

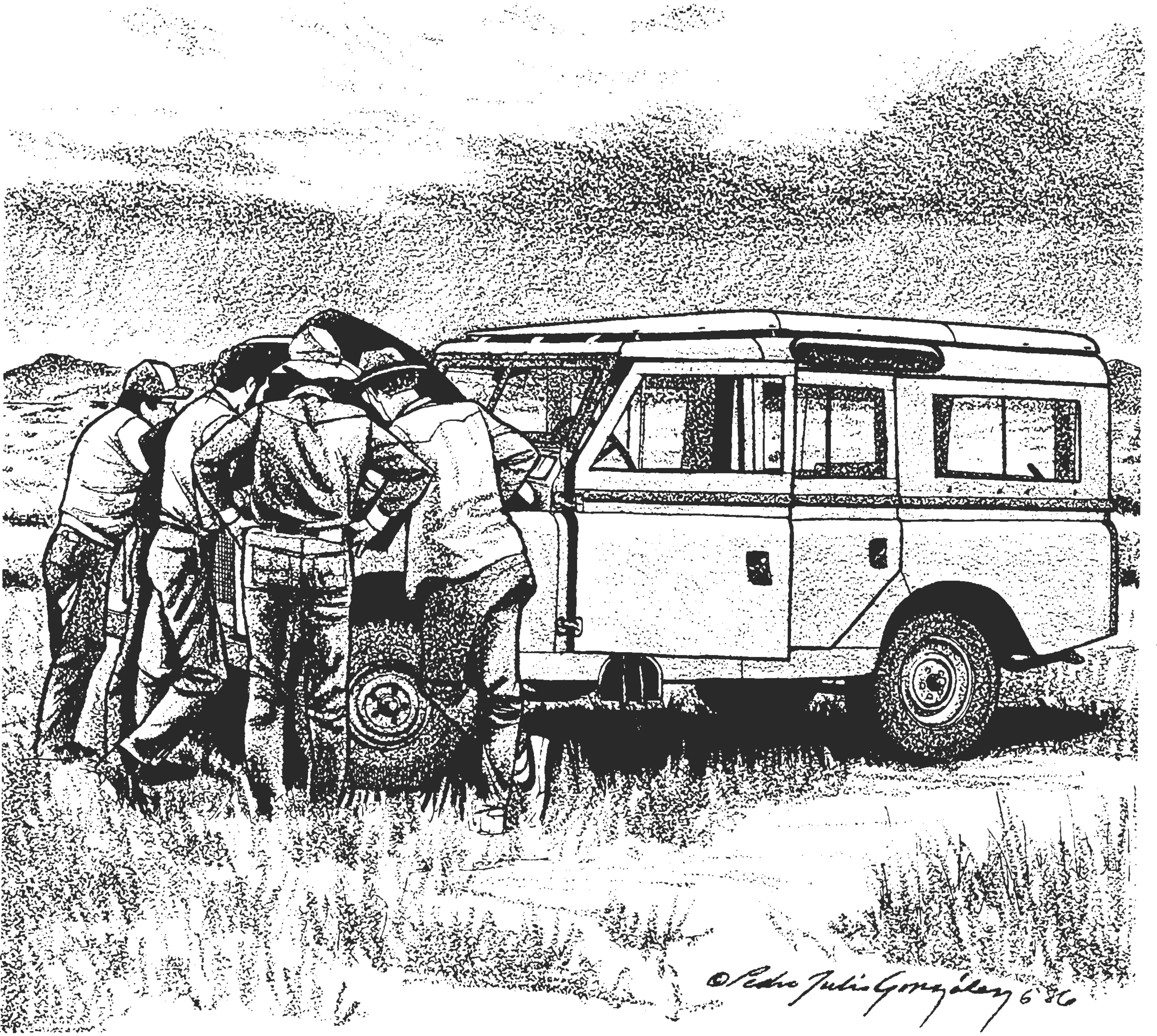


the
**ALUMINUM
WORKHORSE**



THE OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION

VOLUME III, NUMBER III, SUMMER 1986 - COPYRIGHT 1986 - ALL RIGHTS RESERVED

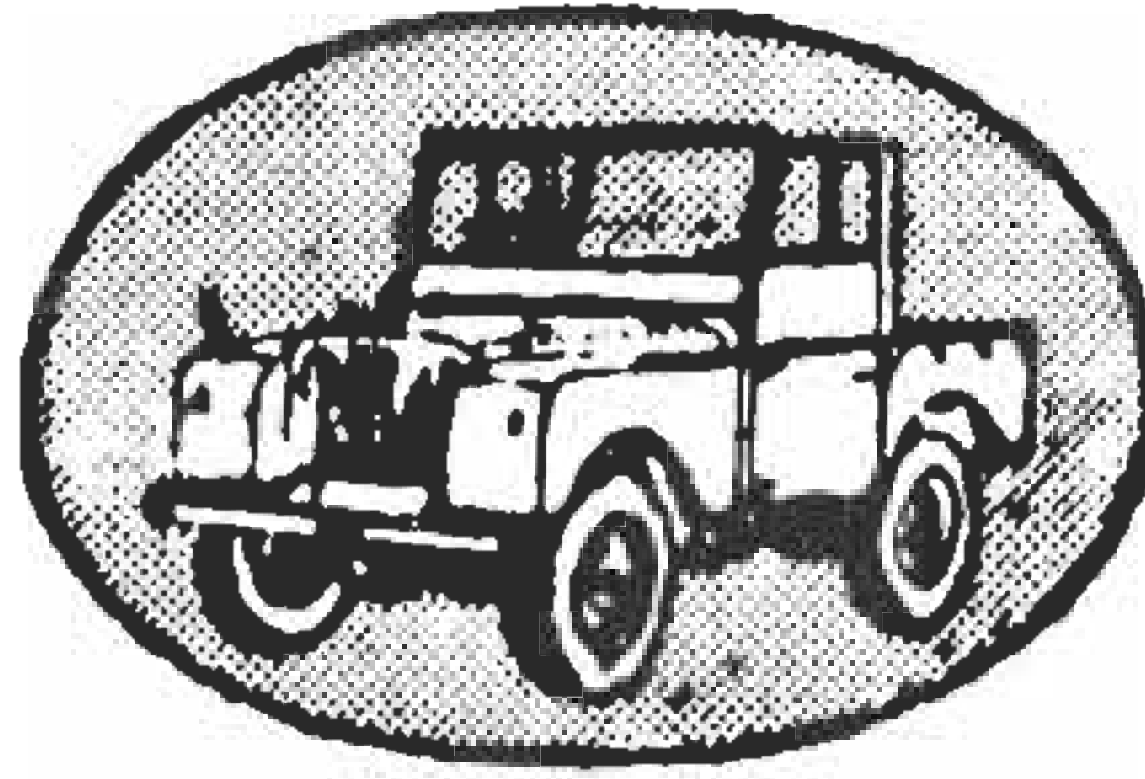


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Final edition

★★★★★

LROA



NEWS

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

APOLOGIES AGAIN

Due to my father's serious illness and death, I was unable to complete this Workhorse on time. My family obligations had to take priority in this case, as I'm sure you all understand. Thank you for your patience and understanding.

Jim Allen, Editor

WHOOPS

Last issue, we listed the LROA Toll Free Hotline without listing the access code. To use the Hotline:

- 1 - Dial 1(800)-262-4245
- 2 - When the computer answers and if you have a touch-tone phone, punch in the access code: 2620000.
- 3 - You will then be given access to the file and may leave messages up to 30 seconds in length.
- 4 - If you don't have a touch-tone phone, you will get a live operator who will ask you for the access code and put you thru.

NEW ROVER CLUB CONTACT

We just received a copy of The Rover-Lander, which is the official publication of the British Columbia, Canada based Rover Landers Club. They have a current membership of about a hundred and publish a newsletter that is, in this Editor's opinion, the finest in North America. We are on an exchange basis so you may see some Rover-Lander material grace the pages of the Workhorse, and vice-versa.

