

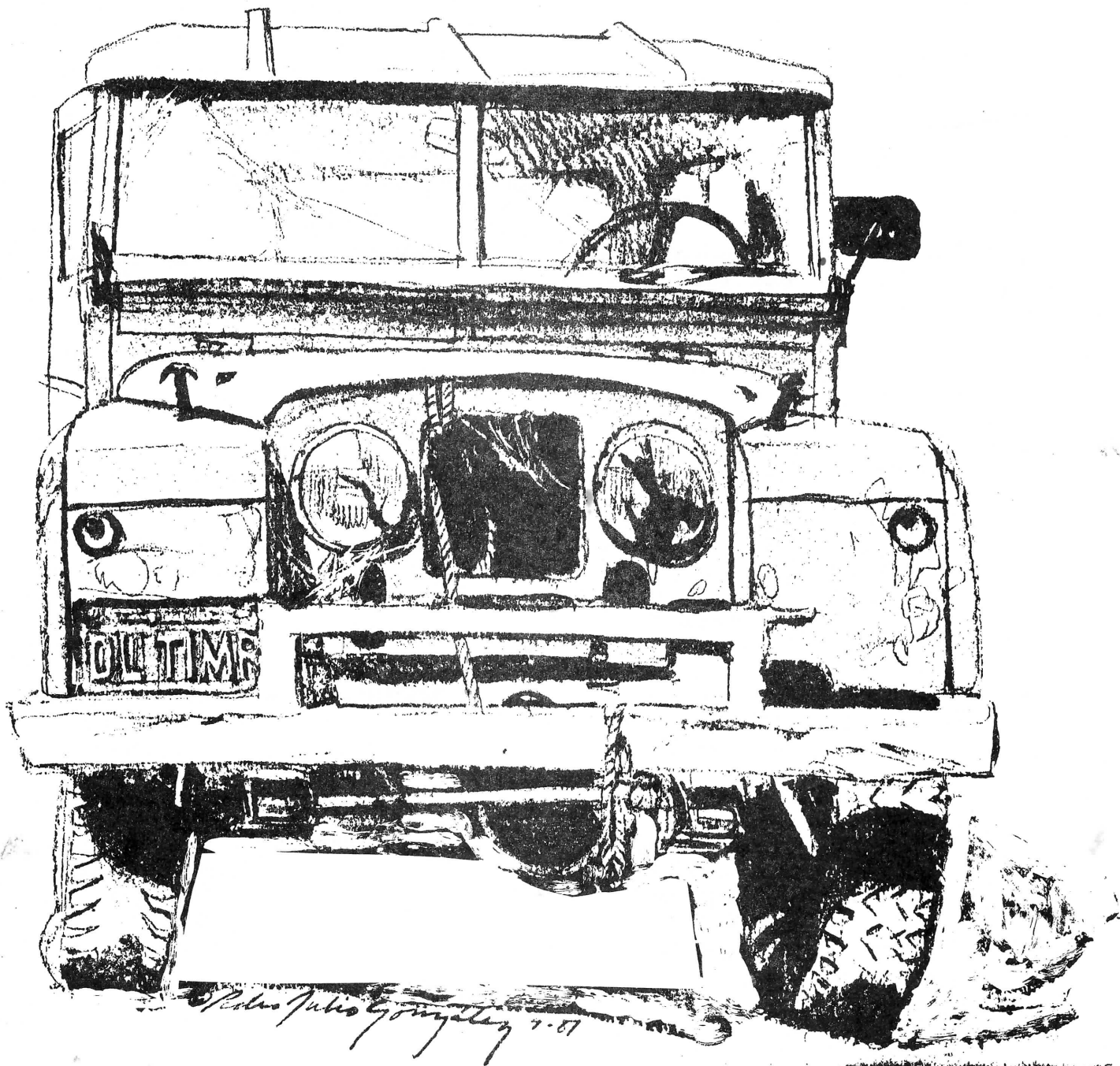


the
**ALUMINUM
WORKHORSE**



THE OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION

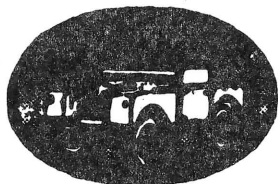
Volume V, Number I, Winter 1988 - COPYRIGHT 1988 - ALL RIGHTS RESERVED



Final edition

★★★★★

LROA



NEWS

WINTER 1988 - LROA, BOX 162201, SACRAMENTO, CA 95816

Secretary-Treasurer

Steve Hill, P.O. Box 162201, Sacramento, Ca. 95816 (916) 393-3767

Newsletter Staff

The Membership

Front Cover

Pedro Gonzalez

A member of the Association of Rover Clubs, Ltd., U.K.

