



the
**ALUMINUM
WORKHORSE**



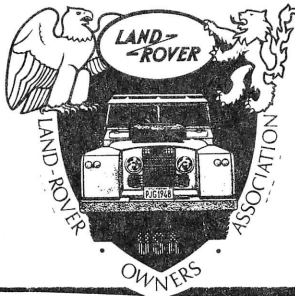
OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION, U.S.A.

Volume V, Number IV, Fall 1988 - COPYRIGHT 1988 - ALL RIGHTS RESERVED -



Final edition

LROA



NEWS

Fall 1988 - LROA, BOX 162201, SACRAMENTO, CA. 95816

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

Association Officer/Editor: Steve Hill, P.O. Box 162201, Sacramento, Ca. 95816 (916) 393-3767.

New subscriptions and renewals: \$15.00 per year

Front Cover: Range Rover of North America

REGIONAL COORDINATORS

NORTHEAST - Ron/Bernie Mowry
Box 1023
West Lebanon, ME
04027
207-658-9064

WASHINGTON - Gord'n Perrott
119 NE 60th St.
Seattle, WA
98115
206-526-5858

SOUTHEAST - Chris Winters
1001 Tennessee Ave.
Ft. Lauderdale, FL.
33312
305-791-2214

NEVADA - Marvin Mattson
Box 9802
Reno, NV.
89507
702-972-3673

NORTHCENTRAL- Cliff Johnson
Box 416
Lemont, IL.
60439-0416
312-257-7136

OREGON - Steve Zedekar
31212 NE 95 Ave.
Battleground, WA
98604
206-687-5502

MOUNTAIN - Bill Davis
360 No 1000 West
SLC, UT.
84116
801-363-2390

NOCAL - Steve Hill
Box 162201
Sacramento, CA
95816
916-393-3767

SO GEORGIA - Steve Johnson
Rte 3, Box 358
Tifton, GA
31794
912-386-8498

SOCAL - Ted Harwood
6430 Verna Ave.
Van Nuys, CA
91401
818-988-5241

NO GEORGIA - Jack Walter
481 Schaffer Rd. SW
Marietta, GA.
30060
404-438-7746

NORTHWOODS - Bill Osterheim
10720 6th St. NE #311
Blaine, MN
55434
612-757-2939

BAY AREA - Geoffrey Jackson
99 Rosewell Wy.
San Jose, CA
95138
408-629-8274

BITS AND PIECES

Beginning with the next newsletter the Club will again go through a transition period as Steve Zedekar takes over as the Editor of the "Workhorse". Steve was one of the original founding fathers of the Club along with myself and Jim Allen, the former editor. Steve was Secretary-Treasurer before his employment required him to leave the area for Oregon. I will continue in my capacity as Secretary-Treasurer/ Regional Co-Ordinator Liason. With the growth of our Club, 500 paid members, we have established a good financial foundation. This will allow us to begin to reap some benefits. Firstly, a new larger and brighter Club decal for the members. Secondly, an expanded Directory, including a list of R.C., spares section, to name a few. Lastly, T-shirt and coffee mugs, containing that all important Club logo will be offered for sale.

Club members in the southern California area or visitors maybe interested in a monthly newsletter and off-road map published by 'Sidekick', 12475 Central Ave., Ste 352, Chino, Ca. 91710 714-628-7227.

Interested in genuine Land Rover service tools, once so hard to find and expensive? Well, Nuday Co. at 2291 Elliott, Troy, Mi. 48084. is now a distributor here in the U.S.A.

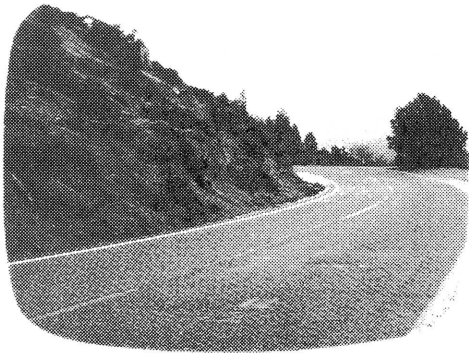
The cover of this newsletter exhibits the newest, latest and updated U.S.A. version of Land Rover Ltd. Range Rover model with no fewer than 30 engineering and design changes. Some of high points are a new 3.9 litre engine with substantial gains in horsepower, acceleration and torque. Off road gear changing from hi to lo box has been improved by a all new chain-driven transfer box and viscous coupling in the permanent four-wheel drive system. Up graded stereo system, air-conditioning, interior trim colors in fabric and leather top the package off. Of course a hands-on demo at your local dealer can be made now.