NEW ORIGINAL OWNERS CLUB MEMBER

Geologist Donald Strachan, of Hawthorne, Nevada, writes, "I purchased my '73 Series III 88 in December, 1974, from the Durand Tractor Company of Albuquerque, New Mexico where it had lain unsold for at least a year. My

LROA NEWS(continued)

purchase price was \$4400. I use it for full time prospecting these days, logging 2000 miles a month around the Great Basin here in Nevada. I removed the Zenith carburetor and smog gear long ago and now run headers with a 2-bbl Weber. Runs great!"

Welcome aboard Don!

NOTES AND QUOTES

Mike Breault, #122, a registered Maine hunting and fishing guide, wrote and offered a 10% discount to all LROA members who partake of his services. If you get up that way, give Mike a call at (207) 797-7935.

* * *

More on the Rover-Landers. I was so impressed with this Canadian newsletter that I decided to call up and talk to the people responsible. A long and pleasant conversation ensued with producer Rhonda Wood on the problems and rewards of newsletter making. This last newsletter was the first for Rhonda who introduced a new format for the Rover-Lander. Rhonda is also in the beginning stages of a restoration of a '66 109 Station Wagon. This 109 was purchased new by her father and eventually found its way into Rhonda's hands. Nicknamed "Gertie", the old Rover finally tuckered out and in a moment of weakness, Rhonda let it slip from her fingers. Some time later, Rhonda came across Gertie in a very sad state and repurchased her. She now says that, "I'll use Gertie for a flower planter before I let her go again."

* * *

Bill Osterheim, #184, tells us of another possible new and used LR parts outfit. It is:

Harrell Motor Sales
1101 N. Main St.
Waynesville, NC 28786

Leroy Harrell is (or was) the proprietor who claimed to have in stock, 90% of all parts for Land Rovers. Bill says his information on this outfit is about three years old but feels it's worth checking out.

A PILGRIMAGE

Steve Zedekar, one of our three founding fathers and now Oregon Regional Coordinator, has a proposition to make to the LROA membership. Steve.....

"Thanks Jim. How many members would be interested in the ultimate club trek? How about a trip to the Land of Rovers and real ale - Solihull, England! With ten years in the tour/travel industry, I feel qualified in organizing and leading such an adventure. The itinerary might include some time in London, Stratford, the Cotswolds and, of course, the Land Rover factory. I have spent considerable time in England and am very familiar with the area. This trip, however, would not be in the "Hilton" style, but rather a bed and breakfast/pub type excursion. This

LROA NEWS(continued)

approach not only affords a local flavor but makes the trip financially feasible to members. I am looking for a group of 20-30 people for late '87 or early '88 who are willing to make a deposit beforehand. Points of departure will be on both the East and West Coasts and the Midwest is possible also. If sufficient interest is generated, I will work up prices and a tentative itinerary. If you are interested, contact me at the following address:

Steve Zedekar
Rt 1, Box 232-A
La Center, WA 98629

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

DEC. 13 - Christmas Party Potluck in Sacramento, 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

FROM THE EDITOR

It looks as though my sad tale of last issue brought some results. Letters, photos and stories are coming in a bit faster. Keep it up, folks! We're still short of technical stuff, though. You mechanics out there - get on the stick - we need your expertise!

We've started work on this years LROA Directory. As before, anyone not wanting their address or phone listed, let us know now. Your silence will be regarded as permission to print this information. This directory will be expanded to include the latest updates on our parts suppliers list and information you might need on the club. The projected mailing date for the LROA Directory is late December.

LAND ROVER OWNERS ASSOCIATION
P.O. BOX 162201
Sacramento, CA 95816

Letters



DIE HARD ENTHUSIASM

I've been driving Land Rovers since I started driving and have never driven anything else, except to test similar vehicles. I have never come across anything that can out perform a Land Rover - nothing comes close! I currently own seven of the things; two are in Ireland (I'm Irish, incidentally), '77 and '79 109" diesels. Two are in Africa (Zambia), '74 and '80 diesel 109s and three are in the U.S., a '74 88, a '73 88 (in Canada), and a '66 109 4 door. The '73 88 has just been completely restored and hopefully I'll make it to the Rover's North Vermont Rally.

Myles J. Murphy, #
Butler, Maryland

I WONDER, MYLES, HOW DO YOU MAKE UP YOUR MIND WHICH LAND ROVER TO DRIVE EACH DAY. THAT'S A PROBLEM I THINK I'D LIKE TO EXPERIENCE SOMETIME.

WANNA TRADE

Anyone interested in trading Land Rover memorabilia and literature?

Tom Gallucci #137
538 Andrew Mt. Rd.
Naugatuck, CT 06770

QUOTE OF THE YEAR

I keep thinking about the 88" Rover parked in the yard of the Scrapmental Recycling Center back around 1978. Yes, I went back to check but "no joy." Think about that the next time you pop open a beer or soda!

"Land Rover Lovers Don't Drink Canned Drinks"
(it could be an old friend)

Chris Winters #213
Ft. Lauderdale, Florida

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- ROVER**



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4-speed, 10-miles, pristine condition - \$20,000

'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

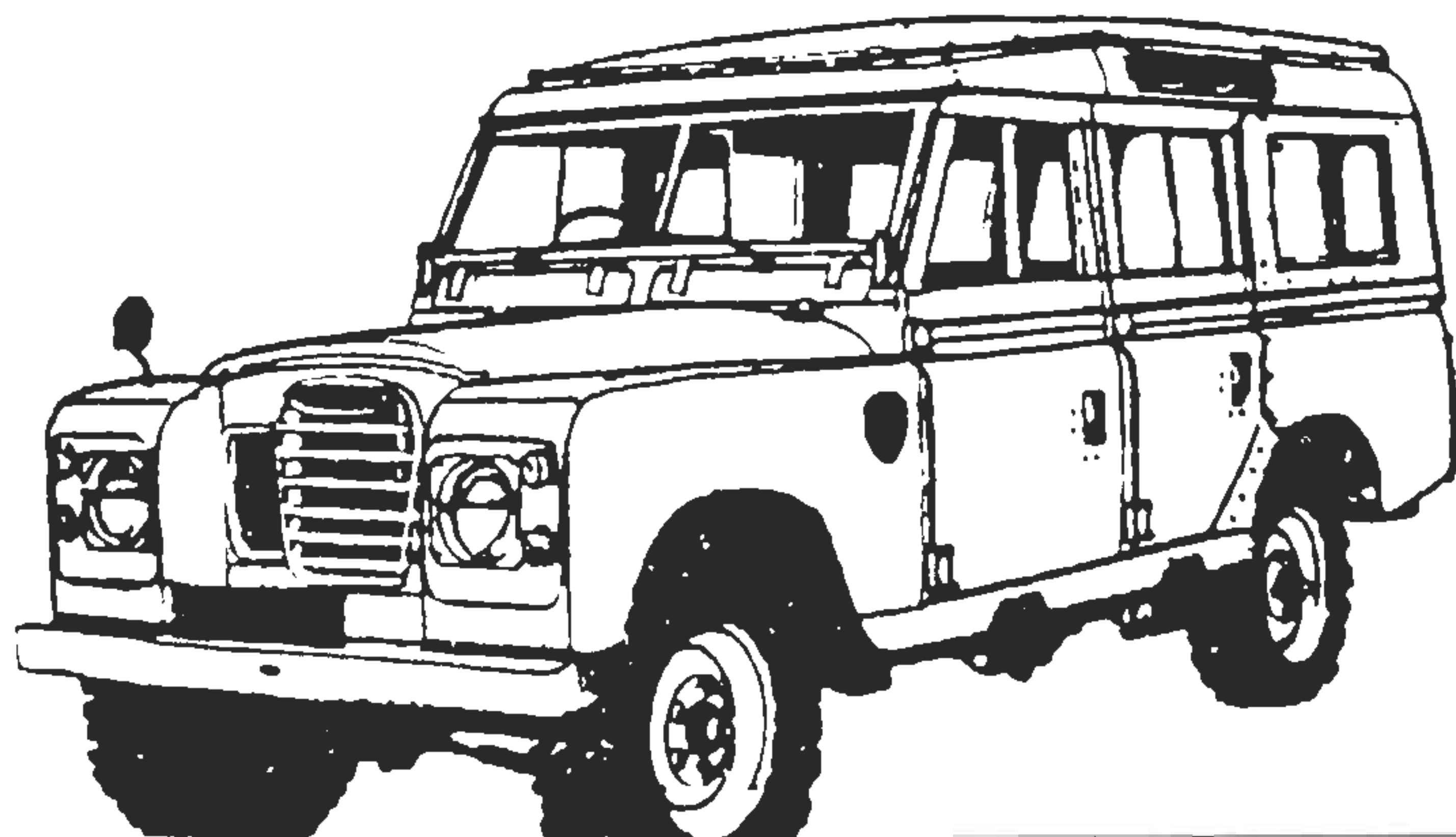
'71 Land Rover Basic, all original w/high compression motor, dual tailgates, many rebuilt parts - \$2800

