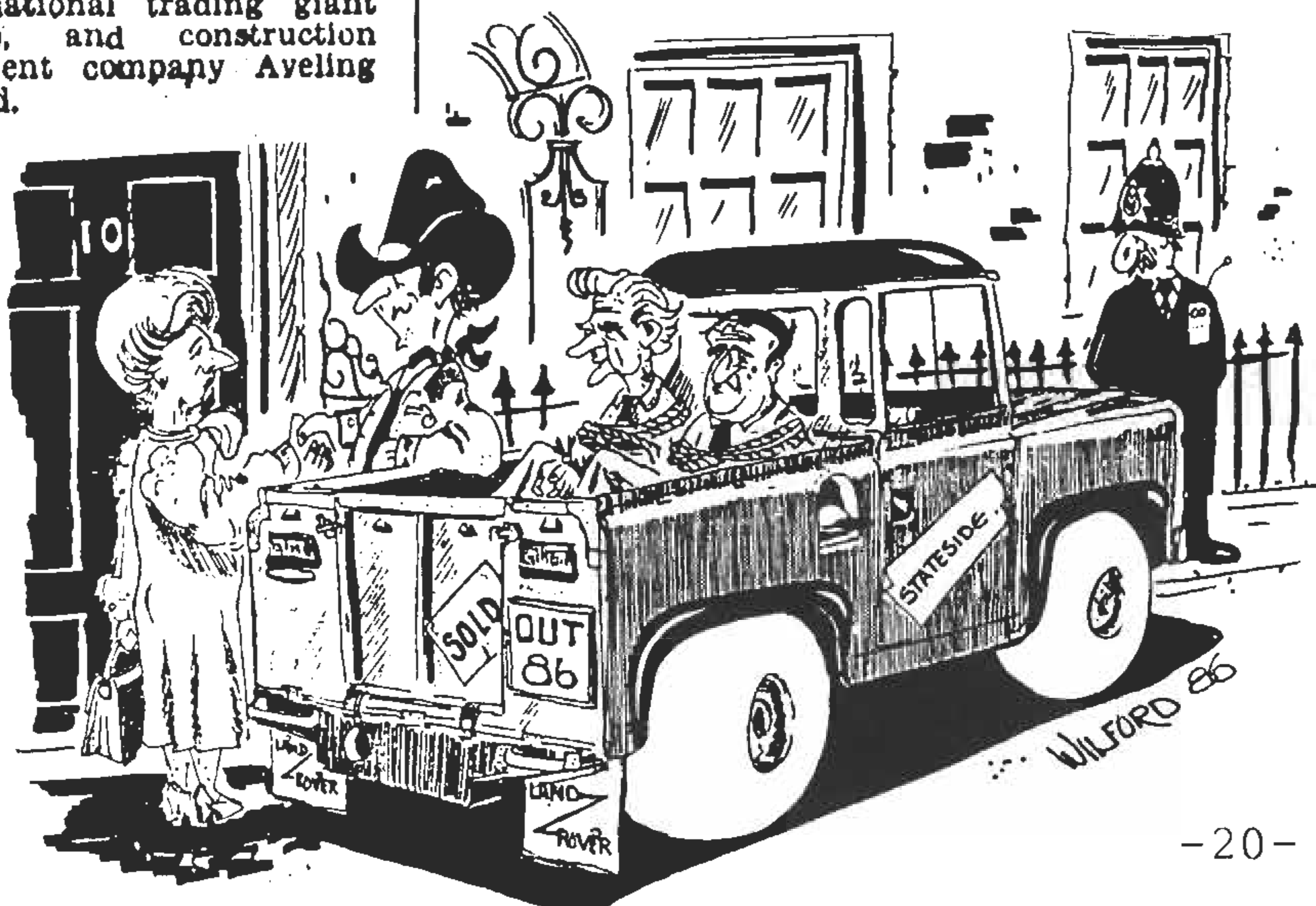
His £90,000 job, too, could now be in doubt.

Also unhappy with the decision were the three other eager bidders — excavator vehicle boss J. C. Bamford, multi-national trading giant Lonrho, and construction equipment company Aveling Barford.



Here's what helped to do it!

Cortoons compliments of Pete Wilford.



Okay Tex that's agreed then. 5% discount for going home via the Colonies.

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

LAND ROVER 88", 4 cyl
pellant mechanically-ne
smetics, driven daily - \$

MARKET PLACE

'66 LAND ROVER 88", Trop. r
ew headers & exhaust sys.
terior redone, recent re
00 or trade for 109"PU.

