

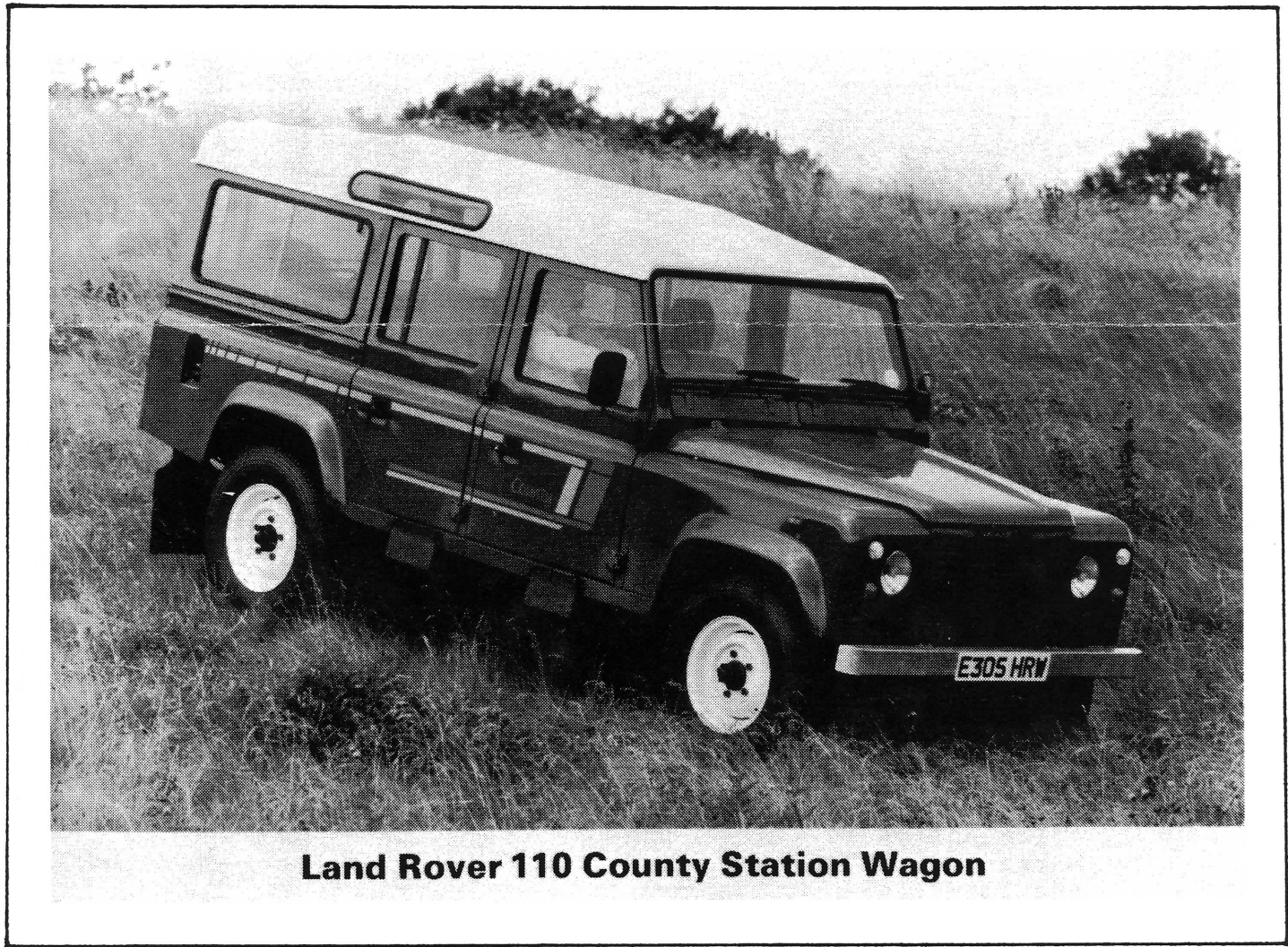
An eagle on the left and a lion on the right, both facing towards a central oval. The eagle is perched on a branch, and the lion is standing on its hind legs with its front paws raised.

the ALUMINUM WORKHORSE

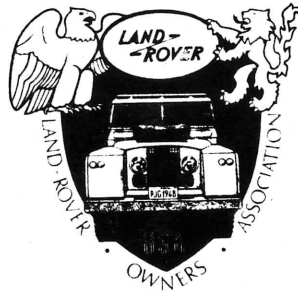
OFFICIAL PUBLICATION OF THE LAND ROVER OWNERS ASSOCIATION, U.S.A.

