

the
**ALUMINUM
WORKHORSE**



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

Volume VI, Number III, Autumn 1989 - COPYRIGHT 1989 - ALL RIGHTS RESERVED



Land Rover Discovery

LROA



NEWS

★★★★★

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

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

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New subscriptions and renewals: \$15.00 per year.

Deadlines for material: 1st of Feb, May, Aug, & Nov. If possible, send material already typed. Also include your member number. thanks.

Front Cover: The new Land Rover "Discovery", unveiled September 12.

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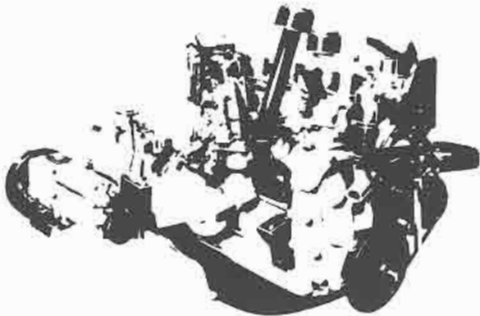
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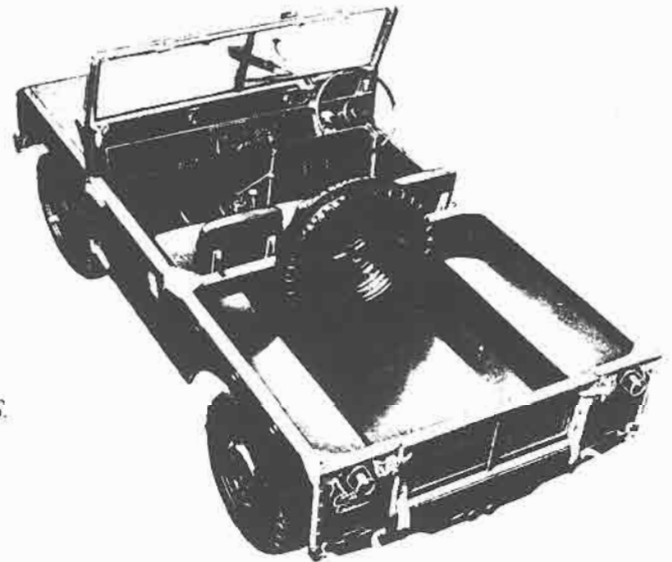
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TELEPHONE (206) 866-2254

We have approximately 30 Land-Rovers in stock at present, starting at \$1,500. It seems as though what we are doing here at British Northwest Land-Rover is chiefly restorations, but as with our spares, the emphasis is on high quality.

That is what we are all about here: **QUALITY**. I guess my standards are extremely high, because we do not buy or build down to a price, we build up to a high standard. For example, our container-load of spares, which is scheduled to arrive at the port of Seattle in two days, is over 90% **GENUINE** or **ORIGINAL EQUIPMENT**. I believe we have one of the largest inventories in North America...certainly in the western U.S.A.

Charles Kellog, Proprietor



BITS AND PIECES

LROA BADGES...Last issue we brought up the idea of having grill badges made. We still need more input from you as to whether or not to persue the idea.

SEND IN MATERIAL FOR THE NEWSLETTER!!! I need shortish (1-2 page) articles that are already typed (I hate typing). Photos with blurbs, and artwork like cartoons or pen & ink sketches are needed as well. Got anything else in mind? Send it in. I'm afraid I can't guarantee that I'll send your photos back to you, so send a copy. And if it's real important, like in the case of original art, include the old SASE and have your name all over the back of everything. That'll make sure that you get it back.

NEW CLUB ADDRESS!!! Send all correspondence to:

LROA
P.O. Box 6836
Oakland, CA 94603

Remember to include your member number!

ARE YOUR DUES DUE?? Your renewal date is on the mailing label of the newsletter. If you're up for renewal, what we would like you to do is work out what you should pay to take you to Feb. 1, 1990, and send in a check for that amount. Feb. 1 will then become the one and only renewal date for everyone. This will really streamline the club's accounting system (once we make it to Feb.). "Thank you for your support.

SEND US YOUR BEST PHOTOS FOR THE COVER!! Each Month we will be using member photos or artwork for the newsletter cover, so send in your masterpieces now for the next issue!

In the Spring issue we mentioned a Tech article, written by Scotty in CA, (#50), about splitting the front swivel seals to make the job easier (much easier). For those of you who don't think that it's OK to split a seal, did you know that Land Rovers have a factory - split seal in another location? (By the way, the editor can vouch for the split swivel seal procedure, as his 109 had the operation about 3 years ago and has had no complaints. The vehicle has been thru blizzard and hot sandy desert conditions and the seal is perfect.) Sounds like a quiz huh? It is. The answer can be found in the Tech section... next issue.

LAND-ROVERS IN ADVERTISING...As part of an advertising campaign, Janet Hill will be appearing with the Hill's 88 in December's **Family Circle**, January's **Ladies Home Journal**, and the February issue of **Country Living**. Steve and Janet have membership number 1.