REGIONAL COORDINATORS

NORTHEAST	-	Ron/Bernie Mowry Box 1023 West Lebanon, ME 04027 207-658-9064	NEVADA	-	Marvin Mattson Box 9802 Reno, NV 89507 702-972-3673
SOUTHEAST	-	Chris Winters 1001 Tennessee Ave. Ft. Lauderdale, FL 33312 305-791-2214	WASHINGTON	-	Gord'n Perrott 119 NE 60th St. Seattle, WA 98115 206-526-5858
NORTHCENTRAL-		Cliff Johnson Box 416 Lemont, IL 60439-0416 312-257-7136	OREGON	-	Steve Zedekar Box 34 La Center, WA 98629 206-263-4397
MOUNTAIN	-	Kerry Oldham 4271 So. 4850 W. West Valley, UT 84120 801-964-2388	NORTHCAL	-	Steve Hill Box 162201 Sacramento, CA 95816 916-393-3767
SOUTHERN	-	Steve Johnson Rte 3, Box 358 Tifton, GA 31794 912-386-8498	SOUTHCAL	-	John McDonald 11042 Lambert Ave. El Monte, CA 91731 818-443-1584

LROA TOLL FREE NUMBER

- To leave messages:
- 1 - Dial 1-800-222-2544
 - 2 - When the computer answers and you are using a touch-tone phone, punch in the access code: 2620000. If you are not using a touch tone phone you will get a live operator who will ask for the access code and put you thru.
 - 3 - You will be given 30 seconds to access the file to leave your message.

BITS AND PIECES

A reminder to all members when corresponding with the club - please use your member number. Due to the recent growth we have experienced, I am unable to recall names and places as in the past. For a prompt response it is required that you work with me in making this process as simple as possible.

When your membership becomes due you will receive a postal card reminding you to renew. Membership dues are still only \$15.00, and that all memberships are staggered throughout the year. So if you wish to receive newsletters without a break, please respond promptly.

If any member has questions regarding the workings of your Club, please feel free to call me or use the toll-free number. Although the Club is broken down into Regions throughout the U.S., your Co-ordinator (if you have one) is not kept up-to-date on every minor detail. As a matter of record the general responsibilities of a Regional Co-Ordinator are somewhat varied. They include two activities per year, such as organizing trips or coordinating representation at meets, etc; detailing that information to me for the newsletter, and promoting the Club when possible. But most importantly your Regional Co-Ordinators and myself carry on with the tasks out of love for the vehicles we have chosen to represent us as individuals and are not paid to do them.

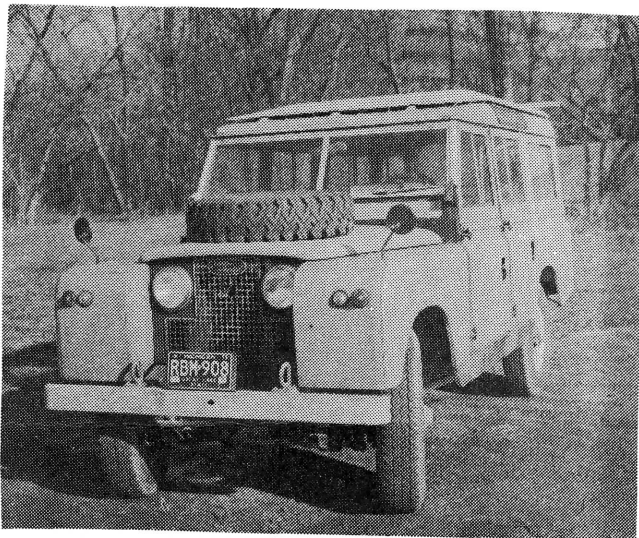
The scheduled trek to the U.K. arranged by R.C. Steve Zedekar has been cancelled due to the upsurge of the pound and lack of response. If you had planned to go and did not receive a cancellation notice, please contact Steve at 206-263-4397.

Members don't forget to share any bit of technical advice you may have. Take a moment to write us a short note so we may pass it along to others with the same problems or concerns. Questions are also welcome.

We are also interested in stories pertaining to the use for work, play or business of a Land Rover product. Pictures are always welcome. Your continuing input is appreciated and will keep our newsletter interesting and informative.

A feature this month is a piece written by Nancy Mattson. I encourage any of the ladies within this Association to send in something for publication relating to your experiences in the world of Rovers.

And gentlemen please allow the ladies a chance to read this.



A nice example of a SIIA 109 Safari, owner John Russell, Rover Owners of Michigan.



Dale Coleman, Ft. Bragg, Ca. is the owner of this fine looking '71 88.