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LROA



NEWS

Spring 1989 - LROA, P.O. BOX 6836, Oakland, CA 94603

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

Secretary/Treasurer: Domingo Dias, P.O. Box 6836, Oakland, CA 94603

Editor: Brad Blevins

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BITS AND PIECES

EDITORS NOTE: Finally! A newsletter! I figure that I owe you four newsletters this year and, being new at this job, the first couple might be somewhat less than what you are used to as I "break myself in". This will also allow me to get the next one out right on the heels of this one. ("sure", you say.) Naturally, I have made a couple of small changes here and there. The most noticeable is the addition of a "REGIONAL NEWS" section. Articles sent in about a particular region will appear under a heading for that region. If there is nothing sent in from a region, then, I just don't know what I'm going to do. The idea's still a bit sketchy.

There are two more things I'd like to mention before moving on to the newsletter itself. First, please consider the scope of a task such as carrying out the duties of club president, secretary, treasurer, and newsletter editor all simultaneously! Well, that is what Steve (and Janet) Hill have been doing for several years now. Don't think that they were eager to take that on! Just one of those jobs is plenty! I would like to acknowledge the sacrifices that they surely must have made during that time to keep this club alive.

Second, as you already know, Domingo ("Dom") Dias has graciously accepted the duties of Secretary/Treasurer. Dom has ideal qualifications for this job. He has held the same position for another organization in the past, and he has commercial art skills (which will come in handy at newsletter deadline time). Things are looking up for the good ol' LROA, eh?

COVER COMPETITION....Each issue, we will be using the best roving photography or artwork that the club has to offer, for the newsletter cover. Send your masterpieces in to us now for the next issue. The best sizes for us to work with are 5x7 and 7x7.

Sahara name for mini Range Rover

PROJECT J, LAND ROVER'S Mitsubishi Shogun rival, is to be called the Sahara.

Scheduled for a debut at the Frankfurt show in autumn '89, the Land Rover Sahara will initially be available with Solihull's ageing 2.5litre petrol and turbodiesel engines, neither of which is very competitive.

However, a turbocharged version of Rover's 2.0 M16 twin cam engine, complete with three-way catalyst, will be available later.

The Sahara's suspension will be essentially that of the Range Rover's, which should make it very effective on and off the road.



Its body construction will differ, however. Though it retains a steel chassis, the body panels will be made from steel (the roof), composites (bonnet, tailgate) and alloy (doors). Initially only a three-door version will be available – a five-door, also featuring the

raised rear roof, is to follow.