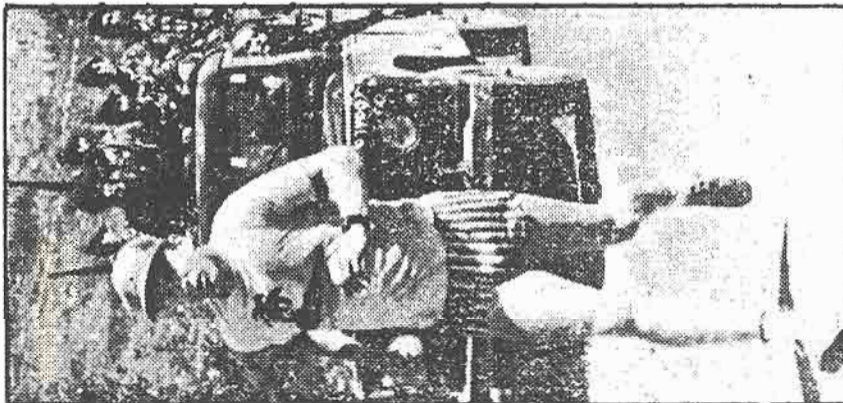
In the movie, **The Serpent and the Rainbow**, the Land-Rover sounds are dubbed in. The Rover that was used for those put-put-puts and slams and creaks, belongs to LROA member # ____, Bill Grouell of CA. Ask him, sometime about the day he spent out there with the sound crew, put-put-putting and slamming and starting and stopping...

LOST ADDRESS...Any readers know C. J. Pressler's new address? The last newsletter was returned. Our records show his address to be in Salmon Arm, B.C., Canada.

WE JUST HEARD of an accident involving an 88 that was roaming around the hills one night in late August. The vehicle had no top or roll bar. It rolled and both driver and passenger were very seriously hurt. That little 'ol windshield just won't do the job...**get a roll bar if you are gonna have the top off!**

MARVIN MATTSON, #9 in NV has a new phone number...702-972-0748.

MANY THANKS to Bob and Sue Bernard, #54, for providing computer time (and much of thier own time!) to produce the mailing labels for the newsletter.



The Associated Press

Gun running

American professor Phil Grant of Santa Barbara runs through Lebanon's Chouf mountains protected by a jeepload of Druse militiamen armed with assault rifles. Grant, 40, was among four Westerners yesterday preparing for Lebanon's 'Peace Marathon', scheduled for April 6.

Dom Dias, #115 of CA found this in his Rover scrap book. ▲



REGIONAL NEWS & CALENDAR



NORTHEAST

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 ...Details are elsewhere in this issue.

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

NORTHWOODS

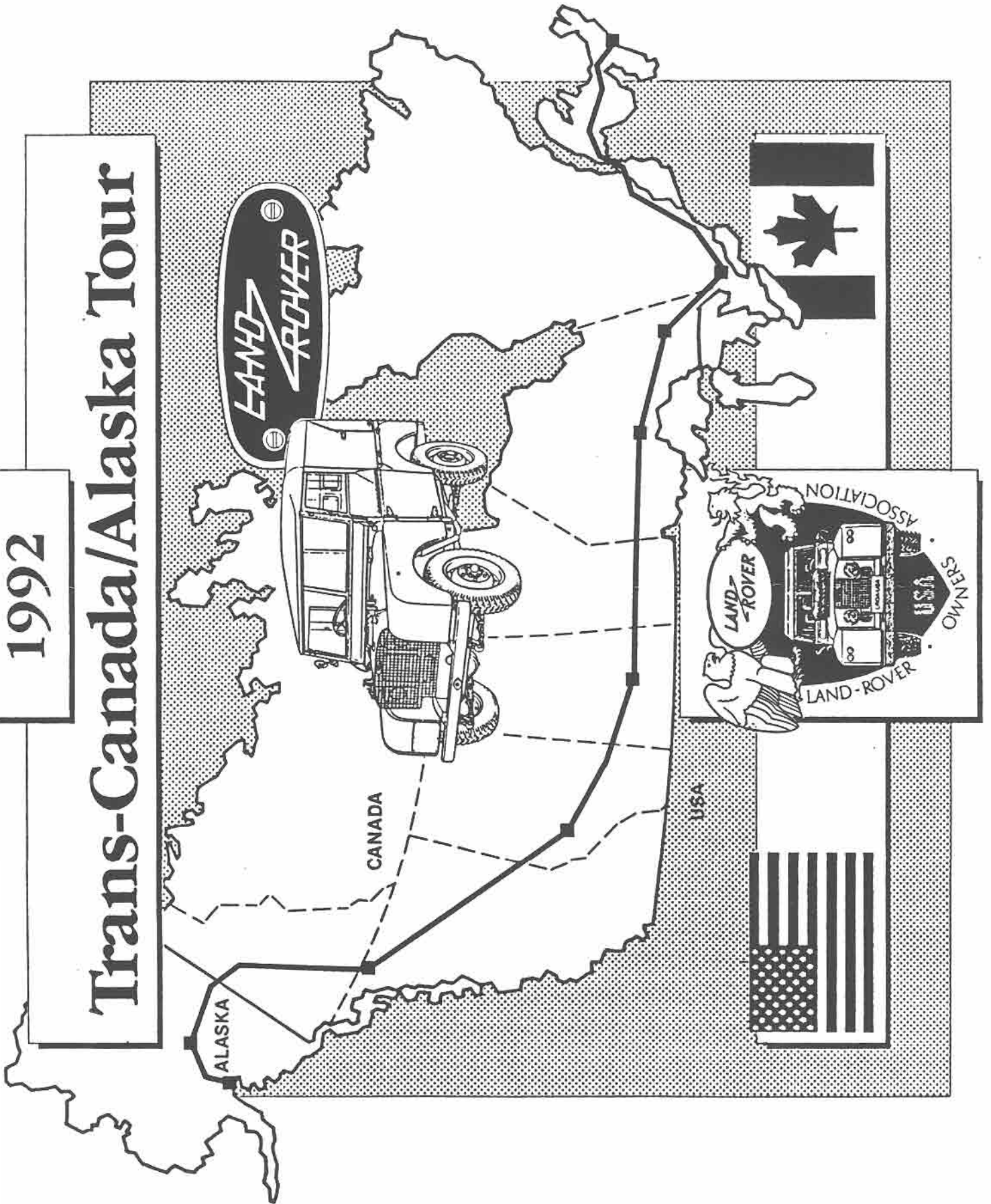
Regular events scheduled on the 3rd Sunday of most months.

