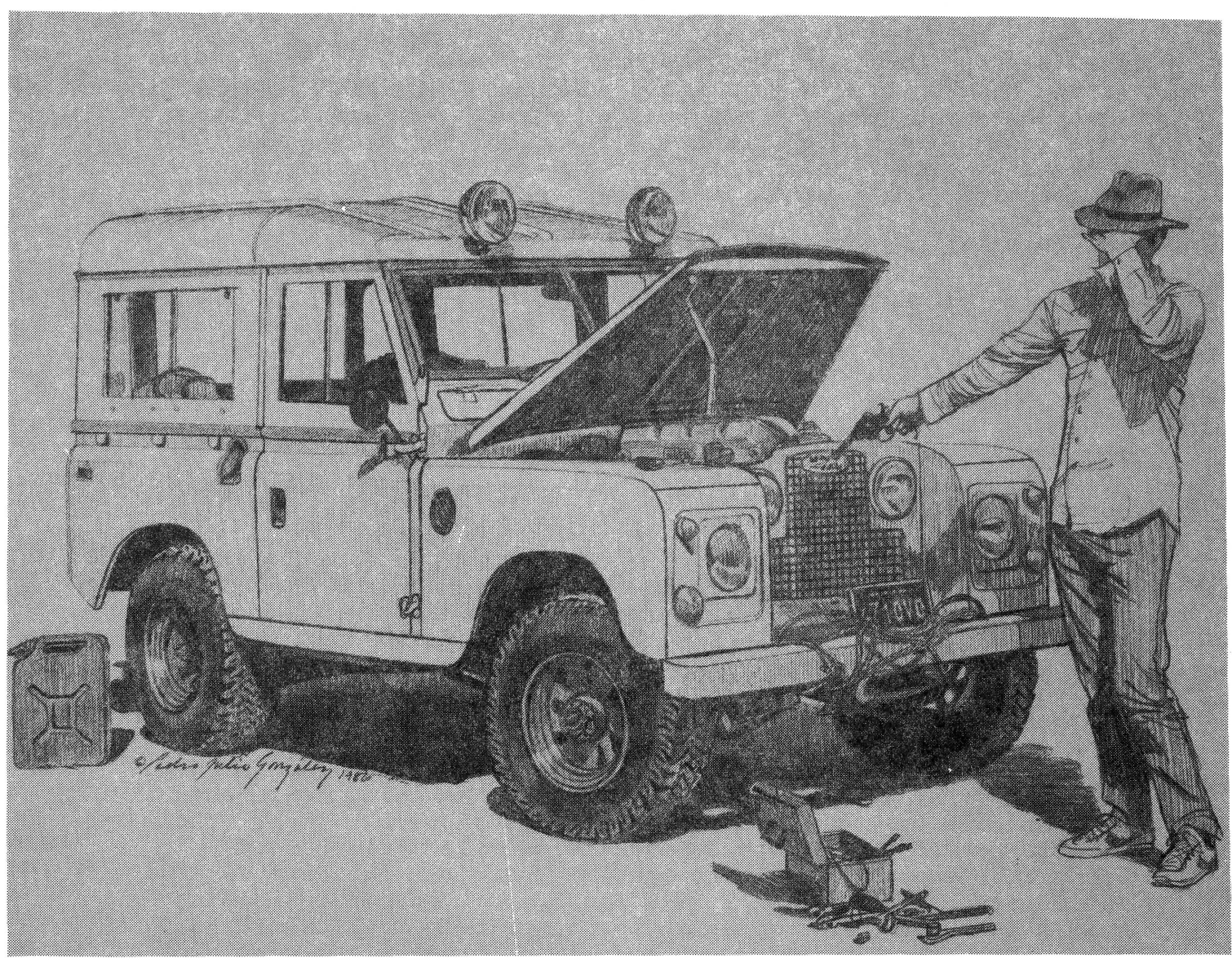


the
**ALUMINUM
WORKHORSE**

THE OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION

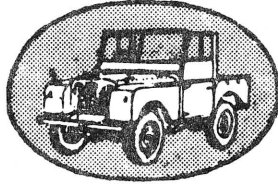
VOLUME IV, NUMBER 1, WINTER 1987 - COPYRIGHT 1987 ALL RIGHTS RESERVED



Final edition

★★★★★

LROA



NEWS

WINTER 1987 - LROA, BOX 162201, SACRAMENTO, CA 95610

ORIGINAL OWNERS & ROLLOVERS

Have we run out of original owners and people who have rolled a Land Rover? If you fit either (or both) categories, why not join our exclusive "club within a club." Joining is simple. If you'd like to join the Original Owners Club, send us something that shows you were the original purchaser of your Land Rover. To join the Rollover Club, relate your harrowing tale to us. Members of each club will be sent a certificate proclaiming membership. Don't wait, join today!

NEW ORIGINAL OWNERS

Albert Eriksson, #74, of Staten Island, New York bought his '74 Series III from an outfit called "Lewers," which is now defunct. Welcome aboard, Albert!

Tom Gallucci, #137, even sent a copy of metal warranty card that came with his '73 88 when he purchased it new in October of 1973. The seller was an outfit called, "Import Motors of New Milford, Connecticut." Congratulate yourself Tom, you've reached the pinnacle of greatness.