'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

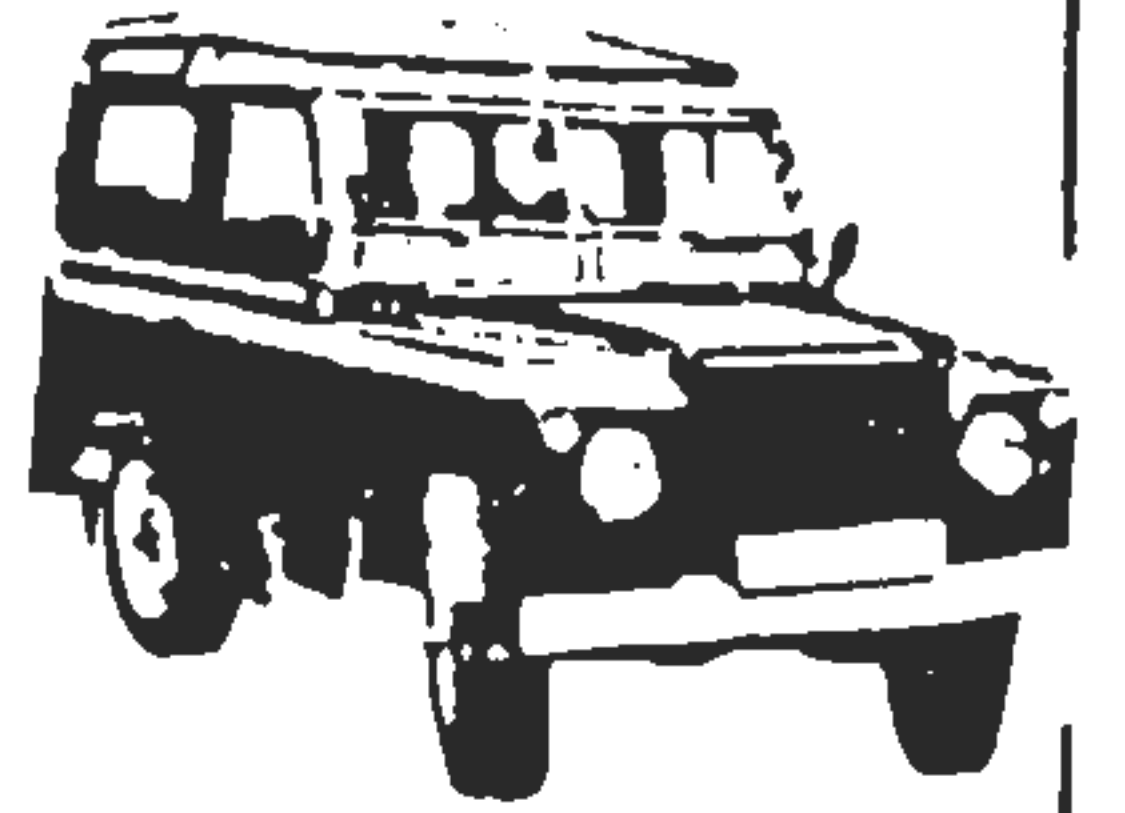
'60 Land Rover 109 Safari SW, all original w/eng. inspected & ready to reassemble, body & frame in very good condition, missing fuel tank - \$1800

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



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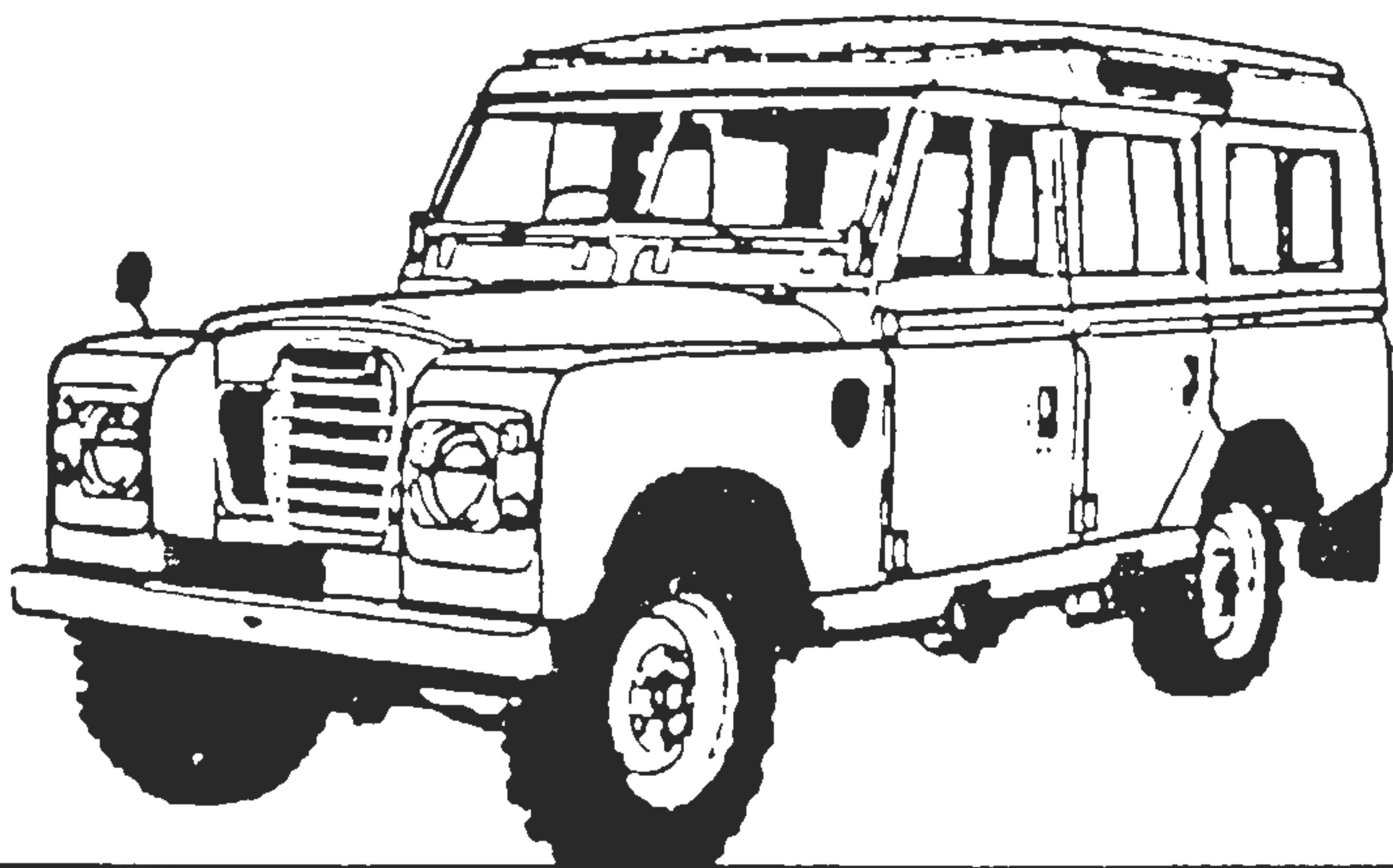
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NORTHERN MAINE TREK

by Ron and Bernie Mowry

It started nearly on time at the Mowry Farm with four Land Rovers; Tom Gallucci's '72 88 from Connecticut, Larry Davis in his '66 ex-military 88", Bernie Mowry in "Sherman", a '72 88", and myself in a 1959 Series II 88". I was to deliver the '59 to Joanne Byrne, who had purchased it F.O.B. Orono, Maine.