Dutch member, Henry Scheurer. on a month's holiday across the nation next year in his military light weight, needs room to store his 88 on the west coast for 9-12 months until his return for the trip back East. If you can help, contact me at the Club PO Box.

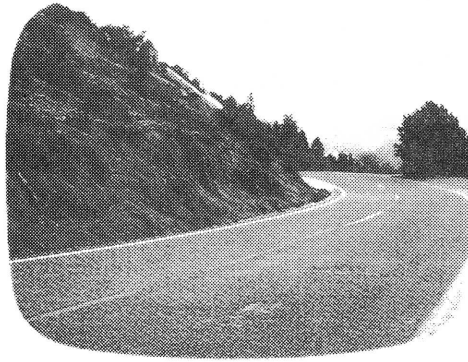
Geoffrey Jackson, our Bay Area R.C., has contacted a Headquarters detachment of British Army personnel from Canada, about the existence of LROA. They are currently posted at Ft. Ord, (near Monterey) Ca. for 6 months with their transports - Land Rover lightweights and Bedford trucks. Arrangements are being made now for a social function at the end of February, the first many, we hope. For more information contact Geoffrey at 408-629-8274 CA.

Also of interest for members looking for tires. I have received correspondence from Scott DeFlaminis, of the GANS Tire Co., 730 Eastern Ave., PO Box 22, Malden, Ma. 02148-0022 1-800-343-3276. They are offering many types of tires to suit off-road in many hard to find sizes as 6.00x16, 9.00x16 non-directional to name a few. They also market an ingenious device for breaking beads on wheels developed in Australia, looking very similiar to a large bootle jack. However, it is yet to be offered in their catalogue. Feel free to contact Bruce and pass on any information that might aid the members.

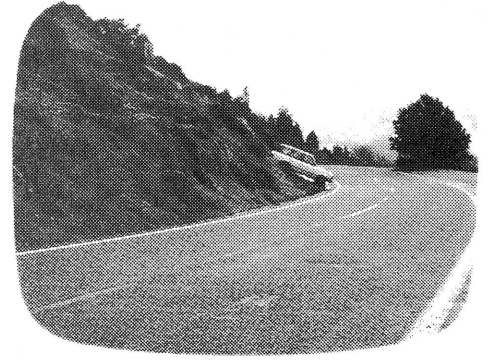
The lower sequence of photos which came out as a 30 second T.V. spot has won a gold medal during the recent 31st International Film & T.V. Festival of New York. This is the third such award given to Range Rover of North America and their ad agency. Also, look for the Range Rover, how it all began in the 'Know your Rover' section of the newsletter.



(CLASSICAL MUSIC)
BRITISH ANNOUNCER: In a world where it's difficult . . .



to distinguish one luxury car from another . . . one of them manages to set itself apart.



Introducing the Range Rover.



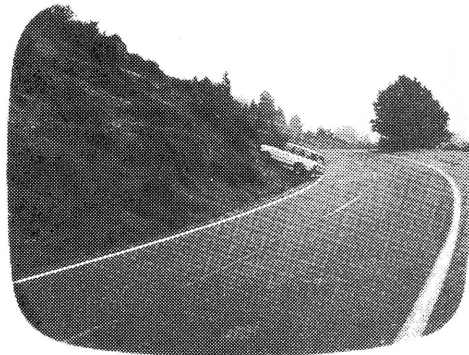
You'll undoubtedly be seeing these exceptional vehicles



on the road.



(RANGE ROVER TURNS OFF CAMERA, AND GOES BACK UP HILL.)
Or . . .



maybe not.