Tony Bonanno, #17, new Chief Ranger at the Cape Cod National Seashore, Massachusetts *purchased his '71 88" from "Noble Cars" of Fredricksburg, Virginia just after finishing graduate school. Tony writes of his Land Rover: "It has accompanied me in assignments all over the country. It received the most use while I lived at Zion National Park, in Utah, and at Grand Canyon, Arizona. For the past five years in Asheville, North Carolina, it has seen mostly highway miles. I have attached copies of appropriate papers to verify that I purchased the vehicle new. I might add that dealer service was always horrible. Once the warrenty was up and I undertook most routine work myself, the vehicle proved to be most dependable despite the inherent frustrations associated with its "1948 state-of-the-art" design (which is precisely what I like about it). The engine has never been overhauled and the clutch has never been replaced in 98,000 miles. The most serious, and recurring, problem has been broken rear axle shafts."

All of us share that problem, Tony! Welcome aboard!

NOTES & QUOTES

by Jim Allen

Bill Osterheim, #184, recently received a letter from Land Rover Company LTD. It says in part;

"In response to your inquiry, I am pleased to advise you that our plans to market Range Rover in the United States are well advanced with a launch to take place in the first quarter on 1987 (This has already happened. Ed.). The situation regarding Land Rover remains unchanged and obviously once we have established a firm operating base with Range Rover, the possibilities of marketing Land Rover in the U.S. will also be reconsidered."

We're happy that Range Rover is finally here, but most of the people I have spoken with feel that Land Rover should have *preceded Range Rover into the U.S. market, and I agree. Land Rover 90s and 110s could easily compete with Broncos, Blazers, Cherokees and such. There may be more to this situation than meets the eye, however. Could it be that red tape or pressure from U.S. automakers is preventing the company from importing Land Rovers on a large scale? It may also be that production of 90s and 110s is not sufficient to divert models here. Perhaps the thing we might do is to let Land Rover LTD know how we feel by writing to them and saying, "We want Land Rover." It may do nothing more than let them know there are potential customers here for the new rigs. If you'd like to see Land Rover here, write to:

Tony Gilroy, Managing Director
Land Rover Limited
Lode Lane, Solihull
Westmidlands, B92 8NW
ENGLAND

* * *

Take note! A new Land Rover parts supplier has blossomed in the form of Rocky Mountain Rovers. Mike Rundle (formerly of Camparts) and partner Dave have opened a new parts house in Calgary, Alberta, Canada. Mike, if you remember, wrote a fine article for the Workhorse about Canadian Land Rover firefighting vehicles last year. Give Mike and Dave a try at:

Rocky Mountain Rovers
732 - 51 Avenue S.W.
Calgary, Alberta T2V 0A7
CANADA
(403) 253-7977

* * *

A new catalog arrived recently to the Workhorse office from Rover Parts Unlimited (Box 790, Hoopa, CA 95546 - (916) 625-4727). This 8 page catalog offer new and used parts for Land Rovers and Rick Stewart is happy to also offer advice for the home Land Rover repairman.

NOTES & QUOTES (continued)

* * *

The North Jersey Land Rover Supplies outfit has gone out of business. Owner Larry DeRose will be selling his remaining stock at reduced prices. Larry says about his closure, "Unless you're a big supplier, it's not the most profitable business." We're all sorry to see a source of parts close up and wish Larry the best of luck.

* * *

John Hanna, #24, of Denver Colorado gives us the final answer as to the fate of Scotland Yard, the parts & service shop there in Denver. The shop is alive and well, but is pretty much out of the Land Rover business. They now service most makes of British cars and Land Rovers, but they have limited LR parts available and have liquidated their stockpile of used parts and vehicles. Rough go, eh, old chap!

* * *

Attention Series One owners. Here is the address of the Series One Club in England. With 900 members, they can help you with the special problems you might have with your vehicles.

Land Rover Series One Club
Attn. Membership Secretary
Owl Cottage, Corner Lane
Motcombe, Shaftesbury
Dorset, SP7 9HS
ENGLAND

* * *

John O'Day reminded me that I was remiss in not mentioning the passing of the famous naturalist Marlin Perkins last year. Indirectly, Marlin did much for Land Rover owners here in the United States. When some one asks you about your Land Rover, they often say, "Is it like the ones I see on Wild Kingdom on TV." At least these people were enlightened enough not to ask, "is it a Toyota," and I feel we have Marlin to thank for that. On a larger scale, Marlin did much to further the cause of wildlife preservation all over the world and he will be sorely missed.

* * *

A word for contributors to the Workhorse. Many thanks for all your work! I actually have a bit of a stockpile now. Some of you may expect your piece to appear immediately after submission. Unless it's dated material (i.e. schedules of events, etc), I will more than likely save it for the most appropriate time to print, according to the needs of the newsletter. This could be right away or next year. Rest assured that nearly everything submitted will find its way onto the pages of the newsletter one way or another. Thanks again!

NOTES & QUOTES (continued)

* * *

Watch the pages of Four Wheeler magazine. We are getting a bit of publicity in the form of an article I wrote about the '85 Black Rock Run. I haven't been informed exactly when it will appear so all I can say is, "keep your eyes peeled."