We headed up Route 202 to Gorham where we were to meet Ray Dixon and his family. When we met him, his son's Rover was suffering from a leaky float in its Rochester carburetor. Time to dig down deep into the bottom of my 3/4 ton military trailer and retrieve a spare Rochester I had brought along. While we had breakfast, Ray and Ray Jr. installed the carb and we were off to Orono with six trucks.

After fuel and nature stops, we rolled into the University of Maine gymnasium parking lot in Orono. There we met Scott Kingsbury and Steve Lebarge in a N.Y. registered 88". John O'Dea went on to Eagle Lake to secure a campsite while I dropped off the '59 88", known as "The Jeep Killer", to its new owners. We also loaded a spare 88" top onto the 3/4 ton trailer for later use in an experiment. Just as we were about to leave, Walter York showed up in the nick of time in his monster mud-running Land Rover.

On the road again with John Hawkins, our trekmaster, in the lead, we headed towards Stud Mill Road and the Horseback. The Horseback is a geological formation running thru the center of hundreds of square miles of bogs. We followed it up and down as it rose 20 to 40 feet above the marsh. We encountered numerous mudholes along curvey trail. At one point, we tried a steep, stoney hill, just off the main trail. No one was successful in climbing it except Walter and he inadvertantly "pitched camp" on the side of the hill when his rear door flew open.

We were stopped on the Horseback trail when we encountered a wide mudhole that, when prodded with a stick, yielded an eight foot deep dropoff. That made up our minds to head back along the Horseback and take alternate trails. Back on Stud Mill Road, a

NORTHERN MAINE TREK(continued)

thick of dust arose over the trucks. On the way, a very large helicopter crossed over the road with a very large water bucket suspended beneath it to fight fires. We trekked on thru the dust till we reached the Eagle Lake campsite and were reunited with John O'Dea. Everyone began pitching camp and we all circulated among ourselves. Somehow we managed to squeeze supper in between conversation and site preparation. Walter, Tom and Ray Jr. went off in their Rovers to explore the woods and night and to gather more firewood (a good excuse anyway!). We cautioned them to pay attention so that they could return safely thru the maze of logging roads in the area. John and Jill Sansome, visiting from England and bravely enduring this trek, were very happy for the time to take a canoe out onto the lake for a closeup of the moon.

The next morning, John Sansome rose at dawn and went off with his camera and had an early morning encounter with a moose in the bog. He got several good shots of the moose feeding. After breakfast, we heard the familiar sound of a Land Rover and were pleased to meet John Osgood. He had come up for the day from the Scoodic Point unit of Acadia National Park, where he is a Park Ranger.

A chance inspection of Ray Jr.'s 88" showed that gaping cracks had opened on both sides of the front frame just ahead of the rubber axle stops. With no welding possible, it became an interesting study in field repair. Finally, the repair was made with blocks of wood wired between the frame and axle and a come along to hold the whole thing tightly together. This was sure to afford a luxurious ride, but we were certain it would make do for the time being.

Later John O'Dea expressed the usual curiosity of whether or not a Land Rover roof would work as a boat. No time like the present for our experiment; we don't often find ourselves with a dismantled Rover roof near a substantial body of water. With a little sealant around the rivets and ribs, and voila, a flat bottomed boat. Not suitable for round the world cruises but fine for day trips!



Voila! A flat bottomed boat.

With the repair complete on the Rover frame, John Hawkins led out of the campsite back onto Stud Mill Road and again we raised huge clouds of dust. This time we had taken the precaution of passing out paint shop dust masks for those who needed them. Since this area is used primarily for logging we found that every 20 miles or so a Medivac sign was posted to mark an area where helicopter rescue could be effected. A very good idea since during the week the logging equipment

NORTHERN MAINE TREK(continued)

runs rampant in the area. We were lucky that this was a Saturday and we didn't have to dodge loaded logging trucks that usually ride the center of the steeply crowned road. The dust continued



A group shot taken as we prepared to leave our campsite.

to be so thick that we used our lights to aid us in being seen. We pressed on all the way to Princeton and Lakeside Inn, which we had reserved for the whole group. Half of us stayed in the Lodge and the other half got the cabin by the Lake. While we had a cookout for lunch, Ray and Ray Jr. went to a local welding shop for some more permanent frame repairs. It was an excellent time to relax and wash off some of the dust we were wearing. As the afternoon wore on, we broke up into small groups and explored the area. When suppertime came we were treated to an excellent home style supper served by the lodge.



NORTHERN MAINE TREK(continued)

After supper, a few of us decided to explore a mud road that John O'Dea had discovered earlier. Despite my street tires, I went along as we pressed our way into a really good set of ruts, just to see how far I could go. I made it in about a mile and could go no farther. A quick C.B. call and Walter came lumbering in to winch me out. I easily came unstuck and returned to tarmac while the rest of the group, more appropriately tired than I, continued on the adventure. They churned along that rutted track for three hours until they came to a section that had grown up with Poplars 2-3 inches in diameter. Rather than a three hour backtrack, Walter volunteered to clear the trail. He crashed through the trees, back and forth, until even the lowest-hung Land Rover of the group could make it through. They made it back to the Inn shortly after midnight and bedded down for the night.

Next morning after a large breakfast, the group began the inevitable breakup to head for home country. The people with the farthest to go were the first to leave. We said goodbye to John O'Dea, Walter York, Tom Gallucci, and the two Ray Dixons. Scott Kingsbury, Steve Lebarge, Larry Davis and ourselves decided to continue the adventure out to Eastport Maine and Schoodic Point where we discussed possibilities for our next outing before hitting the trail for home.

* ATTENTION KOENIG WINCH OWNERS *

The Workhorse recently got hold of the installation, parts list and operators instructions for the Koenig "King" winches for Series IIa and Series III Land Rovers. These are the Koenigs that run from a PTO in the transfer case with a driveshaft that runs forward to the winch. We will be glad to send you photocopies if you send us a self-addressed, stamped 9X12 manila envelope with 39 cents postage and a picture of your Land Rover for the "Rover Revue" column. Also tell us if you have a Series IIa or Series III; there is a difference in the winch installation and parts lists.

* ATTENTION WIERDOS *

If you have ever wanted to learn how the British military trains its personnel to destroy Land Rovers, send a self-addressed envelope with 22 cents postage and a photo of your Land Rover for the "Rover Revue" column and you will receive copies of this information excerpted from RAF manuals. Only a pervert would enjoy them!