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-2NO
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
101 WEST GREEN STREET
PASADENA, CA 91101
213-681-9783 *P UP*SV*F*R

CAMPART DIST., INC.
221-41 AVENUE N.E.
CALGARY, ALBERTA, CANADA T2E2N4
403-276-2211 P UP SV

D.A.P. ENTERPRISES
7 KENDRICK RD.
WAREHAM, MA. 02571
508-291-1311 SV S

DIXIELAND ROVERS
RTE 3, BOX 358
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

PAUL SAFARI COMPONENTS
PO BOX 39, QUEENSTON STREET
ONTARIO, CANADA L0S-1L0
416-262-4446 P UP F SV

ROVERS NORTH
BOX 71
WESTFORD, VT. 05494
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

SCOTTY'S LAND ROVER SERVICE
45 RIDGE PARK DRIVE
CONCORD, CA. 94518
415-686-2255 *P *UP

1st NATIONAL GARAGE
4734 PEARL ST
BOULDER, CO. 30301
303-449-7195

THE IMPORT GARAGE
1815 S.E. 50TH
PORTLAND, OR 97215
503-235-5951 *SV

UNION JACK ROVER SPECIALISTS
PO BOX 30318
TUCSON, AZ. 85751
602-721-0361 *SV

WEST COAST BRITISH
6398 DOUGHERTY ROAD #34
DUBLIN, CA 94568
415-824-6091 P UP SV

THE BRIT NW LR Co.
1043 KAISER RD. SW
OLYMPIA, WA 98502
206-866-2254

ROCKY MOUNTAIN ROVERS
732 51 AVENUE S.W.
CALGARY, ALBERTA T2V 0A7
403-253-7977

LAND ROVER ENTERPRISES
2104 JEROME AVE.
YAKIMA, WA 98908
509-453-8580

KEY

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

VERMONT ROVERS
CAMBRIDGE, VT. 05444
802-644-2128

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

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

MARKET PLACE

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

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

'71 88 \$3,000/obo. Contact: Carlos 818-398-1341 (CA)

'71 88 Diesel. \$3,000/or trade for 109 in good condition. Contact: Steve
714-498-7189 (CA)

'79 Range Rover, Grey, 2 dr., 4 spd., 70,000 mi. \$9,000- Contact: Tom 213-
833-4512 (CA)

'70 109 Safari, 6 cyl Chevy, total retore., many extras. Cash or exchange
for SIII 88. Contact: Tom 213-438-6201 (CA)

'73 88 HT, 2bbl Weber, numerous extras. \$4,000/obo. Contact: Chuck 801-
723-5720 (UT)

'67 109 6 cyl GMC, \$20,000- Contact: John 508-588-3036 (MA)

'65 88 26,000 mi orig., numerous orig. items \$4,000-Firm. Contact: Bob
602-790-2817 (AZ)

'60 88 14,000 mi orig., excellent condition. Contact: Bob 415-732-9777
(CA)

'66 109 Diesel, Reblt eng/trans. Contact: Bill 615-886-5036 (TN)

'74 88 OD, winch, excellent overall condition. \$5,500/obo Tom 408-758-
6177 (CA)

'68 88 35,000 mi., snowplow, winch, OD, FWH and other items.
\$8,000-

'73 88 New frame, FWH \$3,000-

'68 88 Good body, needs frame work. \$1,000- Contact: Paul 603-882-
7922 (NH)

'70 88 4 cyl. SW, FWH, full length roof rack, dual rear door mount
jerry can holder, excel. cond., well-maintained. \$4,500- Contact: Jeff
916-393-9350 (CA)

PARTS

2- 6 cyl NADA engines. 1) unassembled 2) running prior to electrical
failure. \$500- for both. Contact: Geoff 805-544-7927 (CA)

PTO unit/shifter for Koenig winch. Best offer. Contact: Gord'n 206-526-
5858 (WA)

'78 Range Rover transmission. \$2,000- Contact: John 916-991-4231 (CA)

Fischer snowplow frame/fixings, new. \$250- Contact: Bill 603-783-9065 (NH)

4.7 Diffs, U Pull It \$85- SII SWB roof w/ fixed windows or SW sliding windows. B.O. Contact: Nigel 304-594-1163 (WV)

2- '60 engines. both running prior to removal. \$175- each. 1- '67 6 cyl engine, running. \$150- Contact: George 208-756-4147 (ID)

British military trailer, 3/4 ton, surge brakes, spare, mil spec hitch. All original. \$900- Contact: Jim 619-767-3915 (CA)

MISCELLANEOUS

Numerous Land Rover publications, books and memorabilia. Contact: Alan 201-659-6533 (NJ)

Don McCormicks '69 88 little red wagon south of the border.