* * *

Have you seen the new magazine, British Car and Bike (Box 1045, Canoga Park, CA 91304 - sub. \$18/yr.)? This well done publication focuses on British automobiles and motorcycles and covers a wide variety of topics for the enthusiast. Published in California, the magazine will be running a piece about the LROA in its May/June issue. Watch your newsstands.

* * *

PHOTOS NEEDED!!! I am working on a history of Land Rover for publication here in the United States and I am looking for photos that I can use for it. Specifically, I am looking for unusual photos of Land Rovers, photos of rare variants and photos of early Land Rovers. These photos must be uncopyrighted, i.e. unpublished, preferably black and white or slides, and of good enough quality to be reproduced. I am willing to pay for these photos but would prefer to use them "on loan" with appropriate credit given. I will consider all submissions. Write to me at home:

Jim Allen
8176 Villa Oak Drive
Citrus Heights, CA 95610

* * * * *

VITAL STATISTICS

LROA toll free number: 1-800-262-4245
access code: 2620000

Jim Allen, Editor: (916) 722-0401
Steve Hill, Activities/Secretary: (916) 393-3767

* * * * *

* 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!

* 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.

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

Letters



A LETTER OF THANKS

We want to write an open letter of appreciation to the people who organized the recent Memorial Day desert trip (Black Rock '86). We enjoyed seeing the ghost towns, old mines and the vastness of Nevada's desert mountains.

We thought the trip was well planned for people with varied interest and all types of "Land Rovering" skills.

Our special thanks to Marvin, Nancy and Lea who put a great deal of effort into planning and executing this trip. We highly recommend their leadership to anyone interested in seeing the Black Rock Desert. They certainly know their way around the area.

Paul & Opal Massengale, #14
Roseville, California

ON BEHALF OF MARVIN, NANCY AND LEA, I THANK YOU FOR YOUR KIND WORDS. ORGANIZING A TREK INVOLVES EXTRA TIME AND EFFORT FOR THOSE INVOLVED IN THE TASK. THOSE OF US WHO ATTEND, MERELY COME ALONG FOR THE RIDE. TAKE THE TIME TO LET YOUR TREKMASTER KNOW YOU APPRECIATE HIS EFFORTS.

ON ENGINE SWAPS

I'm enclosing an ad for the "Market Place" to sell the 2.6 liter 6 I removed from my '67 109. Upon deciding that this motor did not suit my needs (able to run on low-octane Mexican fuel, oil tight, reasonable gas mileage and ease of parts finding), I followed "Scotty" Howat's advice and transplanted it with a GM 155 cid four-cylinder from a '79 Pontiac Sunbird. I realize that this is next to blasphemy for a Rover Purist, but so far this engine is terrific. In addition to the above-mentioned characteristics, it puts out more horses and about the same torque and is much less persnickity.

Josh Rosenthal, #220
Berkeley, California



Evolution of the Bugeye

by Alan Myers

Originally the "bugeye" was only to be a trial or prototype developing into the bezel recessed headlamp arrangement. This prototype was a test design in accordance with the new vehicular lighting codes put forth by the Benelux countries in Europe and Australia. Though in a rush to meet this code, Land Rover found itself left with a lot of early Series IIA wings and headlamp parts on the production line. These parts were used thru 1968 until the spring of 1969 when all Land Rovers used the recessed bezel arrangement. The American 1969 "bugeye" is pivotal, having features of older and newer IIAs.



When changed lighting regulations in certain export markets meant that a new front end was necessary, the design on the left was the first trial version. However, production models were to have more consciously styled front wings.



A Series IIA 88-inch Land-Rover displaying the revised headlamp arrangement and equipped with a De Luxe bonnet.

(below) Reprint of a '69 sales brochure, showing an American 1969 Bugeye.



1969 LAND-ROVER

SUGGESTED RETAIL PRICE AT EAST COAST PORTS OF ENTRY — \$3,295.00
SUGGESTED RETAIL PRICE AT WEST COAST PORTS OF ENTRY — \$3,360.00