LAND ROVER 109", 4 cyl
w pastei green paint, in
mechanical condition - \$320

'69 LAND ROVER 88, 4 cyl
petrol, Weber 2bbl, header, OD
hardtop+full canvas, hubs,
spares & manuals, much more!
\$3500. Don McCormick (415)697-2249
Milbrae, CA

'71 LAND ROVER 88, good condition,
Bill Avansino, (702) 847-0185
Virginia City, NV

'74 LAND ROVER SERIES III 88
Deluxe, Orig owner, 7.50-16 tires,
Cibie H-4 lights, trt lifting rings,
side & rear steps, manuals & tools
James H. Alton II (603) 880-1536
Nashua, NH

'65 109, 283 cid Chevy V8,
3.36 diffs, needs work, best offer.
Jonas Dovydenas, Under Mountain Rd.
Lenox, MA 01240

'70 LAND ROVER 88,, HT,
petrol, OD, needs work. \$2300
John Osborn (916) 222-8207
Redding, CA

WANTED, late '60s or '70s 88,
Kelly Nice (415) 935-5854
Walnut Creek, CA

16" ROAD WHEELS, set of 5,
\$5 per wheel + shipping
Tom Gallucci (203) 723-2129
Naugatuck, CT

SERIES III PLASTIC GRILLE,
\$5 + shipping
Tom Gallucci (203) 723-2129
Naugatuck, CT

88 REAR DIFF, ring gear bad,
rest OK, \$25 + shipping.
Tom Gallucci (203) 723-2129
Naugatuck, CT

LAND ROVER ENGINE, 6 cyl,
complete, \$100+shipping.
Laine Fluckiger (602) 781-4220
Many Farms, AZ

LAND ROVER REAR DOOR,
no glass, make offer or trade.
Ted Harwood (818) 988-5241
Van Nuys, CA

LAND ROVER WHEELS, 8X14",
set of 4, \$30 each.
Lea MaGee (916) 827-2373
Doyle, CA

'65 LAND ROVER 109, S/W, Chevy "6"
New paint and interior. Good tires.
\$4500.00 Barry (415) 676-4874

CLASSIFIED AD INFORMATION

"MARKET PLACE" ads are free to all selling Land Rover vehicles or parts. Each ad will run two issues unless renewed. Unconditional priority for ad space goes to members of the LROA. No pictures please.

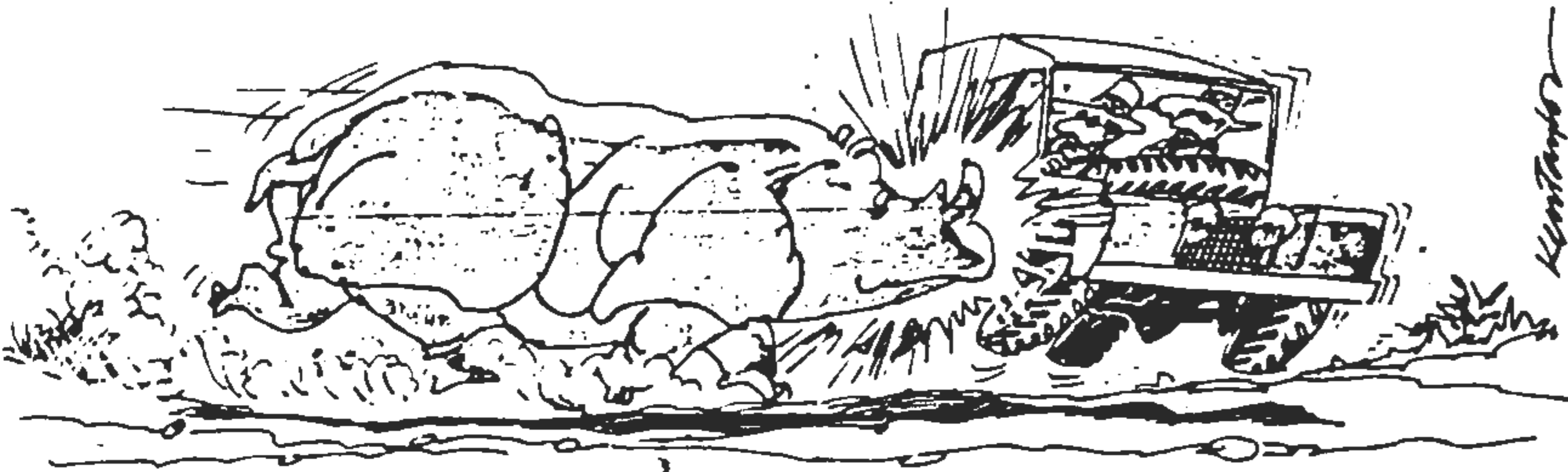
CHANGE OF ADDRESS

Save this change of address form and send it to us if you move.