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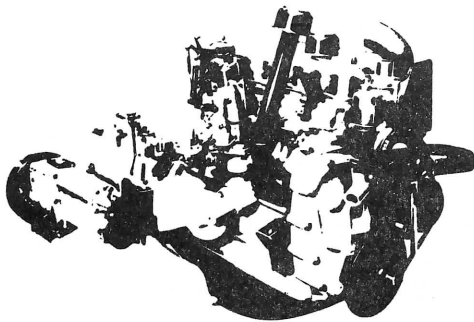
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OVER TWENTY LAND-ROVERS LISTED.

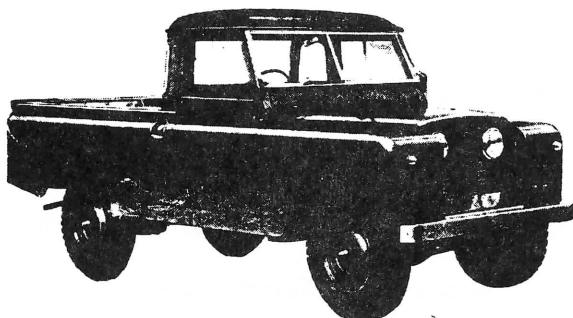
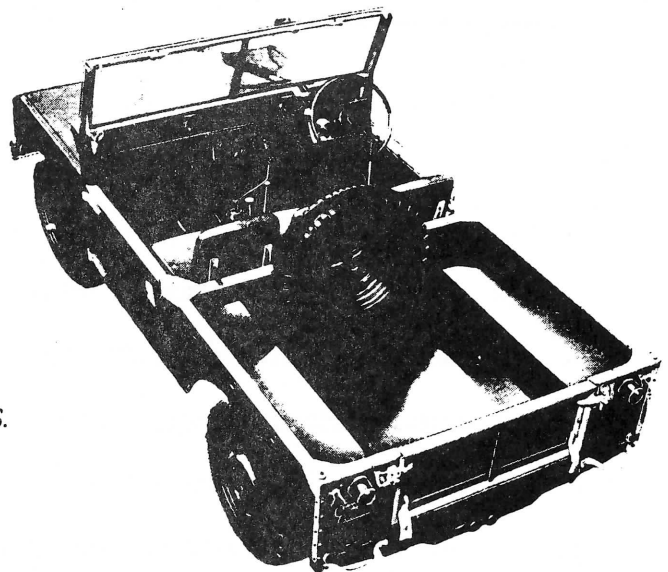
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Land Rover Spares

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
PO BOX 109, ROVERRIDGE DR.
MECHANICSVILLE, NY 12118
518-664-6169 *P *UP *R

ATLANTIC BRITISH PARTS
PO BOX 1068, WATERLOO
QUEBEC, CANADA, JOE-2ND
514-539-2669 *P *UP *R

ATLANTIC BRITISH PARTS
PO BOX 620
LEWISTON, CA 96052
916-778-3922 *P *UP *R

BRITISH AMERICAN CAR SERVICE
426 26TH STREET
OAKLAND, CA 94612
415-452-4322 *SV

BRITISH PACIFIC
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CARMICHAEL, CA 95608
916-944-0244 P *SV

CAMPART DIST., INC.
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CALGARY, ALBERTA, CANADA T2E2N4
403-276-2211 P UP SV

D.A.P. ENTERPRISES
7 KENDRICK RD.
WAREHAM, MA. 02571
617-291-1211 *P *UP R SV S

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TIFTON, GA 31794
912-386-8498 SV, F

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

MORGANS SPORTS CAR WEST
1570 S. 300 W.
SALT LAKE CITY, UT. 84115
801-487-5979 *SV

NORTH JERSEY LAND ROVER SUPPLIES
12 MILLS AVENUE R.D. #1
STANHOPE, NJ 07874
201-398-5715 *P SV S

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ONTARIO, CANADA L0S-1L0
416-262-4446 P UP F SV

ROVERS NORTH
BOX 71
WESTFORD, VT. 05434
802-879-0032 *P *UP F SV

ROVERS WEST
731 S VINE AVENUE
TUCSON, AZ. 85719
602-792-0295 *P *UP R SV S

SCOTLAND YARD
3101 E. 52ND AVENUE
DENVER, CO. 80210
303-297-9237 *SV P UP R

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CONCORD, CA. 94518
415-686-2255 *P *UP

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BOULDER, CO. 30301
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UNION JACK ROVER SPECIALISTS
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602-721-0361 *SV

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6398 DOUGHERTY ROAD #34
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YAKIMA, WA 98908
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VERMONT ROVERS
CAMBRIDGE, VT. 05444
802-644-2128