NEW MEMBERS



- #225 - Van & Sharon Nichols, Decatur, GA
'67 109"
- #226 - Jim Hatden, Shelbyville, KY
'67 88"
- #227 - Patrick Bailey, Cranston, RI
'62 88"
- #228 - Vic & Dee Winchcombe, Mobile, AL
'71 88"
- #229 - Carl Lindsey, Theodore, AL
Looking for LR
- #230 - Len Kaltman, Greenwich, CT
'72 88"
- #231 - Diego Delgado, Sacramento, CA
'60 88"
- #232 - Sidney Sweet, Lincoln, NE
'71 88"
- #233 - William Davis, Firebaugh, CA
'64 88"
- #234 - Guy Tarleton, not listed,
'66 109"
- #235 - Richard Poole, Madison, MN
'65 109"
- #236 - Jean, Karen & Amanda Goodell, Munsonville, NH
'61 88"
- #237 - John Wilson, Troy, ME
'73 88"
- #238 - Teri Ann Wakeman, Aptos, CA
109"
- #239 - Norman & Linda Lewis, Littleton, CO
'57 & '65 88s"
- #240 - Richard Kennedy/Roxanne Moger, Davis, CA
'71 88"
- #241 - David Seidman, Winnetka, IL
not listed
- #242 - Myles Murphy, Butler, MD
'74 88"
- #243 - Steve & Cathy Pfau, Des Moines, WA
'73 88"
- #244 - Joe Tondou, Merced, CA
'72 88"
- #245 - Scott Miller, New Oxford, PA
'74 88"
- #246 - Bradley Anketell, Ronkonkoma, NY
unlisted
- #247 - Marcos Cheney, Sacramento, CA
'65 88"
- #248 - Jan Hilborn, East Fairfield, VT
'71 88"
- #249 - Tom & Marlea Gilbert, Minneapolis, MN
'67 88"
- #250 - Caroline Parmenter, Machiasport, ME
'67 109"
- #261 - Cheshire Foreign Auto Svc., Marlsboro, NH
'68 109"
- #262 - Marc Connelly, San Francisco, CA
unlisted
- #263 - H. Morrison, Jamestown, RI
109"
- #264 - Calvin Torrey, Alfred, ME
'67 109"
- #265 - Clyde Baldwin, Shelborne, VT
'74 88", '85 110
- #266 - T.S. Braden, Richfield, WI
'71 88"
- #267 - Paul Hooper, Hudson, NH
'68 88"
- #268 - Charles & Natalie Numard, San Rafael, CA
'59 109"
- #269 - Chipper & Penny Stevens, Greensboro, NC
'69 88"
- #270 - Rick Moore, Ho-Ho-Kus, NJ
'74 88, '61 & '67 109s
- #271 - William Grouell, San Ramon, CA
'64 88"
- #272 - Geoffrey Jackson, Orange, CA
'67 109"
- #273 - Chet & Louise Miller, Lake City, MN
'66 109"
- #251 - Talbot Teboe, Sheboygan, WI
'74 88"
- #252 - Winston Crosbie, Loxahatchee, FL
'67 88"
- #253 - Tony Starbird, Beaverton, OR
'67 109"
- #254 - Robert Stull, Lorain, OH
'71, '72, '73 88s, '78 109"
- #255 - William Andrews, Swarthmore, PA
'73 88"
- #256 - David Young, Ridgeland, MN
'66 88"
- #257 - Karlis Rekevics, Sea, WA
'69 88"
- #258 - Larry Little, Carmel, CA
'72 88"
- #259 - B.W. Powell, West Redding, CT
'69 88"
- #260 - Lawrence Howe/Arlene Saunders, La Jolla, CA
'69 88"



To Be- Or Not To Be...

by Glen Foster

"If you have serious doubts about some major part of your Rover and can't get it fixed, see you next year."

"Black Rock Primer," Workhorse, 1985

Did I say it out loud or think it? I don't remember now. All I remember is the disappointment; mine and Steve's. My friend stands there, with gear packed and ready to load for the upcoming 2800 mile trip, and I wonder if he is as down as me. WE CAN'T GO! Yes, I think he's as disappointed as me. We both cast unfavorable glances at the Land Rover.

To help you understand, let me backtrack a little. It was the end of May and I had decided to attend the '86 Black Rock Desert Run on Labor Day in Nevada. My first problem was changing a vacation that was scheduled for the first two weeks in June.

TO BE - OR NOT TO BE (continued)

Management allowed the change and I sandwiched Labor Day inbetween two weeks of travel time - Land Rover travel time that is. Now I must ready the Rover for the wilds of the desert and the open roads of America!

Off I went to my local Rover emporium to discuss desert travel and highway hazards. From these discussions came a fairly comprehensive spares kit. The decision was made to install locking diffs, front and rear. The recently fitted Range Rover 215 V8 was in need of some work. The original carburetors had to go. We fitted a conventional manifold and a "regular" carburetor and for the next three months fought overheating problems to no end. Great, now I had locking diffs and a "regular" carburetor, neither of which would help me in the desert when my truck won't run below the boiling point.

So we ran tests. The radiator was checked and checked again, hoses were replaced, an oil cooler was fitted, as was an auxiliary electric fan. Still, overheating prevailed. Anything more strenuous than a run to 7-11 for refreshment caused it to boil over. I learned that when you talk to seven different people, you get seven different answers. "The oil cooler is mounted too high," or "too close," or "two far." I heard, "The timing is off," and "lets recurve your distributor." When they started talking out electronic ignition and fuel injection, I knew I was dangerously close to not going anywhere.

Alas, no long travel days. No cheezeburger for breakfast at four AM in a Colorado truck stop. No checking the oil in Salt Lake City, with the attendant looking over my shoulder and asking the question you've heard a hundred times this trip, "Land Rover - isn't that made by Toyota?" I suppose that the lesson to be learned, if there is a lesson, is to not start big projects unless two things have no meaning; time or money. Unfortunately, those two things ran out for me a week before my departure date.

So, I cancelled plans, hotel reservations in Reno, vacation, ("Yes sir - again") and went back to work. My boss had a sense of humor about it all, but I wondered whether he was laughing with me, or at me. But wait, this story creeps on a little farther. One evening my friend Steve phones with a not-so-crazy scheme. Why not borrow his Dad's 88", swap over some equipment and go. "He wouldn't have to know," he said. I liked the idea but thought of his Dad only one step behind no, bad idea. When someone works for Rand McNally you gotta figure he'll know where to find you.