NORTHWEST OREGON RUN
July 2-4, 1988
by Tony Starbird

Over Independence Day weekend, Doug and Jean Shipman led a much-anticipated trek, wandering up through the Tillamook Forest wilderness and down to the beautiful Oregon coast.

It was an impressive early morning sight - Landrovers gathered together, their owners enjoying a Bonanza Cafe breakfast near the forest edge.

The diverse group that seems to characterize Landrover owners is always exciting to meet.

Doug and Jean Shipman were our trek leaders in their 1967 IIA 109 Station Wagon. Doug uses his 109 daily in his hydraulic service business, carrying and towing weights not appearing on the factory manual limits page. They had both contributed long hours towards the proper planning of our Northwest Oregon Run.

Ian Holm, from New Hampshire serving in the U.S. Coast Guard, had driven his 1966 IIA Military 88 cross-country to his new assignment in Portland. He was spotted by sharp-eyed Jean Shipman and was quickly enlisted to help scout and plan today's route. For the occasion, his "full tilt" was rolled up on the sides. We all admired the Star Trek taillights fixed to a IIA Military. There was a crunched front wing indicating his enthusiasm in finding the most challenging downhill for today!

Steve and Jean Zedekar in their well-equipped 1971 Series III 88 Station Wagon arrived with their children from Washington State. An ardent Rover enthusiast, Steve is our Regional Coordinator for the Land Rover Owners Association (LROA). They were celebrating the acquisition of a 1980 3500 Sedan.

Charles Kellogg, Jr. and Kerrin Darkow drove in during breakfast in his 1971 Series III 88 Station Wagon. Charles was outfitted in expedition dress, ready for any challenge. His Landrover was also, sporting a PTO winch, farmer's jack, shovel and desert water bag. A British flag jauntily waved from the whip antenna. Charles owns the British N.W. Land Rover Company in Washington.

Jim Williams received much attention from the local farmers enjoying breakfast because of his 1974 Series III 88 Station Wagon painted in camouflage and blackout. Rigged for hunting, it featured two unique fold-down, slide-into-place single beds as well as a winch, overdrive and sturdy roof rack.

I had tagged along with Linda's and my "land yacht", a 1967 IIA 109 Martin Walter, Ltd. 4-Berth Dormobile Caravan, equipped with most every camping convenience. It would be set aside for the most hazardous sections.

What a treat it was to discover that a Buick from British Columbia in the parking lot belonged to Rhonda Wood and her brother. They had zipped down from Vancouver to visit with us! Rhonda passed out copies of the Rover Lander, newsletter for Landrover owners of British Columbia along with topographical maps of the July 30th All West II Landrover Rallye. She encouraged us by example to trek north to meet our Landrover kin. They were to stay with us through our first hazard before returning six hours to home.

After breakfast, with much anticipation, we gathered up and drove just a few miles to where I left the "land yacht" and joined Jim Williams for our first staged run of five hours.

It is difficult to describe, but Doug Shipman had us leave the highway just 50 feet before the rutted track went out of sight, steeply downhill in a two part descent, turning sharply in the middle. Grappling for some traction, it appeared that we would "do an endo" over the last lip. Then right into the stream, mud to the gunwale, fighting for the bank. What a beginning!

Capstan winch and tow ropes for most to get through our first leg. For some reason, Charles Kellogg wanted to spend most of his time in the water. Following motorcycle trails and logging roads through the towering old forest and rushing streams, we were unexpectedly confronted with a newly made cavern dug by backhoe. Here is where a well-prepared trek leader pays off for participants. Doug and Jean Shipman then led us on an unplanned but challenging array of routes through the wilderness until we returned near our point of origin.

Waiting for us was Irv and Estell Berteig and their daughter Alissa in a 1967 IIA 6 Cylinder 109 Station Wagon from Washington. Along with the Dormobile, everyone now drove back into the Tillamook wilderness for a picnic lunch at Elk Creek.

The wildflowers were at their peak, with grass iris, Indian Paintbrush, red Columbine and wild snapdragons everywhere. As we climbed away from our picnic spot, the vistas became more breathtaking around each turn.

One of our trails led us to a large washout, forming a deep "V", just wider and deeper than a Landrover. Ian Holm scrambled through first, his winch at the ready to help us through. Those that found themselves looking to the sky were able to be hauled out by tow rope, that ever-useful aid.