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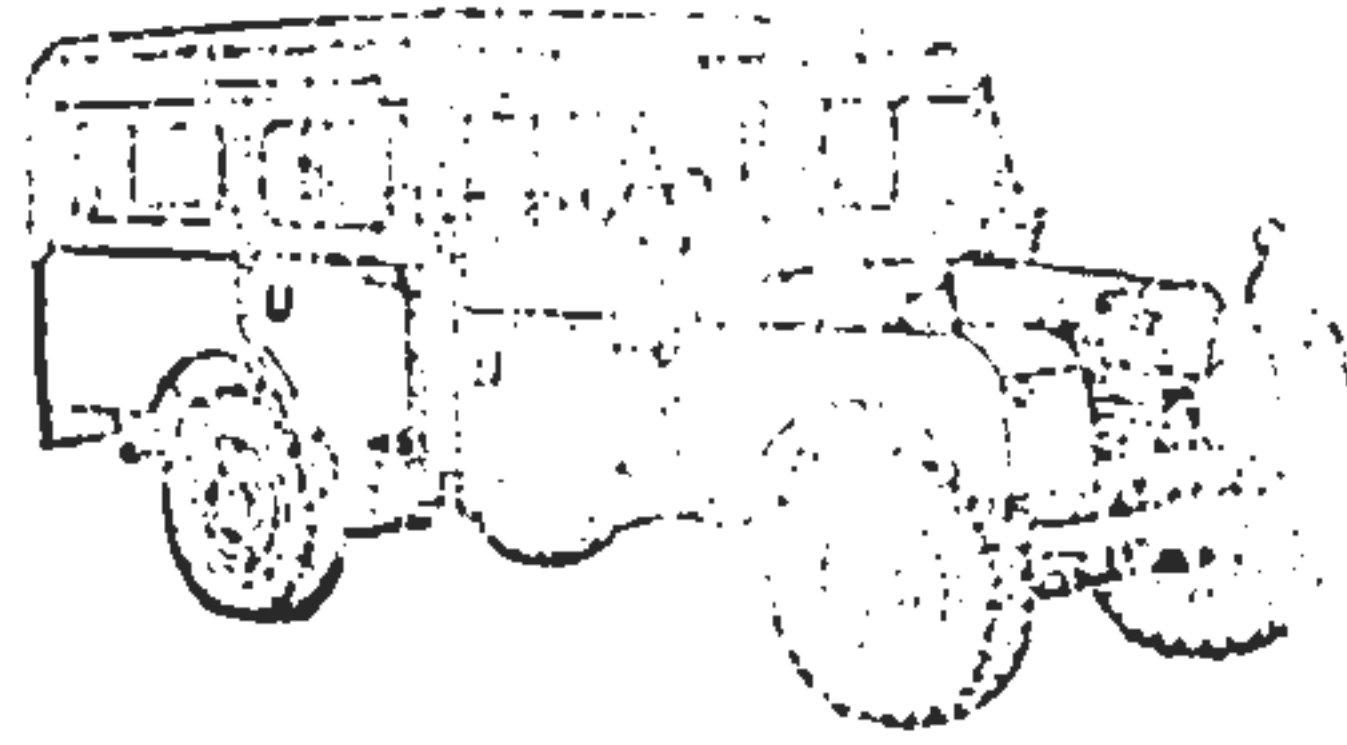
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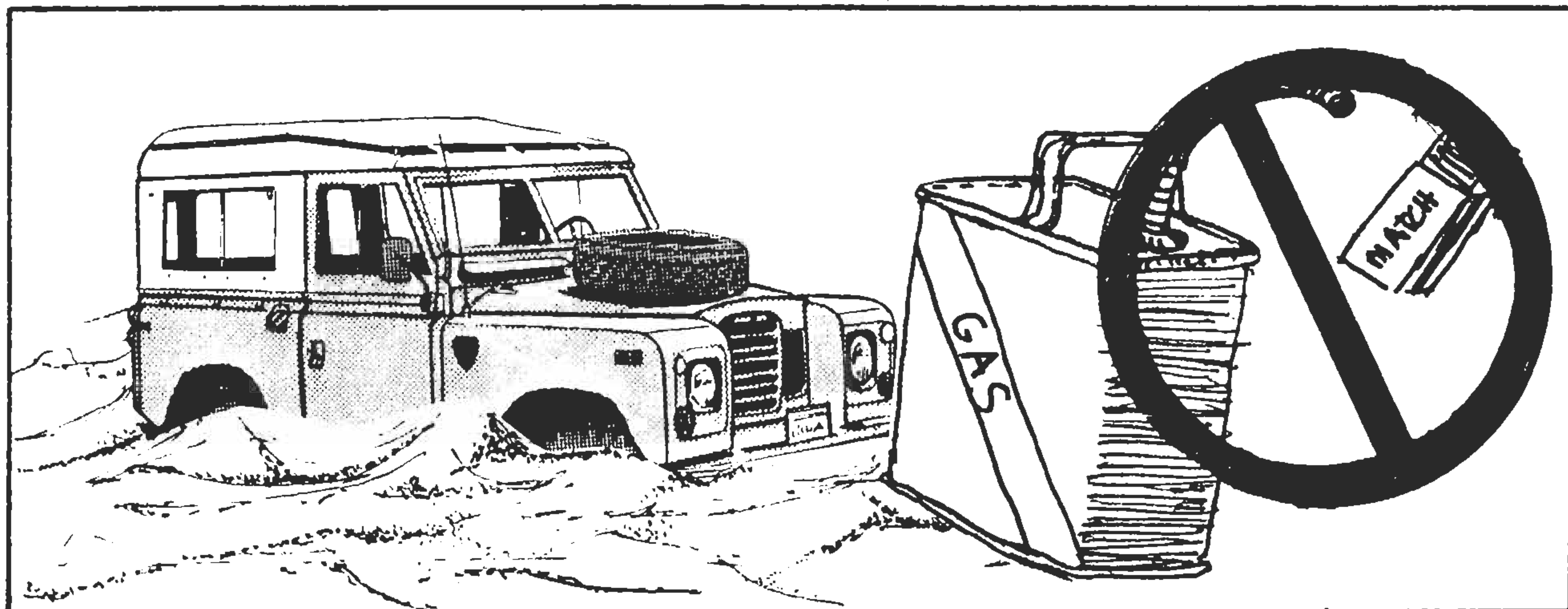
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WINTERIZE

by

Jim Allen

DON'T LET WINTER SPOIL YOUR OFF-ROAD FUN -

- GET READY FOR WINTER AND ENJOY IT FOR A CHANGE

The majority of us have to deal with adverse conditions of one sort or another when winter comes. These conditions vary from minor inconveniences to very real life threatening ordeals. In any case, you and your Land Rover need preparation to deal efficiently with whatever may occur in winter. This article will help you face those winter conditions safely wherever you live or travel.

Getting Your Rover Ready for Winter

Truth be told, most breakdowns are due to neglect of one form or another. This winter, when it's 10 degrees below zero and you've frozen your butt trying to get the Rover started, you might wish you'd taken the time for a little preventative maintenance. Take the time now to give the old workhorse a going over, before inclement weather.

Getting the Juice

The battery is the most important part of your electrical system. It is also, typically, the most neglected part. Did you know that an average battery at 32 degrees Fahrenheit produces

WINTER(continued)

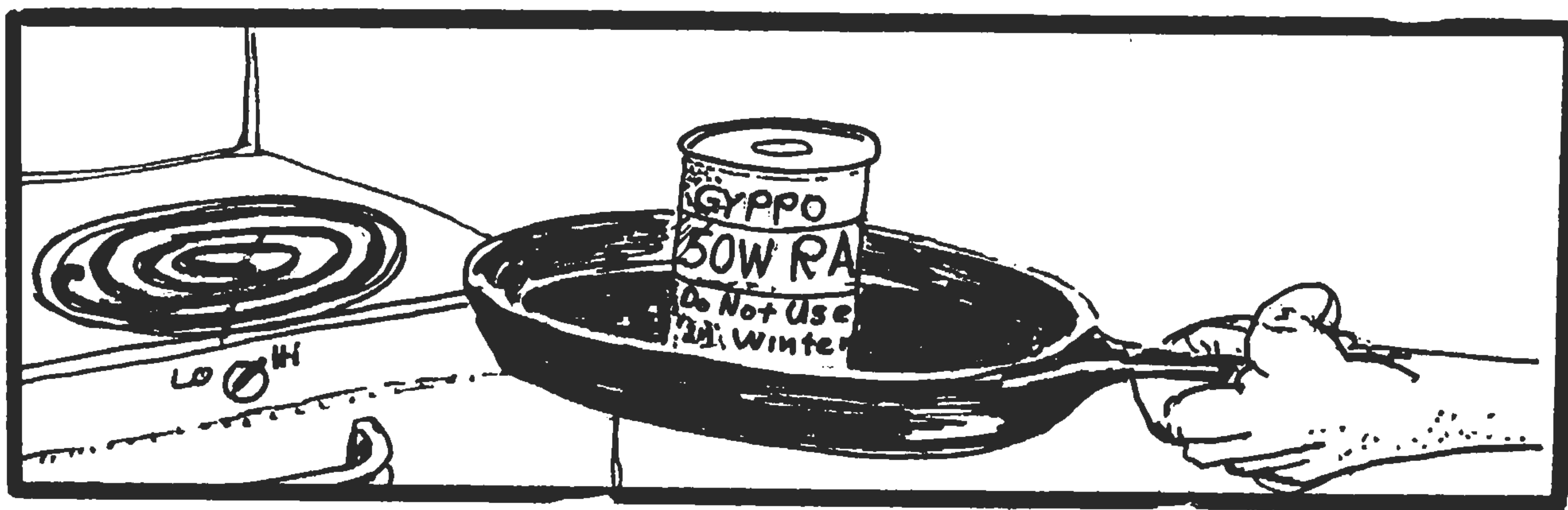
only 65 percent of the power it does at 80 degrees? Add in corroded terminals, low water level and loose connections, you'll be lucky to get started at all! A little baking soda and water along with a good wire brushing of the terminals (inside and out) will go a long way towards getting you started. Don't forget the connections on your starter and starter solenoid; they need attention occasionally as well.