I hope you all enjoy the re-enactment of Jim Allen's famous Black Rock photo (Hey, I stole the idea from Bill Mauldin. Ed.). I just couldn't help myself because now I know how he felt.



by Bill Osterheim

Saturday, the 16th of August dawned clear and cool in Minneapolis as I packed a few last minute things in my Land Rover. Then, off to the airport and pick up Cliff Johnson from Chicago. Cliff was obviously quite determined to come, getting a last minute flight after his Rover dissolved a radiator hose. After picking up Cliff, we made a leisurely trip to the picnic grounds after being joined by two other Roverers along the way. There were already 9 Land Rovers there when we arrived, and two more pulled in before the afternoon was over.

Shortly after we got there, we were informed that there was a 109 LR parked in a ditch about 2 miles from the picnic grounds. This we had to check out! We all piled into our Rovers (any excuse to have a convoy!) and off we went. There was indeed a Rover parked in the ditch and a closer inspection revealed a note saying that the owner was unable to make the event but left his Rover there for us to see. We then continued on into Chippewa falls for supplies.

When we got back to Wisconsin State Park, some of us took a swim to cool off. By then, it was 85 degrees and 90% humidity, conditions that equal about 100 degrees in a dryer climate. After our swim, we cooked up lots of hot dogs and other goodies. We even managed to squeeze a photo session in and tried to see how many people we could fit on one 88" LR. My poor rig now has footprints on the roof!

That evening, we built a nice campfire and gave out awards for the oldest vehicle (1962), the farthest distance travelled, nicest vehicle overall, most unusual vehicle and a few others. The prizes consisted of bumper stickers, a key ring, and some Land Rover toys found in a store in Duluth. Later in the evening, we discussed possibilities for next year's picnic and it looks as though next year's will be held a bit south of Eau Claire, Wisconsin on the first or second weekend in September. Mark this on your calendars! Next year's location offers many advantages, including free camping, trails and a car wash for afterwards. I will supply more information as it becomes available.



How many people can you fit on a Land Rover? Someone please write and tell us.

photos by Bill Osterheim and Cliff Johnson

Guide to Fuse Replacement

Reprinted from the Queensland Rover, newsletter of the Rover Association of Queensland, Australia.



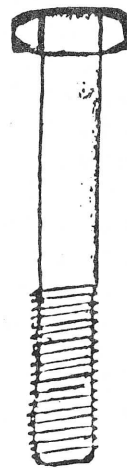
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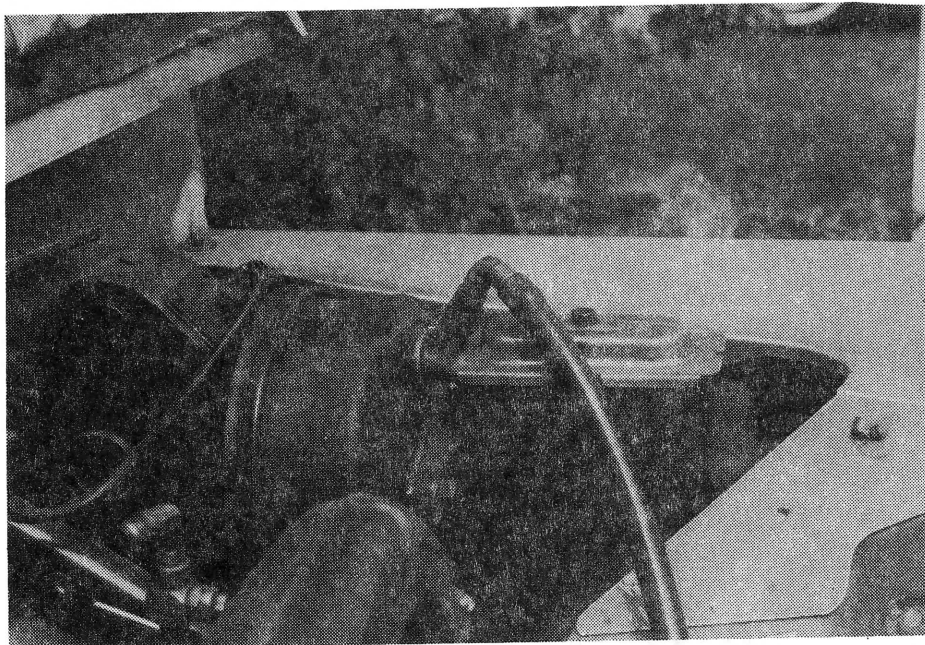


612Amp



1,482 Amp
(Slow-Blow)

NEW BRAKE - THRU



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INCLUDED!!!

THIS NEW AMERICAN MASTER CYLINDER WILL REPLACE YOUR WORN OUT SERIES IIA ('68 ON) AND SERIES III MASTER CYLINDER.