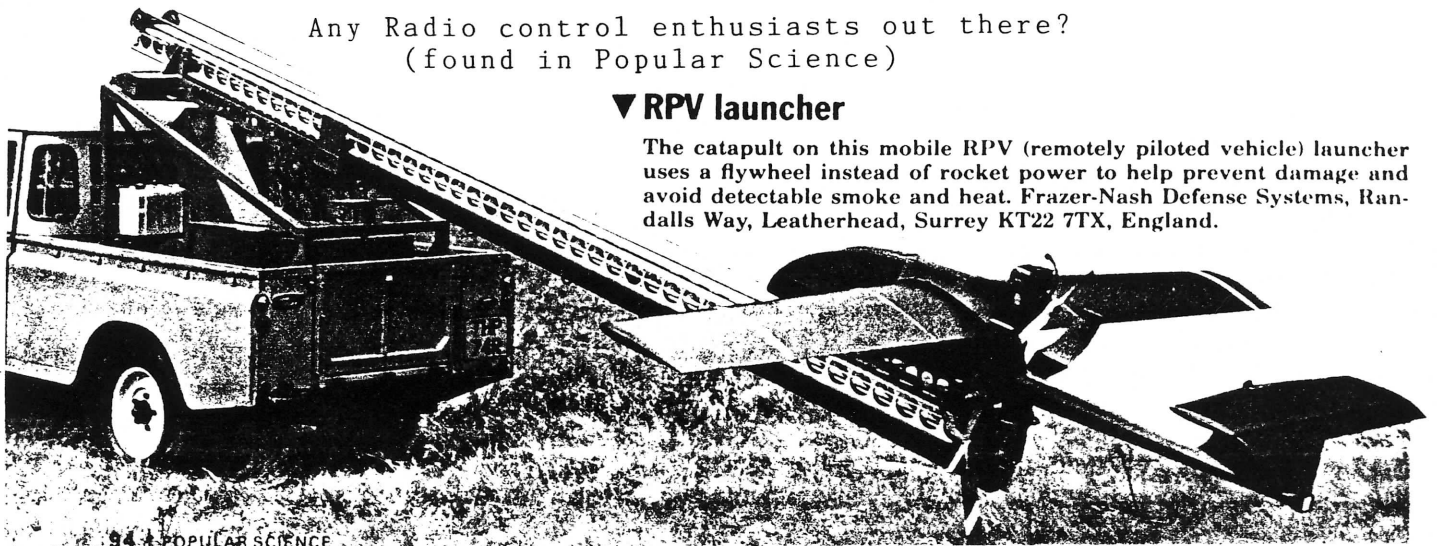
The Sahara will try to bridge the gap in Land Rover's model range between the rough-as-nails Land Rover and the Gucci-appeal Range Rover, and compete in the booming mid-range off-roader market dominated by the Japanese

◀ Glen Foster #19, found this in the January '89 issue of CAR MAGAZINE, printed in the U.K.

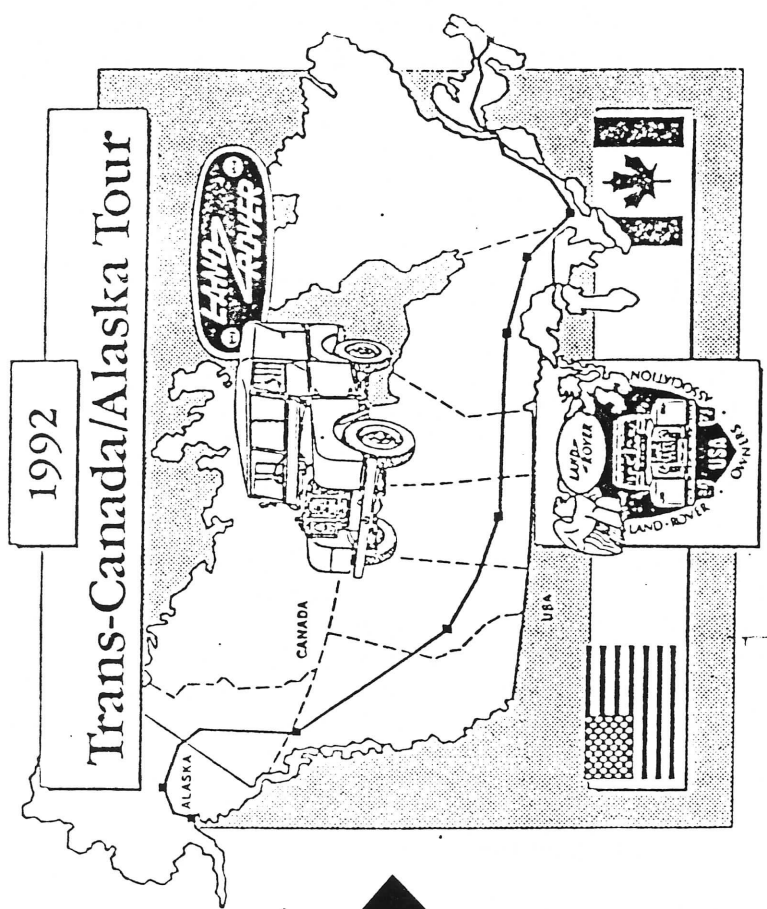
Any Radio control enthusiasts out there?
(found in Popular Science)

▼ RPV launcher

The catapult on this mobile RPV (remotely piloted vehicle) launcher uses a flywheel instead of rocket power to help prevent damage and avoid detectable smoke and heat. Frazer-Nash Defense Systems, Rاندalls Way, Leatherhead, Surrey KT22 7TX, England.