Another factor to consider is the age of your current battery. The onset of cold weather is the favored time for battery failures. If you do need a new battery, buy the most powerful one you can afford. Most good quality batteries show the cold cranking amps on them somewhere. This figure shows how many cranking amps the battery can deliver for 30 seconds at 0 degrees farenheit.

The alternator or generator should be checked for output before cold weather. During winter you use your accessories (heater, lights, wipers, etc.) much more. An anemic charging system will not keep your battery charged under a high load situation. Conversely, an overcharging system can, at least, cause excessive corrosion at the battery or, at worst, ruin it.

The Liquid End

The condition of your Rovers precious fluids is another prime candidate for inspection. When was the last time you changed your engine oil? Is the oil suitable for the temperatures it will face? Oil that is too heavy will turn into a gooey, honey-like mass at very low tempertures. A graphic example of the wrong oil to use in the winter took place 13 years ago on the East Coast when this writer put 50W racing oil in his MGA. When winter finally took hold one morning, the engine refused to turn over. It finally started after building a small charcoal fire under the oil pan to warm up the oil. This, of



course, is a worst-case scenario, but the correct grade of engine oil will go miles towards getting your engine started easily in the chilliest climate.

WINTER(continued)

When was the last time you changed your gearbox and differential oil? Did you know that the water you might have picked up this summer when you forded that creek will freeze in these components and could cause a catastrophic failure. That goes for your brake fluid as well. In some severe climates, it might be necessary to go to a winter grade of gear oil, say a 75W-90, for smooth operation of the geartrain.

Another all-important item is your antifreeze mixture. A 50/50 mixture is adequate for everywhere but the Yukon. Most auto parts stores sell inexpensive anti-freeze testers. It's a simple process to test your antifreeze and add however much is needed to bring it up to strength. While you are going over your cooling system, take a gander at your heater/defroster. We all know that the standard heaters on most Land Rovers need a little help. Help your heater (and you) out; look for kinked heater hoses, sticky water valves, leaking or disconnected duct hoses and don't forget to open the water shut off valve, if you have one.

Often overlooked is the windshield washer system. When road grit and scunge is covering your windshield one not-so-fine winter day, you will be glad you took the time to service this item. By adding a mixture of water and washer additive, you prevent the washer from freezing up and supply it with a cleaning agent for your windscreen. While you are at it, look at your wiper blades. It's a good idea to change them at the onset of winter for maximum visibility.

Tools of the Winter Trade

First on the list of winter tools is your set of chains. They can give you unequalled traction in the slipperiest conditions; don't forget or neglect them. It is important to try them on occasionally. If nothing else, it's good training for



when you install them for real. Remember also, the chains you bought five years ago may not fit the tires you purchased last summer. Ensure that all the clasps are in working order and that there are no broken links.

Other tools should include a shovel and a small container of sand, along with normal hand tools. The sand

Know that your chains fit before this point.

WINTER(continued)

will give you traction if you get stuck on ice. A tow strap or chain is valuable for helping stuck motorists (or maybe you!) out of the snow. A can of WD-40, or a similar water-displacing fluid, is good for drying out a wet ignition system. If water gets into the distributor, remove the cap and spray the fluid liberally inside and let the residue drip off. Reinstall the cap and fire the engine up.

Winter Survival

That's right, survival! Sudden, violent snowstorms can occur while you are on the road and leave you stranded in your Rover. Or, you might be out on that winter trek and break down ten miles from help, with a storm coming on. When you travel, you should carry a few items to ensure your safety if this should occur. To be safe, carry the items that follow throughout the winter season.

The most important item for your winter survival kit is a good sleeping bag. In cold weather the most important task is to conserve body heat. This is especially important for children or people in poor health. Carry a sleeping bag for everyone in your party. Next in importance is winter clothing. Most important is protection for your hands and feet. If you have ever tried to perform even the simplest task with very cold hands, you will realize the importance of keeping them warm. You will need your hands for many things, not the least of which is saving your life! The same goes for your feet. Stow a pair of winter boots somewhere in your rig for emergencies along with a good pair of winter gloves.

Other survival items might include a small supply of high energy food bars. You will burn up tremendous amounts of calories staying warm in cold weather and might need the extra energy. Since it isn't a good idea to run the engine (you may not even be able to) with snow piled around the vehicle, because of the risk of carbon monoxide poisoning, a couple of slow burning candles will take the edge off the cold. Be sure to crack the window slightly for fresh air when you use them, though.

Some more small items to carry along should include lighters, a blanket or two and sunglasses to protect you from the bright snow. The best idea would be to take all your survival items, pack them into a duffel bag and keep them in the back of your Rover. You never know whose life they might save.

Winter Driving Tips

People who live in the "snow-belt" get on-the-job snow driving training every year and some of them have been known to make foul utterances when viewing the antics of untrained drivers in the snow. Lets not give the pros reason to whisper, lets refresh our memories with some winter driving tips.



With its high ground clearance and large tires, the Land Rover at the left would have easily crossed the snow bank where the right Land Rover is stuck. The price, though, is a higher center of gravity and accelerated drivetrain wear.

On Pavement

Your Land Rover has a big advantage over the more mundane vehicles on the road; it has four-wheel drive. The ability to engage your front axle gives you superior traction and control in slippery conditions. One of the more common mistakes four-wheelers make is not engaging four-wheel drive soon enough. Don't hesitate to lock in your hubs and kick it into four-hi when there is snow or slush. When conditions get seriously slippery, use four-low for the added braking power.

Stopping in snow and ice can be tricky. Conventional 2wd cars tend to want to swap ends and under some conditions, 4wd can be worse. As much as possible, use your gearbox to slow down. This is when low range comes in very useful in bringing you to a safe, controlled stop. If you ever do go into a skid, do not hit the brakes. This will put you totally out of control. Steer into the skid until the Rover lines back up. Sometimes a light touch on the throttle will bring it back. Sometimes nothing will bring it back and you will simply have to hang on and ride it out! The key is to drive easy and use the four-wheel-drive for extra control and safety.

Off Pavement Snow Driving Tips

Most of the pavement rules apply when driving off road in snow. The most serious troubles can occur when cutting your own trail thru the snow. Snow will cover logs, rocks and debris. Running into this stuff could ruin your day. Remember that snow collects in the bottom of gullies or washes. What looks perfectly level could get you well and truly stuck in five or six feet of snow. Be extra careful by getting out and walking areas that look tricky. A stick is useful as a probe to test the depth and consistency of snow.

After thrashing thru deep snow, ice and snow can collect under your Land Rover and cause serious problems. It can pack in your wheel wells and cause steering problems. It can also pack

WINTER(continued)

in your wheel and freeze rock hard. You have never experienced an out of balance wheel until you have driven with a wheel packed with snow! When you get back on the highway, hop out for a sec and take a look underneath. Get rid of any snow or ice in vital areas before you get up to road speed.