NAME _____ MEMBER # _____
OLD ADDRESS _____ CITY _____ ZIP _____
NEW ADDRESS _____ CITY _____ ZIP _____
OLD PHONE # _____ NEW PHONE # _____

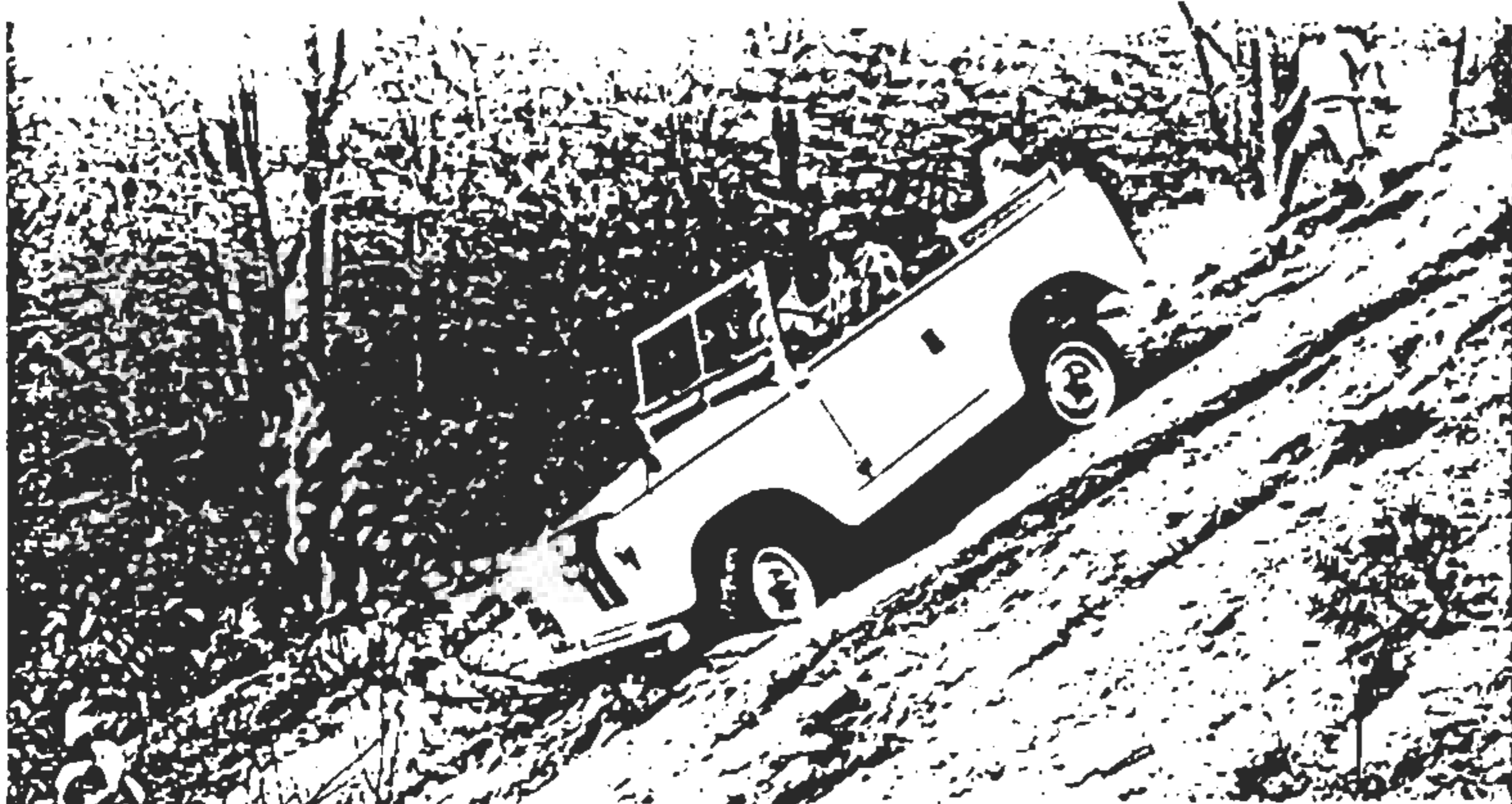
SEND TO: LAND ROVER OWNERS ASSOCIATION
P.O. BOX 162201
SACRAMENTO, CA 95816

POSTSCRIPTS & MISCELLANY



"God, I hate being treated as a sex object."

Thanks to Tom Gallucci for these.



Look, Ma, no road!

Did you get home last night?
WILL YOU GET HOME TONIGHT?



Land-Rovers always do!

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