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



TECH TIPS·by the numbers

LAND ROVER ELECTRICAL MAINTENANCE BILL REID

The Land Rover electrical system can be reliable and dependable if some very basic maintenance is undertaken. The single greatest cause of electrical failures is due to the drop in voltage, resulting from loose or oxidized connections. This is a natural consequence of age and will be a source of some problems with any automobile that is 10 to 30 years old. Fortunately the Land Rover's electrical system is very simple (by 1980's standards) and quite accessible. The suggested maintenance involves removing, cleaning, reassembling, and coating most electrical connections and terminations with an oxide inhibiting compound. The oxide inhibiting compound is used by commercial electricians to ensure that aluminum wiring will not oxidize and cause heat build-up. Several brands of oxide inhibitor are marketed under names such as OX-GARD, DE-OX, NOALOX, and should be available in 8 oz. squeeze tubes. The typical "Handyman Hardware" store will not carry this product, but it should be available in any community at the local wholesale electrical supply store. An 8 oz. tube of the greenish gel should cost between 6 and 8 dollars.

Starting at the generator, pull the two wires from the terminal connectors on the end of the generator. They should have been a snug fit. If not, squeeze the connector gently with pliers. Check for fit and then squeeze DEOX into the female connectors and refit them to the generator. Slide the connectors on and off 4 or 5 times to work the DEOX into the connection and cut through any accumulated oxidation. Remove, fill with DEOX, and then refit all wire connections on the voltage regulator and fuse blocks. Ascertain that the fuses fit snugly in the fuse holders. Fit proper rated British fuses; American fuses do not fit properly and are not rated in the same way. The British 35 Amp fuses recommended by Land Rover will BLOW AT 35 AMPS. An American 35 Amp fuse will run continuously at 35 amps and not blow until approximately 60 amps. If you want to replace the fuse holder or fit American fuses, the proper American rating should be 15-16 Amps.

Starting at the battery, remove the grounded battery terminal connector and the grounded end of the wire. Clean off any dirt and grease. If the terminals are badly eroded, or the wire is stiff and brittle, replace the complete wire assembly. Coat both ends with DEOX and reassemble. The battery grounding cable and connections are the most important electrical conductors on the Land Rover. If the battery is not well grounded, NOTHING will work properly. There is a second grounding cable that runs from the frame to the engine near the starter motor. This cable is equally critical. Remove the cable, clean and inspect, Apply DEOX and reassemble. Clean all frame and body panels to which grounding wires attach with a scouring pad or fine sandpaper before coating with DEOX. Replace rusted screws and bolts with clean new ones.

Detach the cable from the starter motor. Then detach the other end of the cable from the starter switch (solenoid). When both ends are free, reach down and pull the cable away from behind the exhaust manifold so you can INSPECT the cable and replace the entire assembly if the insulation is cracked or the wire is brittle or badly eroded. Clean all surfaces, apply DEOX, and reassemble. Next, remove, clean, inspect (replace), apply DEOX, and reassemble the cable from the starter switch to the battery.

The remainder of the maintenance consists of checking and applying DEOX to all electrical connections. (DO NOT APPLY TO HIGH VOLTAGE COIL OR SPARK PLUG LEADS). You may also wish to squeeze DEOX into the brake, marker, and turn signal light sockets. While checking and cleaning the wires leading to various lights and accessories, be certain to examine the grounding wires and connections as well. The grounding connections from the headlights, windshield wiper motors, other lights, and accessories are all potential failure points.

The first time through with all of this work will take a few hours. Thereafter yearly checkups (preferably on a warm sunny day) can be done quite rapidly. This basic maintenance can restore your Land Rover's electrical efficiency and can save you a lot of time, trouble, and money that might otherwise be spent on diagnosis (misdiagnosis), repair, and replacement of components.

-CALENDAR-

NORTHWEST

May 28th-30th Mt. Hood-Mt. St. Helens: Contact Doug Shipman 503-252-5566
July 2nd-4th Oregon Coast Range/Coast: Contact Doug Shipman 503-252-5566
Sept. 3rd-4th Portland All-Brit Show: Contact Steve Zedekar 206-263-4397

CALIFORNIA

May 14th-15th Webber Lake: Contact Steve Hill 916-393-3767
Sept. ? Palo Alto All-Brit Show: Contact Steve Hill 916-393-3767

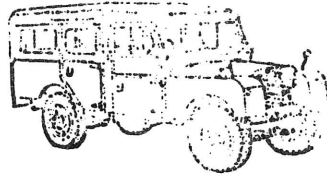
NEVADA

June 28th-July 2nd High Desert Tour: Contact Scotty Howat 415-686-2255
July 2nd-4th Black Rock Desert: Contact Marvin Mattson 702-972-3673