THIS KIT FEATURES:

- * HIGH QUALITY U.S. MADE MASTER CYLINDER
- * ADAPTER KIT TO FIT THE UNIT TO YOUR LAND ROVER
- * COMPLETE INSTRUCTIONS FOR INSTALLATION

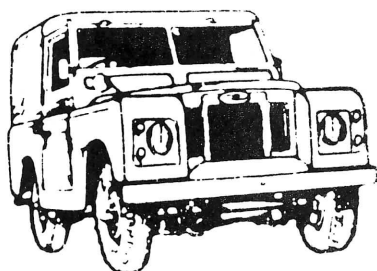
THE ADAPTER KIT INCLUDES:

- * A SPACER PLATE - FITS BETWEEN NEW CLINDER AND SERVO
- * A VACUUM ELBOW - FITS BETWEEN VACUUM HOSE AND NON-RETURN VALVE
- * TWO NUTS - TO SECURE NEW CYLINDER TO SERVO

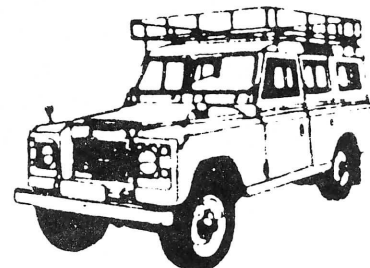
SEND NO CASH!

MONEY ORDERS - SHIPPED IMMEDIATELY BY UPS

PERSONAL CHECKS ACCEPTED (7 to 10 day wait for check to clear)



ALBERT ERIKSSON
417 ARTHURKILL ROAD
STATEN ISLAND, NY 10308
(708) 948-9132





All-Brit '86

by Jim Allen

photos by Ray Pryor

When you like Land Rovers as much as most of us do, seeing 21 Land Rovers surrounded by Jaguars, Aston Martins, Morgans, Sunbeams, etc., is bound to give you a thrill. The LROA was a major presence at the 1986 All British Car Meet in Palo Alto, California, being about sixth in number of members at the meet. We set up a small stand with a photo "brag-board" to inform passers-by what we are about. This brag-board turned out to be quite a hit; there was a constant stream of people looking it and inquiring about Land Rovers. Bob Hagin, noted automobile journalist, wrote of the meet;

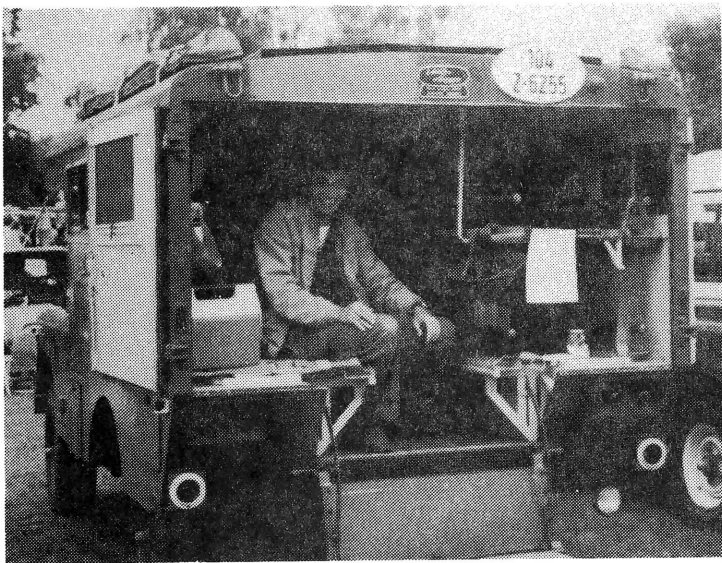
"There were so many Land Rovers at the meet that their area looked like the motor pool of the First Commonwealth Division. Many owners were dressed as if the meet was just a stopover on their way to an African safari."

There were many noteworthy Land Rovers, but the one that stood out the most was probably Pete Wong's military ambulance. It was the first one most of us had seen in the flesh (or aluminum, to be exact). While all rigs were clean, almost all carried battle scars. This was in contrast to the perfect, gleaming machines that surrounded us. While it's nice to have a car that's nearly perfect, isn't it also nice to have one that you don't have to worry about particularly and have it be OK with

the world. Most of us there seemed to think so. So, next time there is any kind of a British car meet in your area - go to it. You'll have a great time!



Our humble stand at the All British Car Meet. Notice the brag-board and how LROA member Jay Finklestein is overcome by emotion at the sight.



(right)
Scotty and Jean Howat showing true LROA spirit.

(left)
Pete Wong enjoying the comfort of his military ambulance. Pete was also selling a few-odd Land Rover parts from the back of this rig.

Land Rover Spares

Here is a list of parts and service establishments to aid you when you are searching for parts or service. This list is published on a non-partisan basis for your benefit. Please help us keep this list updated by letting us know of new businesses or ones that have gone out of business.