94 POPULAR SCIENCE



Proposed event for LHCA-USA.
When: Summer 1992
Where: Halifax, Nova Scotia, Canada
to Anchorage, Alaska, U.S.A.
Time Required: About 1 month (June)
Exact dates and itinerary to be set
later. This gives everyone 4 years
to prepare for this adventure.
Details: This event will require a
great deal of assistance from all
interested parties.

LAND ROVER OWNERS ASSOCIATION USA
P.O. Box 1027
West Lebanon, Maine 04027
Tel: 207-458-9064
U.S.A.



As background information we will be using the basic format proven by two very successful North American crossings by Citroen 2CV's. Reid USA was a New York to California event in 1982. Reid Canada was a Montreal to Vancouver event in 1986.

Our event will begin in Halifax, N.S., Canada. Halifax has an excellent port with facilities to handle automobiles that may be brought in by European enthusiasts who wish to make the trip. European enthusiasts are encouraged to bring pre-67 registered Landrovers suitably prepared to make the trip to Alaska, where their owners can probably sell their vehicles for a profit, or continue on their own journey. We will set up a network to connect buyers and sellers of their vehicles to help pre-arrange sales. The Maritime Canadian Landrover organization is rapidly developing, and will hopefully be able to host a kickoff rally.

As we cross Canada we will co-ordinate with organizations and individuals who may wish to have events of their own and help us arrange places to stay and sights to see. We are actively seeking members and working on establishing an Alaskan Region of LHCA-USA.

We are soliciting feedback and ideas from everyone interested in this event. Please write to us with anything you have to offer. We would like to hear from the following people:

1. Canadians and Alaskans along the way interested in helping organize or joining us as we pass through.
2. Europeans interested in shipping over trucks to take on the trip with them.
3. Others coming from further away, wishing to acquire Landrovers in Halifax, in which to make the trip, or looking for an empty seat to ride in.
4. Anyone who just wants to have a really superb vacation.

If you are an organization, please inform your members of this event and if you are an individual please spread the word. We are making a special mailing list for this event, so if you want to be kept informed of details you will have to write back saying so. Such information will also be published in the Aluminum Workhorse, LHCA-USA's newsletter. Write to: Land Rover Owners Association USA
Northeast Regional Co-ordinators
Ron & Bernie Mowry
P. O. Box 1027
West Lebanon, Maine 04027
U.S.A.
Tel: 207-658-9064

This is getting close enough that you might want to start planning for it now. Drop a line to Ron Mowry #47 if you are even somewhat interested. We will keep an eye on how plans are proceeding.

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

Letters



Dear LROA,

We are back in Alaska and happy to be home. I'd like to welcome Land Rover travellers to stop by and visit, and I'd like to advertise my services as a Land Rover mechanic if necessary. Used parts are available locally, but new must be mailed, so have all travellers come prepared.

There are a lot of Rover nuts here, but most of them aren't "joiners". I am, however, going to try to interest a few in joining LROA if I can prepare a good argument. A road emergency network would be very handy for travellers, and I am presently making a list of Rover owners along the Alaska road system. Thanks.....Erik Adey # ?

Dear Alum. Workhorse,

I am Writing in response to your Spring '88 newsletter, asking for letters, articles and pictures. ...In our small town of Hendersonville, N.C., we have about five Land Rovers. All but one are II A's. The other possibly a series I pick-up, and two new Range Rovers. In Ashville, the next large town over from us, I came across a mid-70's Safari model that looked like it just returned from Africa, complete with hammock strung up inside.

Your readers may enjoy a magazine we have a subscription for. It's "Off Road and 4 Wheel Drive" magazine published by Link House Magazines Ltd., Dingwall Ave., Croydon CR9 2TA, England. It's an excellent publication featuring quite a number of articles on Land and Range Rovers, and good photo's too. Price is 22 pounds. Sincerely, Mike Bross #486

'71 series IIA Owned by
Mike and Renee Bross,



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

LAND ROVER 88", 4 cyl
ellant mechanically-ne
metics, 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

VEHICLES

'71 Rover 3500S. 72,000 miles, good condition. Stored for past several yrs. Red w/ wh. top. Black leather int. 707-442-6246 after 6 p.m.