NORTHEAST

May 21st On/Off Road Treasure Hunt: Contact Ron Mowry 207-658-9064
June 22nd-July 2nd Prince Edward Island: Contact Ron Mowry 207-658-9064
July ? New England Mystery Tour: Contact Ron Mowry 207-658-9064
Oct. 2nd Westminster All-Brit Show: Contact Ron Mowry 207-658-9064

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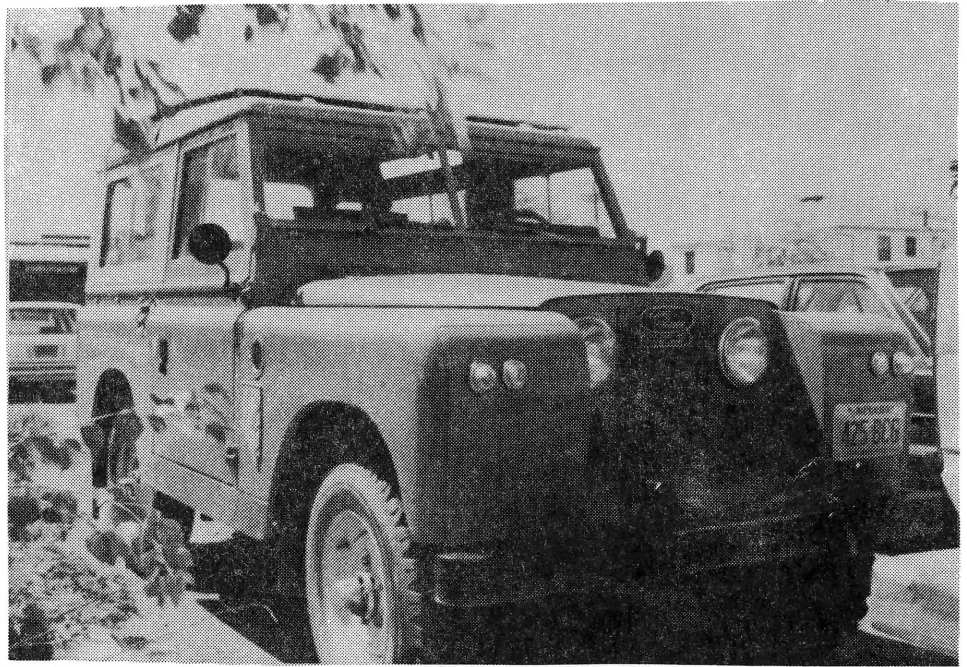
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"SAY THE WORD,
MY DEAR"
Nancy Mattson



In June, 1983 I innocently sat with my husband, Marvin Mattson and friend Lea Magee enjoying the beauty of the Black Rock Desert. In a moment of weakness I made the fateful statement: "You know one those 88's would not be too bad to drive around." Within a week I was a proud owner of a 1968 IIA 88 in mint condition. Dedicated Landy owners wept at the sight of it. This little beauty remains in stock condition except for a tropical roof, jump seats and overdrive(now I do not get those funny hand signals from people following me).

Although I am often accused of being mentally aberrated for not allowing any heavy off road use, and sometimes corrected on my driving technique (ladies take heart), I do enjoy trundling about in my 88.