ATLANTIC BRITISH PARTS
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
P.O. BOX 1068, MAIN STREET
WATERLOO, QUEBEC
CANADA, JOE-2NO
(514) 539-2669 P,UP,R

BRITISH AMERICAN CAR SVC.
426 25TH STREET
OAKLAND, CA 94612
(415) 452-4322 SV

BRITISH PACIFIC
101 WEST GREEN STREET
PASADENA, CA 91101
(213) 681-9783 P

BROWNS LANE. INC.
7808 FAIR OAKS BLVD.
CARMICHAEL, CA 95608
(916) 944-0244 SV,P

CAMPARTS DIST. LTD
221-41 AVENUE N.E.
CALGARY, ALBERTA
T2E2N4 CANADA P,UP,SV

CHESHIRE FOREIGN AUTO SVC.
MAIN STREET
MARLBOROUGH, NH 03455
(603) 876-4613 SV,UP,

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

FIRST NATIONAL GARAGE
4734 PEARL
BOULDER, CO 80301
(303) 449-7195 SV,UP

THE GREAT AMERICAN LR CO.
7240 COOPER POINT ROAD N.W.
OLYMPIA, WA 98502
(206) 866-1232 P,UP,R,SV,S

GREEN HILL GARAGE
GREEN HILL ROAD
BARRINGTON, NH 03825
(603) 332-8504 SV

THE IMPORT GARAGE
1815 S.E. 58TH AVE.
PORTLAND, OR 97215
(503) 235-5951 SV

MORGAN SPORTS CAR WEST
1570 S. 300 W.
SALT LAKE CITY, UT 84115
(801) 487-5979 SV

PAUL SAFARI COMPONENTS
OLDE COACH HOUSE
P.O. BOX 39, QUEENSTON STREET
HISTORIC QUEENSTON VILLAGE
ONTARIO, CANADA LOS-1L0
(416) 262-4446 P,UP,F,SV

ROVERS NORTH
BOX 71
WESTFORD, VT 05494
(802) 879-0032 P,UP,F,SV

ROVER PARTS UNLIMITED
BOX 790
HOOPA, CA 95546
(916) 625-4727 P,UP

ROVERS WEST
731 S. VINE STREET
TUCSON, AZ 85719
(602) 792-0295 P,UP,SV,R,

SCOTTY'S LAND ROVER SERVICE
45 RIDGE PARK DRIVE
CONCORD, CA 94518
(415) 686-2255 P,UP,R,SV,S

UNION JACK ROVER SPECIALISTS
P.O. BOX 30318
TUCSON, AZ 87551
(602) 721-0361 ?

WEST COAST BRITISH
6398 DOUGHERTY ROAD #34
DUBLIN, CA 94568
(415) 829-6091 P,UP,SV,S

KEY

P = NEW PARTS
UP = USED PARTS
SV = SERVICE & REPAIR
S = LR SALES
F = CUSTOM FABRICATOR
R = COMPONENT REBUILDER



TECH TIPS·by the numbers

DOUBLE YOUR FUN

By doubling up hose clamps on your various hoses, you can carry spares without taking up valuable inside space.

Bill Condon, #280
Woodbury, VT

HEAD GASKET HOLDER

When reinstalling your 2 1/4 head gasket, have you had difficulty in keeping it from moving around as you gently set the head in place? Try cutting two old head bolts (or any suitable bolt with the proper thread pitch) down to about two inches long (measured from the threaded end) and then cutting a slot in the end for a screwdriver. Then, simply screw these "mini-studs" into any two of the short head bolt holes on the right (spark plug) side of the engine and lay the head gasket down over them. When you put the head on, it will guide it into place and keep the gasket from sliding around as you do it. Thread a couple of head bolts in to hold everything still, then screw the "mini-studs" out and put them into your toolbox for the next time.

Jim Allen, #2
Citrus Heights, CA

NAME THAT TUNE

Series III Land Rover dashboards are punched out for standard size radios between the steering cluster and oil pressure gauge. You can feel it if you reach behind. To install your radio, simply cut out the material covering the hole and you're in business.

Mark Letorney, #88
Rovers North, Vermont

ROVER REVUE



(above left)
Mike Breault, #122, says that his '64 88" has only been stuck once, "in a snowbank with all four wheels off the ground."



(above right)
"Born in England but brewed in Morse Bluffs, Nebraska, this 1959 88" sports itself powerfully in Playa del Rey, California as it runs owner, actor Raymond Dunker, from studio to studio."



Jeff Champignie, #181, and 88" lightweight on beach in Massachusetts with Glen Foster's 109" right behind. What, praytell, is Jeff doing behind the door?



Praise the Lord-
and pass the WD-40!
Chris Winters, #213,
sent this picture of
his sweetheart (you
didn't mention her
name, Chris) checking
the compression of
his recently purchased
109" SW.

The best of both worlds.
Doug and Jean Shipman's
Rover 3500 and 109" make
a perfect pair for these
Portland Oregon folks.



Tony Bonanno, #17, shows
off his '71 88" at a recent
North Carolina All-Brit Meet.