'61 88. Completely rebuilt engine and many good spare parts. \$3,000. Contact Sherry at 303-453-1190 (Colorado).

'63 88. 4 cyl. \$7,00 invested...will sell for \$2,500. Contact Steve Myers at 916-778-3771.

'57 series I "86". Cab, hard top, hoops, winch, spare engine, and assorted parts. Super cond. 2nd owner. \$3,000. Jim Thewlis 916-346-2585 (Calif.)

'71 88. Series II A. Chevy 6 cyl, winch, overdrive, Speedo hubs, excellent body. Driven daily. 415-865-3771 Ben.

'65 88. Series II A. Completely rebuilt...new head.brakes, altenator, water pump, radiator. \$3,000. Marcos Cheney 916-758-7462.

PARTS

L/R diferentials, good take-out, "88" van roof (similar to station wagon but windows don't slide). Nigel Clark, 304-594-1163 (W.V.)

Chevy bell housing, Chevy 4-speed tranny, Advanced Adapter, and Land Rover transfer case. \$600 OBO for all. Sim Sergiadis, 818-848-1659 (Calif)

'67 2 1/4 liter diesel engine. Runsbut needs work. \$400. Contact Jim at 317-356-0805 (IN).

New Tailgate for "88" Land Rover. \$150 firm. 916-778-3771 (Calif.) Steve.

WANTED

Fenders for 1952 80" Land Rover. Nigel Clark, 304-594-1163 (W.V.)

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Olympia WA 98502
206-866-2254 *P *UP *SV *S

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Quebec, Canada, JOE-2N0
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San Lorenzo, CA 94580
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503-235-5951 *SV

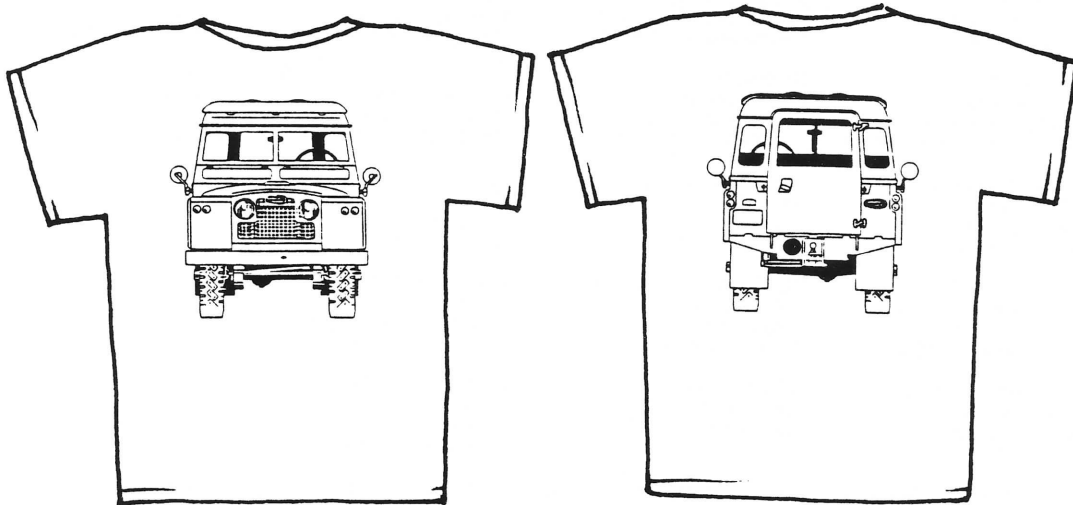
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P= new parts UP= used parts SV= service/repair S= rover sales F= custom fabricator R= component rebuilder



Land Rover 110 High Capacity Pick-up



FRONT

BACK

HERE'S A T-SHIRT THAT NO LAND ROVER OWNER SHOULD BE WITHOUT!
IT IS BEIGE W/ BR. GREEN ARTWORK. S,M,L,XL. \$10 PLUS \$2 POSTAGE.
SEND CHECK TO B. BLEVINS, 2998 ATLANTIC ST., CONCORD, CA 94518.