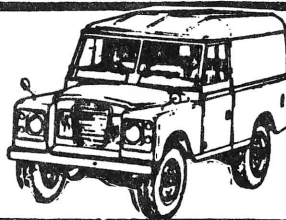
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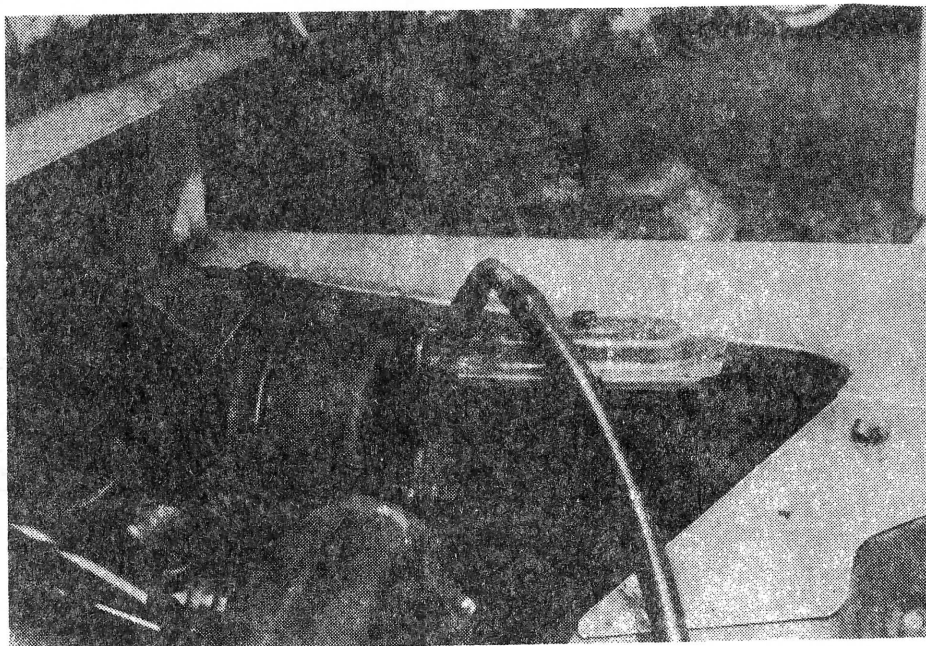
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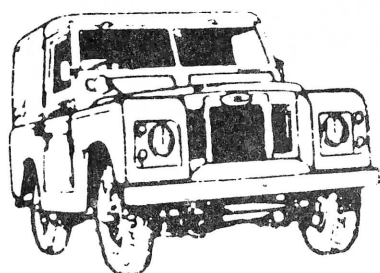
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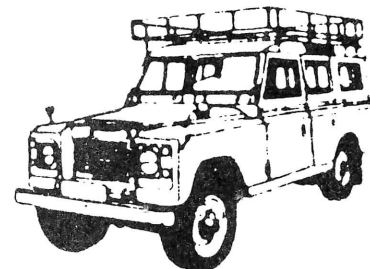
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6cyls/w FWH,DD, \$10,000: '71 109 4cyls/w DD,2tanks \$5,500: '74 88 4cyl,
air portable, \$6,000: '77 109 4cyl D,p/u,w/tilt,RHD \$12,000: '77 Range
Rover,RHD, \$10,000: NATO trailer for LR \$850 Contact: Myles Murphy
703-241-8143 VA

'59 109s/w,new brakes, engine \$6,750. Contact: Bob Hicks 301-746-5615 MD

'68 88 Body gd, eng stripped \$600/BD Contact: Mike Fenner 305-972-0547 FL

'63 109p/u rear end exc. \$1,500: '64 88 HT body/frame exc, eng work.
\$2,000: '63 109 RHD,frame work \$2,000 Contact: Lea Magee 916-827-2373 CA

'65 88 good frame,w/parts vehicle \$1,000 Contact: Bill Egan 603-783-9065 NH

'72 88 s/w Chevy 4,Warn winch \$4,200 Contact: Matt Johnson 916-332-
7135 CA

'68 88 4cyl,winch,snowplow \$1,200: '72 88 gd cond. \$1,200 Contact:
Dean Bradshaw 207-726-5065 ME

'53 80 4cyl,p/u Best offer Contact: Joe Murphy 603-437-5300 NH

'66 109 p/u,Reblt eng/trans \$3,500: '69 88 s/w Chevy 4, \$1,500: '64 88
4cyl s/w rebilt head \$1,000 Contact: Tom Charters 707-964-7759 CA

'62 109 p/u new tires,exhaust system,needs paint \$3,800 Contact: Steve
Hill 916-393-3767 CA

'74 88 driven daily \$3,000 Contact Ron Mowry 207-658-9064 ME

'74 88 Extras \$3,500 Contact: Jeff Stitt 702-463-2011 NV

2 109 HT and 1 109 Safari, RHD \$5,000-\$6000 Contact: Geoff Jackson
714-385-7779 CA

'69 109 4cyl,no rust \$7,400 Contact: Bruce Fletcher 312-383-4071 IL

-PARTS-

SIII Hardtop and door, gd cond.\$200, blue canvas w/bows for 88 Contact:
Bill Fletcher 209-564-3939 CA.

SIIA trans \$300, Rear axle/diff \$200, one pr. hardened axle shafts
\$200 Contact: Tom Sawyer 213-438-6201 CA

SIII Speedo, in box. \$40 Contact: John 415-467-7586 CA

Reblt 4cyl,gearbox,rear end plus 88 parts. Bob Hicks 301-7465615 MD

Complete Fischer snowplow, new \$250 Contact: Bill Egan 603-783-9065 NH
Parting out '67 109 s/w 6cyl. Contact: Norm Lewis 303-973-0419 CO
Soft top w/bows for 88 excl.cond. Contact: Mike Wickes 208-788-4923 ID
Parting out '73 88 4cyl. Contact: Gene Lytle 408-423-4013 CA
Koenig PTD winch for SIII \$300/BD Contact Larry Arnett 206-546-0249 WA
2 litre diesel, complete reblt. Contact: Mike DeSimas 805-466-9356 CA
Four Goodyear H78x16 A/S tires,excl cond. \$150 Contact: Steve Hill
916-393-3767 CA