We were awed by the majesty of the forest as we climbed ever higher to our destination for the night. At the very summit we could see dozens of square miles of steep mountainsides covered with fir and cedar trees. They were all reforested in 1947 after a disastrous fire.

Just like old dogs, we circled around the summit camp in our vehicles, looking for just the right resting spot. Soon the campfires were lit for cooking and the aroma of hot dinners was everywhere. It was time to talk of slipping and sliding, narrow escapes and driving techniques.

After a late night fueled by old leg skid, we turned in- satisfied we had looked carefully at each vehicle and made friendships with its owner.

In the morning, mist enshrouded us as we prepared for the day. We enjoyed a leisurely camp breakfast on the mountaintop, then on the track for a long morning of great driving and scenery.

The descent began towards the Pacific Ocean where we confronted another washout. This obstacle was formidable only because the deep streambed had sculpted away the path crossing except for a soil bridge - just the width of a Landrover track (4 feet, 3 1/2 inches!). After Doug and Jean Shipman crossed, each vehicle was coaxed on by their direction.

Shortly before reaching the coast, we saw a small herd of elk, running through a logged clearing. Then on we drove, ever downhill, to the ocean. There we stopped for a late lunch at the Nehalem Winery.

Looking at the Oregon coast with clear, warm weather is a special treat and we stopped often on our way to an evening nest in the sand dunes.

A line of Landrovers entered the beach front and drove fifteen miles North on the sand, passing gawking kite-flyers and Jeep owners. A beach safari! Soon we found a steep, solitary sandhill and the climb was on! Everyone tried the hill, motors racing, over the top and down. Drivers and passengers were exchanged. Charles Kellogg and Kerrin Darkow mired at the top, suffering from a "smoked" regulator, dead battery and steep sidehill. Doug Shipman towed him off and down on the hard sand for a restart.

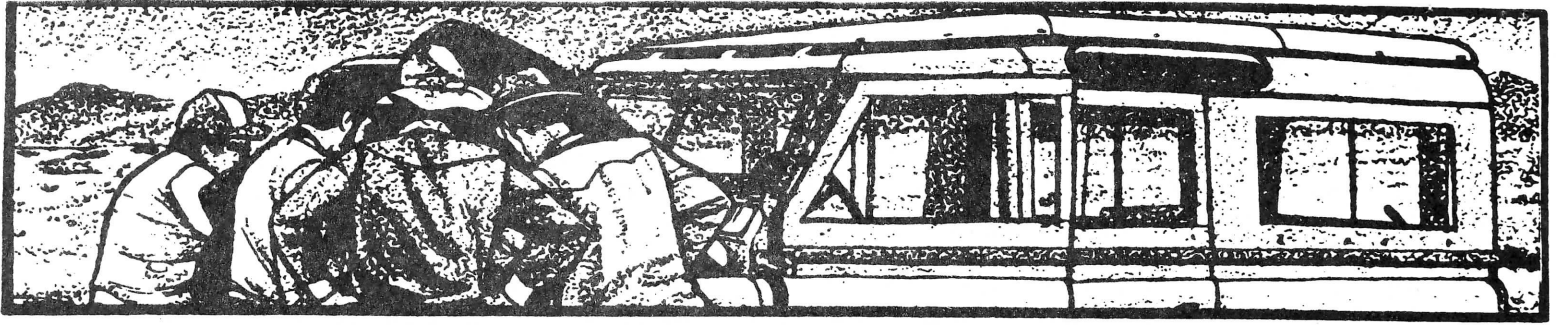
We adjourned from this wonderful frivolity (Dormobiles over sandunes??) to our campspot #2, off the ocean in the rushes, sawgrass and pines.

At sundown we all piled into two Landrovers for a short ride back to shore, enjoying wine from Nehalem and a spectacular sunset. We returned for our evening meal while Ian Holm's regulator revitalized Kellogg's battery.

Independence Day dawned with most helping me re-adjust the Dormobile points, knocked askew the day previous. After our morning meal, the caravan drove through Fort Stevens from the beach side and on to Astoria, early stronghold of the British fur traders. Those that walked up the stairs to the top of the Astoria Column saw most of Northwest Oregon and Southwest Washington.