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

LAND ROVER 88", 4 cyl
cellant mechanically-ne
metics, driven daily - \$

MARKET PLACE

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

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

1971 Land Rover 88", good condition,
frame very good, driven daily - reliable
\$1800 Ron Mowry (207) 658-9064 (ME)

1974 Land Rover 88", poppy red,
excellent condition. \$2500
Ron Mowry (207) 658-9064 (ME)

1967 Land Rover 109", blue, 4-door
station wagon, 6-cylinder, good o/all cond.
Ron Mowry (207) 658-9064 (ME)

1959 Land Rover, \$700/BO
Ken Chapman, (916) 686-4505 (CA)

1964 Land Rover 88", Series IIA
new engine & major mechanical overhaul,
new tires. \$2800
Bob Evans (916) 391-0284 (CA)

1974 Land Rover 88", Series III
stored most winters, 50K miles, 8K
on eng. overhaul, o/drive, 8K winch,
16" wheels, AM-FM cassette. \$7500
Clyde Baldwin, (802) 425-3366 (VT)

1964 Land Rover 88", Series IIA
electric winch, new diff., tow bar,
needs work. \$2000.
Jerry Lax (916) 622-01904 (CA)

1973 Land Rover 88, overdrive, new carb,
Marine Blue, w/hardtop. 73K miles. runs great.
\$2500/obo. Erik Ojala (503) 630-2247 (OR)

1956 Land Rover 107" PU, rare model,
Good condition. Deluxe hood. New wiring.
\$1599. Fritz Paulus (503) 364-8926 (OR)

WANTED Land Rover literature,
magazine-newspaper, technical or sales,
old newsletters (pre-LROA), manuals or
whatever. Tom Gallucci (203) 723-2129 (CT)

PARTING OUT 2 88"s, body parts,
drivetrain parts, 2286cc eng., radiator,
wheels and lots more in good, usable
condition. Make offers.
Dan Anderson (916) 758-7462 (CA)

FOR SALE Series III speedo & cable.
Speedo inop but odo works. Make offer.
Tom Gallucci (203) 723-2129 (CT)

USED 2.25 PETROL, less ancillaries.
\$250. Steve Hill (916) 393-3767 (CA)

1967 2.6 L "6" petrol engine, plus
ancillaries. Complete or in parts.
B/O. Josh Rosenthal (415) 528-8027 (CA)

1967 Land-Rover 109" 6-cylinder
NADA. Stock, excellent condition
and in running order. \$4500.00
Doug Rippe (415) 868-2291 (CA)

WANTED, Series One parts vehicles
or parts. John Hanna (303) 756-3401 (CO)

CLASSIFIED AD INFORMATION

"Market Place" ads are free to all selling Land Rover vehicles or
parts. Each ad will run one issue unless renewed. Unconditional
priority for ad space goes to LROA members. No pictures, please.

CHANGE OF ADDRESS

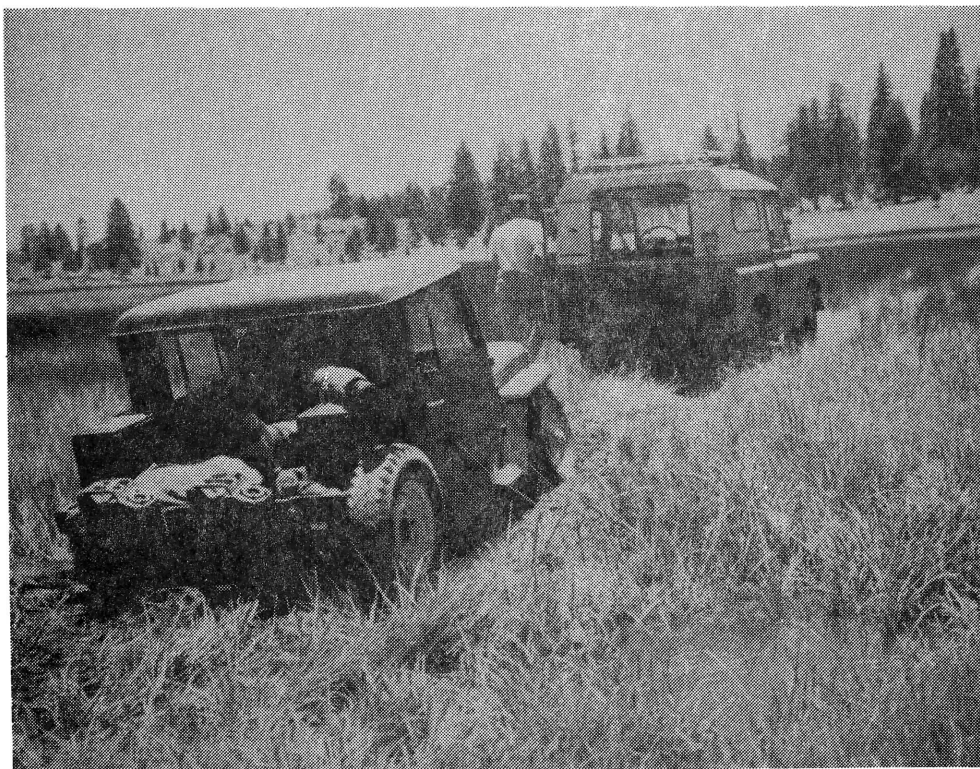
Save this change of address form and send it to us if you move.

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

THE MORE THINGS CHANGE - THE MORE THINGS STAY THE SAME.



I thought you might be interested in seeing a picture of my '62 88" when it was 2 years old. Its original owner, Bill McCurdy, is preparing to pull the bogged down Willys from the mud. The picture was taken in the summer of '64 at Monoche Meadows in the Sierra.

Ted Harwood, #11

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

LAND ROVER - THE ETERNAL 4X4