-WANTED-

Workshop manual for SI and two part manual for SII/IIA, will also
consider parts catalog. Contact Nigel Clark 304-594-1163 WV

Worn glow plug to make compression test adaptor. Contact Craig McClure
404-284-0265 GA

SI 80 parts. Contact: Norm Lewis 303-973-0419 CO

2 plastic Diesel grille badges, diesel exhaust manifold Contact: Craig
McClure 404-284-0265 GA

1 plastic Diesel grille badge Contact: Ron Mowry 207-658-9064 ME

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RICK STEWART
(916) 625-4727

BLACK ROCK - July 4, 1987
Marvin Mattson



On Saturday morning, 10 1/2 Land Rovers assembled at Soldier Meadows Reservoir to kick off our annual July 4th Desert Run. One may wonder why we say 10 1/2... Scotty Howat brought along his LAND ROVER trailer which is quite an ingenious combination of a Series I SWB and a IIa LWB... (a must-see for those of you in search of the unique and bizarre LR sightings.)

As clouds rolled in from the south west, the group questioned the accessibility of Lower High Rock Canyon. Alternate route suggestions for Cane Springs or Quinn River Crossing were tossed about. Ultimately, we stayed with our original plans.

Our lunch stop along the route to High Rock was the now famous "Hilton", aptly named by regulars for its inviting bubbling hot springs. Several pools offer a variety of temperatures, ranging from tepid to "just right". Arrowheads are also in the area as proven by the fine "points" found by Uncle Dan (Dan Anderson).

By midafternoon, we rounded the corner to Fly Creek Canyon, where the pioneer immigrants described the trail as very steep, rocky and dangerous. Their wagons had to be lowered with block and tackles down the steep walls to the canyon floor below. We momentarily lost our heads to talk of repeating history LR style, but time and better judgement dictated pushing on to the water hole.

Located about 600 meters down the trail, the "WATER HOLE" is truly a wonder of nature. A large cauldron carved in the canyon rock by turbulent water of eons past, it was a favored stopping place for pioneers, as well as Indians. Nearby Indian caves still bear the soot stains of ancient campfires.

After stopping briefly at High Rock Ranch to explore the old buildings, we climbed back into our alkali-covered LRs and forded the streams into High Rock. We trundled our way into the canyon to Signature Rock. Here on the 400 foot perpendicular walls of the canyon, spiers revealed the passage of several immigrant companies that had journeyed before us through this abyss. Our campfires that night reflected the conestoga-like shadows of LRs on their red marbled walls, as must have the wagons before us.

Due to the unusually cool July evening, it took a prayer and a full choke to start up the next morning. We were ready to administer last rites to Ian Howat's 88 until Scotty breathed life into the ever reliable Lucas electrical. Our first pitch was up Wagon Wheel Pass, where we buckled the transfer case into low range and crawled up the granite hill, our "tyres" fitting the wagon wheel ruts perfectly.

Our next stop was Yellow Canyon, deriving its name from the color the limestone and marble gives it. Heading toward the canyon, our Landys performed as expected in side hill operations, although special skill was required to avoid catching any air over some spots. Some folks foraged for berries, while other enjoyed more conventional lunch time fare. One unfortunate rattlesnake was brought back in a sack for our resident desert gourmets to sample later.

After passing through Devil's Gate, the road becomes treacherous, inviting only the most intrepid traveler (LRDA members, of course). The deep washouts in some areas made traction a real concern as the LR's clawed their way up the banks. At one point the trail was completely submerged in 2 meters of flowing water over 50 meters long. With the box locked into high range low, the fording was uneventful.

Stevens Creek Ranch was now in sight. This BLM Oasis is located on the banks of a pure cool stream which gushes from the mountainside. Here many a weary traveler has spent the night reveling in its beauty. That evening Marvin Mattson, trek master, BBQed the trophy rattlesnake and graciously shared its sweet meat with all. There was not even a morsel left for "snake and eggs" in the morning. After supper, Uncle Dan distributed LR goodies and other regalia.



Later some of the "burly" men braved the cold shower provided in the ranch house.

The next morning found us well rested and ready for the long day ahead. The road back to town took us for brief stops at the Petrified Forest and the ghost town of Leadville, before a hearty last supper at Bruno's Restaurant in Gerlach. Here goodbyes between new and old friends were exchanged before the long journey home. Another successful trip of wonderful memories and desert camaraderie. Hope to see you all next year at the same time for a possible Upper High Rock Canyon trip.