Off Pavement Mud Driving Tips

Mud driving can be lots of fun, sometimes even when you get stuck. Generally, though, the idea is to get thru without actually going into the mud yourself. Tires play the most important role in slogging through mud. A open, aggressive tread pattern is needed to maintain traction and for self cleaning. Here is what it boils down to; tailor your mud driving to the type of tires you have. If you have nice, quiet running, closed tread tires, don't get carried away or you'll end up stuck with mud donuts where your tires used to be. Of course, with every type of tire, chaining up will aid traction in mud and sometimes this might be your only option.



Though considered an "off road" tire, the tire at the left is best suited for light-duty four-wheeling. In mud, it would quickly ball up and be nearly useless but it would be a nice, quiet tire for less harsh conditions. The middle tire would be a good all around tire that's aggressive enough to get you through most anything while remaining relatively quiet. The tire at the right is an all out, howler-growler mud tire that will pull you across the pits of hell if need be, but after a few hours on the freeway, you will deaf and/or stark, raving mad from the noise.

Some basic tips for getting thru mud would start with getting out and looking before you charge thru a mud hole. You've seen plenty of pictures in Four Wheeler of 4X4s stuck up to their headlights, don't add to the number if you can help it. If you can find a way around the obstacle, take it. There's no law that says you must go thru every mud hole you come across. When you

WINTER(continued)

do cross, take it fairly slow. Usually, charging across like the Light Brigade will cause more problems than it will avoid. Choose a gear that will give you around 2500 rpms and go at a moderate speed, no more than, say, 10 mph. Apply power as necessary to



maintain movement and do not stop if you can help it; you may not be able to get going again. If the vehicle bogs down and stops, cut the power so you won't dig yourself deeper. Sometimes you can get out by using lots of throttle and spinning the tires fast enough to get some traction. Using this technique is a judgment call based on experience with different types

of mud. Many times, it can take you from mildly stuck to hopelessly stuck. Above all, remember that it is easy to lose control when blasting across mud too quickly. If you take it easy, the worst that will happen is that you get stuck and a little muddy.

Summing Up

Because of the extra risks involved, never go off-pavement snow four wheeling without company. Your Land Rover is capable of taking you a serious distance out in the boonies regardless of conditions, but it has limits. Being seriously stuck by yourself, miles from help is no laughing matter. Take at least one other vehicle along for safety and let someone back home know precisely where you will be and when to expect you back. If you cover all the bases, you can go out there and have a good time without any major worries.

ROVER REVUE



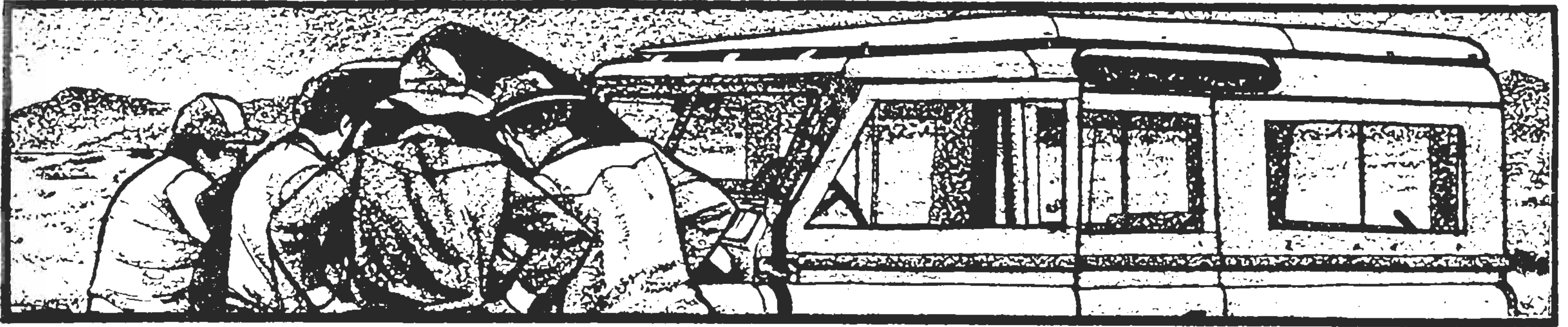
Mike Capozza, #86 and his highly modified '72 Series III pickup. Modifications include up springs, 36" Dick Cepek tires, PTO winch, roll bar, Cibie lights and too much more to list.



Well, it's almost a Land Rover! Ron Mowry's military trailer is shown here. Notice that it uses the same wheels as the Rover. It also floats, has surge brakes and is nearly indestructible.



John O'Dea, #179, shows off his snowplow equipment as attached to his '72 88. One must assume that John either uses a periscope to see over the thing, or that he is putting us on!



TECH TIPS-by the numbers

GREASE 'EM UP

Grease over the wheel cylinder bleeders and the threads (being careful not to get the grease into the brake fluid). This will help prevent the notorious bleeder screw breakage.

Mike Capozza #86
Portland, Maine

CURING CORROSION

In severely corrosive environments (the Northeastern 40% of the U.S.) extra care must be taken to prevent severe damage. There is a natural mud and salt trap just behind the rear side door on 109" Safari Wagons in the form of a triangular or wedge-shaped ledge where the tires can throw mud. In highly salted areas, the corrosion can be so severe that even the alloy body corrodes straight thru. Keep this area cleaned out to avoid trouble.

Charles Kellogg
Olympia, Washington

SHIFTER FIX

For the past four years, I have had difficulty shifting my Series III gearbox. Sometimes, I would actually get stuck in one gear or another. When I participated in the June Northeastern Rally in Maine, I found the answer to my problem. The Series III gearboxes use a plastic ball at the bottom of the shift lever and mine had deteriorated. I learned that a Series IIA shifter had a much stronger steel ball and will fit right in. All you have to do is remove the floorboards and transmission tunnel (about an hours work), remove and refit the shift lever (about five minutes) then reinstall the floor and tunnel (another hour). Be sure to grease the new shift ball and socket for smooth operation. My Land Rover shifts as smooth as my Honda and has become an absolute joy to drive due to this simple fix.

Tom Gallucci #137
Naugatuck, Connecticut

TECH TIPS(continued)

MORE WEBER 2-BBL INFO

I installed a Weber 2-bbl. on my '65 88 in the fall of 1984. I found that it immediately gave a worthwhile increase in power and a bit better mileage. As fall became winter, however, I began to have trouble with the engine generally running poorly. As the temperature went down so did the performance. In an attempt to correct the problem, I experimented with larger jets and with the ignition timing. My success was only marginal. Below zero it runs like it only has two cylinders and sounds like a threshing machine running the nap off an acre of barbed wire. My experimentation led me to the conclusion that the problems are due the fact that on this conversion, the intake manifold is not connected to the exhaust and has no "hot spot" to vaporize the fuel in low temperatures. In short, I do not recommend this conversion to anyone who lives in a cold climate.

Bill Osterheim #184
Blaine, Minnesota

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Land Rover Spares

Here is a list of parts and service establishments to aid your quest for parts. This list is published on a non-partisan basis. If you know of any others, let us know!