N.E. Region Winter Safari-IV, Feb 27, 1988

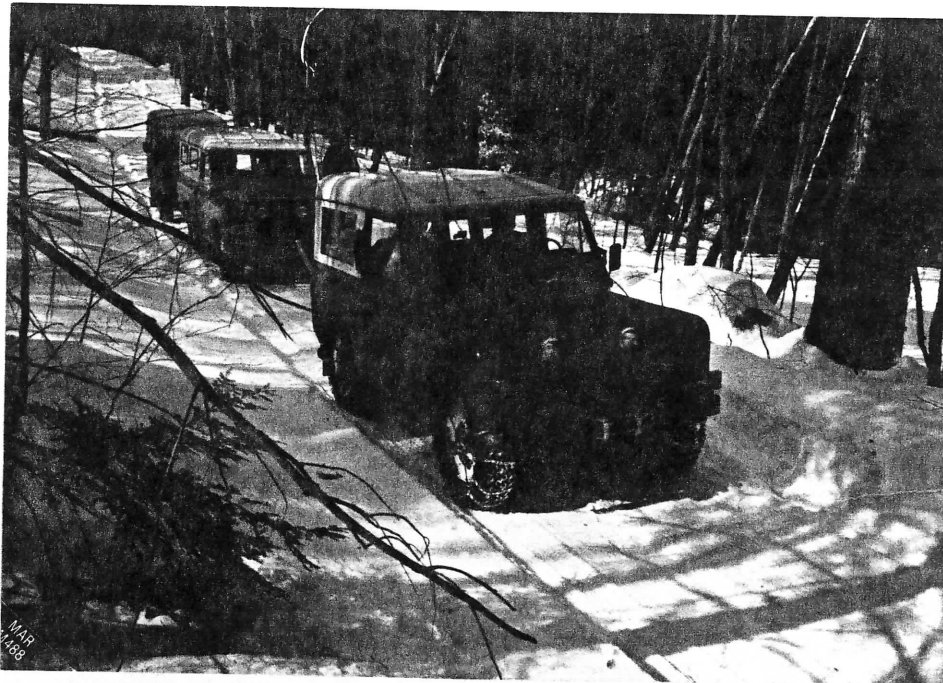
by Neil McCasland & Susan Wilkerson, LROA members No. 198

Reports from the Camel Trophy tell of days when progress is limited to a couple of miles, and hard won miles they are. Well, the Northeast Region's Winter Safari-IV beat that right here in the US. We spent an entire day to churn just over a mile into a snowed-over New Hampshire track, and just did extract the whole party by sunset with Camel Trophy sized sore muscles and appetites.

Forming up near the Regional Coordinator's farm in S.W. Maine, were seven Rovers and a crew of thirteen, all lined up in photo 1. It was a glorious morning, clear blue and crisp with a warming sun that can make late winter one of the best times to be outdoors in New England. All Rovers were 88's except the Regional Coordinator's LWB diesel 109, which he was particularly proud of for its low-end torque and trail busting capability on such a venture.



Indeed, as we turned off pavement near Moose Mtn. ski area and locked hubs, there was just a little disappointment that this would be a grocery run: the snow was compacted and not so deep. There was a sign, "This Road Not Maintained for Winter Travel" posted there, "Hot dog!" we thought. The first grade fixed our initial disappointment. The snow got deeper and the snowmobile-compacted center track shrank down to less than an axle width; in a heartbeat nearly all Rovers had one wheel per axle digging deep for bottom, even the Regional Coordinators'. Well, when the diesel finally crested the grade and "parked" itself again, we decided to muscle out the rest of the convoy. Elapsed distance, about 3/4 mile. With most everybody up that first mild grade, it was time to chain up so we could stay in the road, for those who had them. Then the Regional Coordinator's diesel died. It didn't really die, but got very very sick, and wouldn't carry even the thought of a load. "I've never had any trouble with it," protested the Regional Coordinator, as he also confessed serious ignorance about diesel mechanics. Scott Kingsbury (who brought a very clean II-A sporting a Series-IV nose and a cobalt blue paint job) has a diesel tractor at home, so seized the opportunity for heroism. At least it was bright and sunny. It was fuel leaks, he thought, and despite truly heroic wrench turning (photo 2), the leaks got worse and the engine wouldn't even start. The snow smelled like a truck stop. This was as they say a "situation." A plan formed: since the authors had the only winch on their military 88, we would chain up all four and tow the Regional Coordinator's truck back to the trailhead; the others would continue up to lunch on Tumbledown Dick mountain, and we would find them there. First we had to pull the