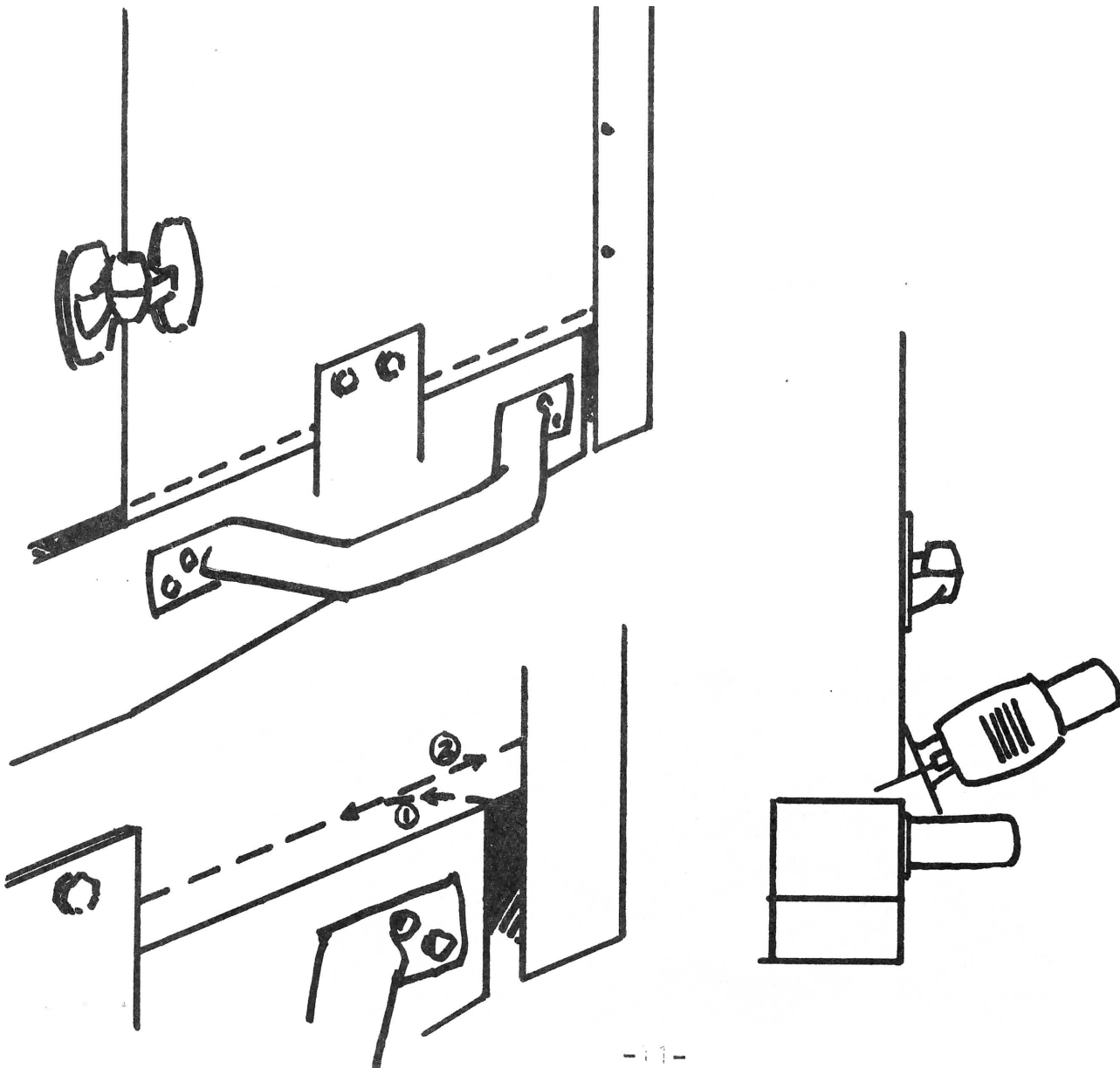
The Oregon Run was ending and we drove home our separate ways. The variety of landscape and tests for our driving skill were abundant. A small display for the indomitable Landrover, but a certainly a memorable trip with great fun, humor and friends!





TECH TIPS - by the numbers

The below illustrated method was submitted by member Brad Blevins to keep the top of your rear crossmember (a breeding ground for rust) clear of mud and debris. The rear door has a space between the cross member and the bottom of the door allowing you to hose out the area. Mark a line parallel with the crossmember on the panel to each side of the door even with the bottom of the door. Then using a sabre saw or hacksaw blade with a handle, make your first cut as indicated by fig. 1. Once the metal has been cut, merely move the metal back and forth till it breaks. A little touch up with a file and you have an easy to clean crossmember in less time than it took to write this article.