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P.O. BOX 109, S. MAIN STREET
MECHANICSVILLE, NY. 12118
(518) 664-6169 P,UP,R

ATLANTIC BRITISH PARTS
P.O. BOX 322, HENRIETTA ROAD
LEWISTON CA. 96052
(916) 778-3922 P,UP,R

ATLANTIC BRITISH PARTS
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PASADENA CA 91101
(213) 681-9783 P,SV,S

D.A.P. ENTERPRISES
36 BEACH STREET
WEST WAREHAM MA 02576
(617) 866-2342 P,UP,R,SV,S

THE GREAT AMERICAN LR CO.
7240 COOPER POINT ROAD N.W.
OLYMPIA WA 98502
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LAND ROVER SUPPLIES
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WESTFORD, VT 05494
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731 S. VINE AVENUE
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(602) 792-0295 P,UP,R,SV,S

SCOTTY'S LAND ROVER SERVICE
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CONCORD CA 94518
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UNION JACK ROVER SPECIALISTS
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KEY

P = NEW PARTS

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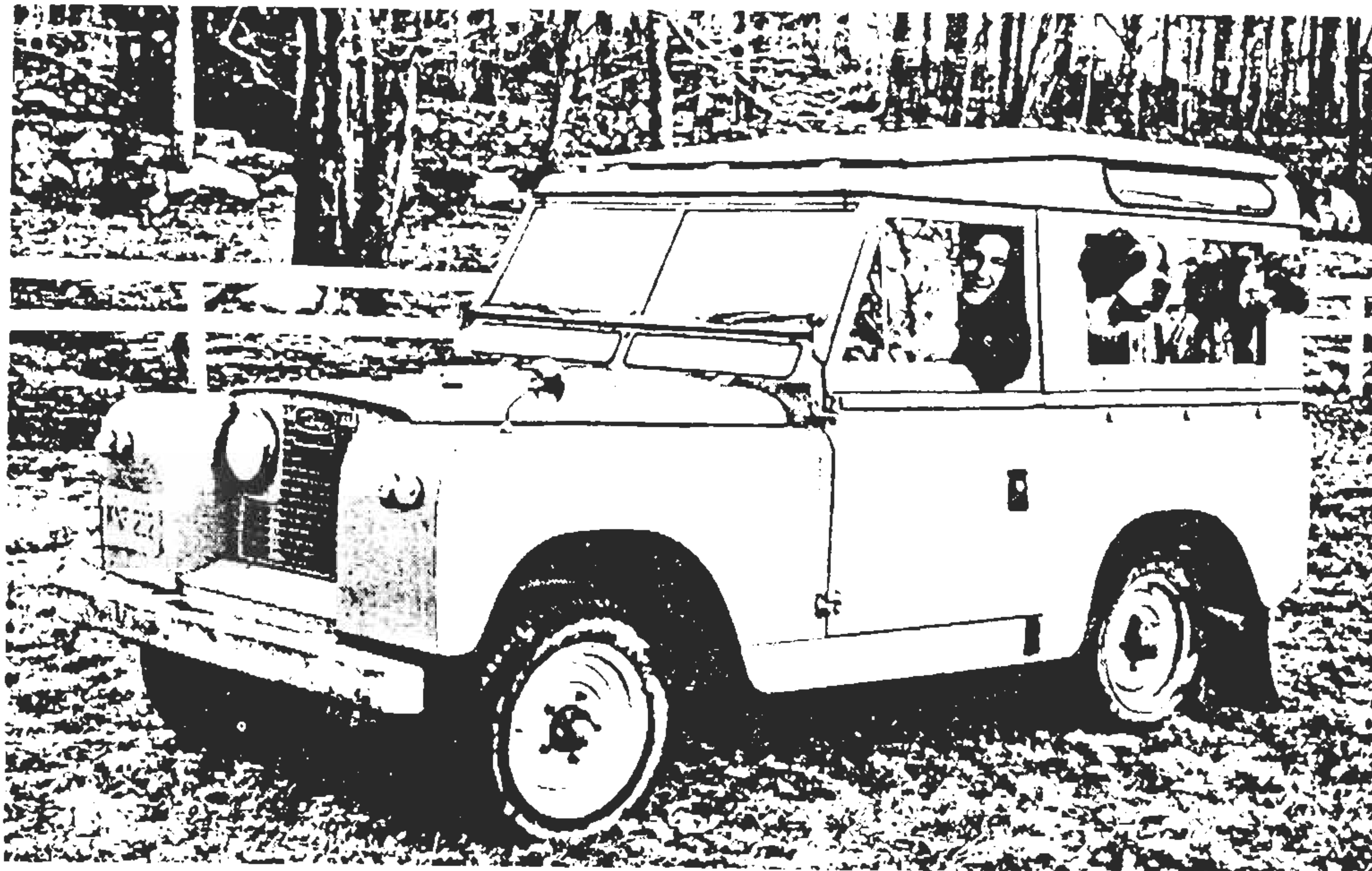
S = LR SALES

F = FABRICATOR OF CUSTOM PARTS

R = COMPONENT REBUILDER

 = PRIMARY ACTIVITY

There will always be a Land-Rover



This one is five years old and not even breathing hard. It could pass for a 1947 or 1967—Land-Rovers don't change much. (The '69 model meets the Federal anti-smog and other requirements, but those are modifications that barely show.)

This particular Land-Rover belongs to an "exurban" family. Weekdays, the grown-ups drive a sedan back and forth to the city. Friday night that gets garaged and they take to their Land-Rover. You can see why. That dog goes everywhere with them. They live in the country where it's hard to keep mud off your shoes. Between the mud and the kids and the pets and the usual paraphernalia of country living—



there's a lot to cart around.

Other station wagons can cart a lot of stuff, too. But the Land-Rover has four-wheel drive. It navigates hub-deep in mud, sand, surf, snow or chicken feathers. The Land-Rover is made of

aluminum alloy. It won't rust or corrode and a stiff squirt of a garden hose is all it takes to clean it up inside or out. If it gets scratched, who cares? You don't need the paint anyway. What

makes people keep Land-Rovers so long? Simple. It's a car that works for you, not you for it.

And, who wants a car for a boss?

Want to know more? Write: British Leyland Motors Inc., 600 Willow Tree Road, Leonia, N. J. 07605.



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LAND ROVER 109", 4 cyl
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'67 109 DOORMOBILE, you've
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'67 109 LAND ROVER Station Wagon,
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work. Original owner! Best offer.
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ideal for sand. \$5. each.
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'64 88 LAND ROVER, red & white
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eng. work. \$1500
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ancillaries. \$250.
Steve Hill (916)391-3767 (CA)

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complete. \$350.
Steve Hill (916)391-3767 (CA)

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fits Series II, IIa. \$30.
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WORKSHOP MANUAL Series II
and IIa. 1963 Edition includes
88, 109 and forward control
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Jim Allen (916)722-0401 (CA)

'60 88 LAND ROVER, good
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hubs. \$3800
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'66 109 LAND ROVER, Station
Wagon, 2.6L 6-cyl., best offer
Curtis Waters (916)758-5872 (CA)

'73 88 LAND ROVER, Series III
roll bar, 2bbl Weber, headers,
new shocks, 80K miles. \$3400
Lea MaGee (916)827-2373 (CA)

'64 88 LAND ROVER, side hinged
rear door, red & white, good original
condition. \$1650.
Lea MaGee (916)827-2373

'67 88 LAND ROVER, deluxe hood,
white in color, 4 headlites. \$1800.
Lea MaGee (916)827-2373

CLASSIFIED AD INFORMATION

"Market Place" ads are free to all selling Land Rover vehicles or
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SACRAMENTO, CA 95816

POSTSCRIPTS & MISCELLANY

I have never met a man who owns a Land Rover who doesn't have some sort of Talisman to protect himself and his rig against the unforeseen. My friend, Ken, has a bead necklace, made of turquoise, which has been wound around the gearshift for the past nine years. The former owner warned against removing this from the Rover. He once removed it and found himself in the midst of the Mojave with a blown rear end, no water and generally f---d. It took him two days to walk out. Upon his return, he replaced the necklace on the gearshift and has never had a problem.

Another friend, Chris, had a small statuette of a rhino on his dash, which one day he managed to lose. From there on the machine has continued to destroy itself in spite. I recently bought him a replica, re mounted it and the Rover has begun to recover, not realizing the switch.

The rig which you have just purchased also has such an eccentricity. In the tool box, you will find a small, old paper teabox with an elephant on one end and cranes on the other. Inside you will find a number of floor bolts. The one time I left this at home was the time I sank the Rover up to its windows in a salt marsh 8 miles from San Quitin, in Baja Mexico. I replaced the teabox upon return and have managed to do quite nicely. Make some regular sacrifices to the Rover God and fear nothing. If you disregard my warning about that teabox, just remember when you're all f---d-up, stuck and miserable someplace in the Yukon, that I told you so.

Herb Wright

The above was excerpted from a letter written to the new owner by the old owner. The letter stayed with the vehicle and eventually found its way here. Herb also wrote, "I never liked cars, or any machine, having been educated primarily in the humanities, but the Rover isn't just a machine, and it won't let you down." Well said Herb!