dead diesel 200 yards forward just to get some room to turn it around and let the rest of the convoy by. Bernie Mowry led them on with her chained up Series III. They all moved out well enough, as the track had started a long pitch down into a creek bottom. The oddsmakers saw us still in the woods come spring. John Schaaf and Ralph Bagnall also stayed on with the salvage crew with John's military lightweight, which with 8psi in his deep lug snow tires was up to these conditions. Some good tug strap and bumper stretching was called for just to get the diesel out of the hole we set it in. It started to look like the extraction would be easy; the four chains would always find something to bite on and we churned along (photo 3). The first grade cured that hope as well, the chains were digging through all the ice to hard dirt and rocks but no-go. Winch time. Now the one winch we had was a nice Warn 8000 lb light-weight, and although it would pull the two rigs, spring was coming faster. John applied a little tow truck sense, and turned us around to winch just the 109 alone, then backing up the grade for another pull (photo-4). This got the job done, even though turning around took some winching too. Now it was a race with the battery, which although a deep-cycle marine type, was being fed with a standard 30-amp dynamo! Where is a PTO when you need it? The Lucas heart of darkness smiled on us, the battery held as well, and we deposited the Regional Coordinator's 5000-lb diesel reeking sled on the end of the plowed road. It was just mid-afternoon, and we fantasized catching up with the rest at the top of the mountain for lunch.



Taking aboard the now-pedestrian Regional Coordinator, the tow team plunged back into the snow. Quickly recovering the hard won distance of the morning, we started down the long pitch where we had last seen the others, and at the bottom we found them. They had spend the afternoon getting turned around, sans winch, and were now aimed up the grade. Mike Capozza's magnificent mudbogging II-A was in the lead and quite stuck (photo-5). Stuck? A bog truck with 38" Super Swampers? Well there was this little matter of differentials. See, he had put one back in and now wished he hadn't. The wheels off the edge had plenty to bite, but the ones in the packed down crown were slipping away, and the side tip of the truck shifted weight off of the spinning Swampers. The report was they couldn't quite climb out of that creek bottom on the far side, let alone up to the top of Tumbledown Dick, and were interested in heading out. So with the tall bogger pulled out (photo-6), another turn-around maneuver for John's lightweight and the authors (photo-7), and plenty of tugging and pushing, we started back up the grade. It started to become clear that nature was providing a wonderful experiment in snow driving, and some things were winning big, like chains. Some things were loosing, like "All Terrain" tires without chains, and some things were holding on, like good old snow tires aired down and smartly driven. Phil "Grumpy" with Lucky, and ~~John~~ provided the best

GARY GOSLIN





demonstrations of the latter. Once again we rolled by the diesel-soaked snow, and found something else new. The towing, with four chains under power, had thoroughly thrashed the road exactly where it would count the most, going up grades. Now there were some good holes to drop a wheel into, and if it wasn't chained up there it sat spinning merrily on the underlying ice until somebody's muscles pulled it out. We expended a lot of muscle, since the road was too narrow to allow positioning the winch where we needed it. We learned again the equipment lessons, almost anything would move with chains on it, no matter how it was driven. Aggressive motoring could work with soft snows, but the big mystery was the Swampers.

Mike's truck, with the big Swampers are first and foremost a mud combination. The authors speculate there are two theories of mud. The first is to go over it, and the second to find bottom. Tires for the first are paddle type, but using them requires something not common in Rovers: power. We are stuck with the second, and the big cleats and voids in mud tires dig in and reach for something to claw onto at the bottom of the goo. Snow can be similar, but not this time. Sure the Swampers dug for bottom, flinging white stuff into the sky, but when they got there all they found was a quickly polishing surface of blue ice. End of traction. Chained tires dig too, but with one important difference, they bite the ice. The aired-down conventional snows didn't appear to scrub through the crusty snow quite so fast, and left their trucks with enough traction to get by.