Member Lea Magee has passed on some rust preventative measures in regards to the plastic plugs on both 88 and 109 models. The first problem area is found on the rear cross member on either side of the PTO hole: use a screwdriver to pry out the plug. On the 109 five door model, each side contains two more plugs which are found 1) on the side rail below the bottom edge of the rear door 2) on the center post between the doors. A screwdriver and a pair of long nose pliers will be needed for these. After removal, a through hosing down should remove debris and will allow water to flow out unrestricted.

Bob Bernard has sent along some information regarding leaky heater control valves and suggests removal of all heater hoses, old valve and its bracket. Replace hose with 5/8" variety direct from the thermostat to the heater. Then place a Stant H-404 valve in a suitable location allowing the heater control cable to reach the valve. The Stant valve is 5/8" straight thru with cable attachment and is available at common auto parts stores. Interchange numbers on the Stant box show a Everco # H19999 and Murry # 277813 numbers. Bob also advises that a 180 F thermostat is available from a Napa dealer # 170.



J L Arnett from Seattle forwarded this photo of his 4x4 Good taste!



This photo does not do this IIA NATO 109 justice. Gordon Kallio submitted this photo of his one and only.



"KNOW THOSE ROVERS"
RANGE ROVER
1970-1973



On June 17, 1970, members of the motoring press were given the opportunity to test drive twenty production models of Land-Rover Ltd.'s newest addition - the Range Rover. Two sites had been selected, the first was an abandoned Blue Hills Mine to test the off-road metal of the new vehicle, and the second, a disused airfield to test the its reputed on-road handling and braking.

However, this was not the company's first concept of a "civilized" Land Rover. Unfortunately, due to many circumstances, the Road Ranger, a two wheeled drive vehicle, never went into production. Coupled with Land-Rover Ltd. itself going through many changes and the high demand for Land-Rovers, production was never to catch up, sidling any energy to pursue its production.

In the 1960's the domain of Land-Rover throughout the world was being invaded by the Japanese- Toyota with their Land Cruiser- Datsun and their Nissan Patrol. This lead to developing a Land-Rover with superior horsepower, torque, handling and braking. In a nutshell, everything the customer wanted from his Land-Rover was usurped by the newest addition- the Range Rover.

The only real stumbling block in the development of the new Range Rover was how to provide the necessary power to perform as required - the powerplant was becoming the only missing link. The use of all existing Land-Rover and Rover sedan engines were not up to expectations. But as luck would have it, on a visit to GM with friends in the U.S., a Land-Rover executive spied a lovely little small block engine collecting dust in a corner. Upon closer examination it turned out to be a 215 c.i.d., all aluminum GM engine used in selected Buick models. After some more conversation and quick measurements, it was determined that this engine would be a perfect fit for the Range Rover.

Land-Rover Ltd. publicity touted the new Range Rover as the perfect estate vehicle- capable of towing incredible loads with its 3.5 litre engine, trimming that load with a Boge Hydromat self-leveling unit at the rear, stopping with massive four wheel disc brakes and being able to go cross country with no less than eight inches of travel at each wheel. And with a quick session with hose and nozzle cleaning, it was ready for evenings, be it plays, opera or the local pub.

But with all that work by Land-Rover Ltd. this was not to be. From the the very start the customer made it clear that if there were pigs to be taken to town to be sold or fertilizer to be hauled, the Land-Rover would be just the ticket, thank you very much. Thus, ensuring Land-Rover's future.

Thankfully, this Range Rover, for all its off-road worth, would become the sign of England's upper class. Trips to the ski lodge in Switzerland, summers in the south of France or horse trials in Yorkshire. Range Rovers would see, despite the fears of many who said it was impractical and overly expensive, large increases in its price from 1970 to 1973. Holding to true Land-Rover tradition, supply never caught up with demand. A fact that holds true even today.

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

This sharp 88 is V-8 powered with power steering and is owned by Member Domingo Dias.



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

BULK RATE
U.S. POSTAGE
PAID
Permit No. 251
Sacramento, CA

LAND ROVER - THE ETERNAL 4X4

11 12-88
Ted Harwood
6430 Verna Ave.
Van Nuys, CA 91401