P.S. A special thanks to Lea Magee for again being "tail-end Charlie" and keeping the line together.
friends

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Letters



Dan Anderson has advised that using a rotary file with your electric drill can be used to enlarge the hole on the top portion of the towing pintle. This will aid you in using a towing ball with a 1" shank. He advises that the plate be 1/2" steel and experience shows capability of towing 5,000lbs. Finally, Dan advises to use a 'black box' to convert your seven pin electrics to American six pin. These can be purchased at most trailer supply stores and mounted behind the rear light guard. Consult your wiring diagram for color codes.

Tom Hammond has written in with a reason to his foot brakes not fully releasing on his SIII. Tom discovered that after pulling the master away from the booster, corrosion had built up and prevented the piston assembly from retracting far enough and actuating the tipping valve. Spot check that and the plastic reservoir, which tends to deteriorate in warmer climates.

RC Kerry Oldham suggests a way to light a dark engine bay. Go to a local trailer supply store and pick up one or two four inch 12 volt ceiling lights with it's own switch. They can be mounted alongside or between the ribs on the hood with the wiring running down to the firewall to a 'hot' source. And when needed hit the switch.

RC Ron Mowry recently found out through trial and error that a couple of fuel filters should be on hand when operating a diesel on/off the road. When the diesel dies without warning, it should be one of the first things to check.

Fred Sisson wrote in to remind the members to check those tires any time you work on drivelines and axles. Or chance a runaway Landy.

This classy 109 Safari with an equally classy zebra paint is owned by John Schaaf, Rochester, N.H.





"KNOW THOSE ROVERS"
THE
SERIES I

When first introduced in 1948 the Series I Land Rover, a 80 inch wheel based vehicle propelled by a 1595cc four cylinder, water cooled engine became an overnight success. The Rover Company as it was known then, unveiled this four-wheel drive machine as a short term stop-gap device after WWII, to bring export Pounds back to Great Britian.

After rave reviews from the motor press in Britain the Company has never looked back.

These first Land Rovers were as basic as a cold day. They were intended to be a farmers' friend with power take-off front, side, rear and bottom. But then the military took a liking to them as did many overland explorers and outlying government posts. Soon Land Rover became synomous with rugged, reliable transport.

Here in the U.S.A. however, the end of WW II brought a tidal wave of surplus military 4x4 vehicles. But a few of those new Land Rovers did manage to reach our shores.

In 1950 a optional full metal roof became available. Two years later the engine was enlarged to 1997cc. As the word spread and the buyers became global so did the owners voices and they were heard.

1954 saw the wheelbase lengthened to 86 inches, and new longer wheel based 107. By 1956 two inches were added to both models. Those dimensons are the basic model sizes brought and sold in the U.S.A. today, save the Range Rover.

At first appearances all Land Rovers appear to be the same machine, however, in looking at the Series I there are major differences. Body panels are flat and squarish, control pedals are run through the floor boards until about 1954. If you are a first time buyer of any Land Rover a Series I is not for you, unless Auntie has left you a tidy sum of cash to play with. Parts for an original SI are for most purposes non-existent in the U.S.A., and at best extremely expensive if imported from Britian.

Most SI seen in this country in 1988, have been extensively modified, including small block Chevy engines and transmissions of unknown lineages. It is safe to say that a hand full of well maintained Series I's are here in the U.S.A., but would you take forty year old pride and joy to anything more exciting than a sunny afternoon drive to the market? Not I.

MOAB, UTAH
1990

I am considering a proposal for all of our members, members of other clubs and owners in North America. RC Kerry Oldham and member Bill Davis have contacted the Chamber of Commerce in the city of Moab, Utah about a convention set tentatively for the last Friday, Saturday, Sunday and Monday of August 1990. Moab hosts numerous four wheel drive gatherings yearly and have indicated that they will extend all assistance necessary in helping us realize this goal.

In order to bring together all Land/Range Rover owners for the first time in North America, enclosed is a tear out flyer to determine the amount of enthusiasm for this project. Please return it to: LRDA, USA, PO Box 162201, Sacramento, Ca. 95816 by June 30th 1988.

LRDA member# _____; if not, specify other Rover Club _____

Are you interested in attending the Moab convention in 1990? YES ___ NO ___

How many in your party? #_____

Accommodations: Campground___ Motel___

Vehicle: LR ___ RR ___ Other ___ Camptrailer ___

Condition for attendance will be pre-registration about 3-4 months prior by non-refundable payment in full.

CHANGE OF ADDRESS

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

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



And last but not least the intrepid Black Rock trekmaster, Marvin Mattson shown here putting the final touches to his favorite, Rattlesnake A L'orange, with Pimientos. Marvin's talent has put him at the top of his class this semester at the Chateau Gerlach Cooking School.

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