The sun was low when the convoy rolled by the dead diesel, and the next stop was a big pizza feed. Over eight hours on the trail to accomplish not much more than two miles of round trip. But lest the reader be deterred from joining in next winter, do note the equipment lessons. While locking diffs would have been the ticket, chained tires did just fine, and are a whole lot cheaper to come by. Most of our pushing came from not having quite enough of the latter. Winches are easier on the backs and shoulders as well. The Regional Coordinator reminds us to mention engines too, much better if they run. How could we forget. He also asked us to pass on appreciation for the enthusiasm, good spirits, and responsibility of all who participated. Despite challenging circumstances it was a safe trip with no damage to man or machine, save some sweat soaked clothes and big thirsts and appetites. Be sure to mark you calendar for the last weekend of February in 1989 for Winter Safari-V.

REGIONAL NEWS & CALENDAR



NORTHEAST

AUGUST...11,12,13: Rallye '89, Kingston, Nova Scotia, Canada. A Land Rover Event Extrordinaire in the Annapolis Valley of Nova Scotia. A convoy will travel to St. Johns, New Brunswick and ferry across to Digby, Nova Scotia and then to Kingston. John Cranfield and family are trail leaders, and what a trail! "It's absolutley Blazer Proof!"

August...Rovers North is not holding a rally this year...give Win Sharples a call in VA though. Sounds like a group is going to join the Blue Ridge folks on their run.

October...Annual Fall Foliage Tour in upstate NY.

October 15... All British Car Day. 2nd all Brit day in Westminster, VT at the MG museum.

November 4...Frame Oiler Swap Meet. At the Mowry's farm?

February...The Winter Safari VI. Winter Safari is always held on the last Saturday of each February.

Ottawa Valley Land Rovers should have a schedule out soon.

The Trans Canada/Alaska Tour for '92 is receiving a great response from around the globe. Organizations and individuals who are interested in participating and/or hosting the group along the way can get in touch with Ron Mowry, N.E. Regional Coordinator.

Maine State Mud Run schedule...talk to Ron. Sounds like a few dirty events for the summer.

NORTHWOODS

Regular events scheduled on the 3rd Sunday of most months.

August 19,20...Annual Land Rover Picnic. Somewhere in Central Wisconsin.

BAY AREA

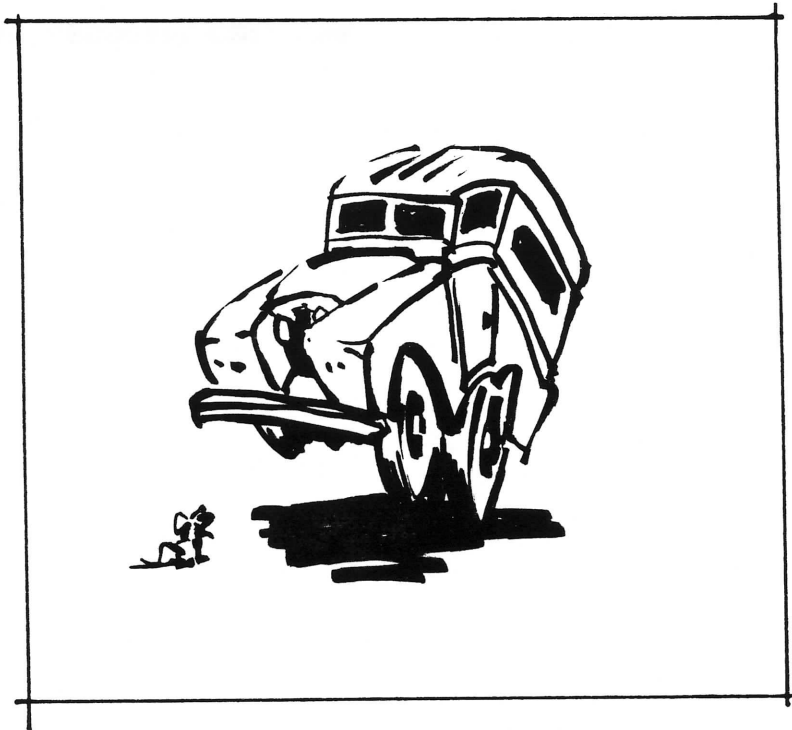
SEPTEMBER 10..All British car Meet. Palo Alto. More next issue.

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