IF YOU DON'T SEE ANYTHING FROM YOUR REGION IN THIS SECTION, GIVE YOUR REGIONAL COORDINATOR A CALL AND HELP HIM OUT! (or just give him a hard time)



1992

Trans-Canada/Alaska Tour



Proposed event for LROA-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 3 years to prepare for this adventure.

Details: This event will require a great deal of assistance from all interested parties.

As background information we will be using the basic format proven by two very successful North American crossings by Citroen 2CV's. Raid USA was a New York to California event in 1982. Raid 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 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 LROA-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. Some information will also be published in the Aluminum Workhorse, LROA-USA's newsletter. Write to:

Land Rover Owners Association USA
Northeast Regional Co-ordinators
Ron & Bernie Mowry
P. O. Box 1023
West Lebanon, Maine 04027
U.S.A.

Tel: 207-658-9064

LAND ROVER OWNERS ASSOCIATION USA

P.O. Box 162201

Sacramento, CA 95816

Northeast

Regional

Co-ordinators

Ron & Bernie Mowry

P.O. Box 1023

West Lebanon, Maine 04027

Tel: 207-658-9064

U.S.A.



LAND ROVER OWNERS ASSOC
P.O. BOX 6836
OAKLAND, CA 94603

Letters



THE FOLLOWING LETTERS ARE THE VIEWS OF THEIR AUTHORS.

Dear LROA,

How can I find the true year of my Land Rover? There is some question about it. Mike De Simas #?

Well Mike, we asked our local Rover Guru about this, and it looks like you're in trouble. He said that if you go by the books that were issued here, forget it. And the original registration might be a year or two off. You have to go by the particular characteristics of the vehicle (which often have been changed by previous owners) or send the I.D. # to someone in England who has access to that kind of information.

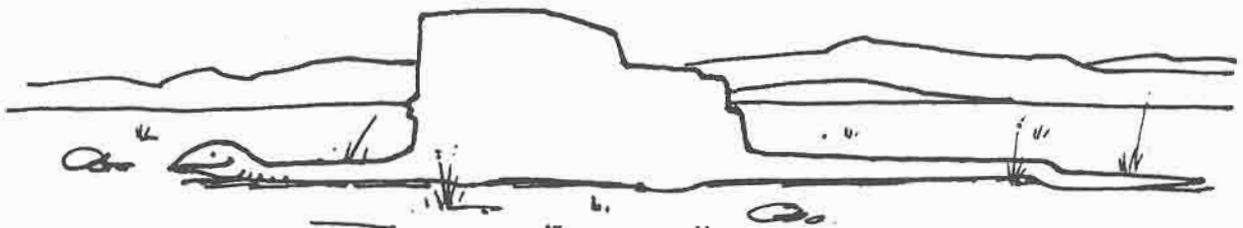
If you would like to take a shot at it by the first method, get hold of a copy of WORKHORSE OF THE WORLD. It shows the evolution of the Land Rover very accurately and you can possibly figure it out. If that don't work, send us the I.D. # and a picture and everything else you know about the vehicle, and we will see if any of our overseas readers can help out. THE EDITOR

A RECOMMENDATION... If you live within reasonable (Land Rover) distance of Washington D.C. and you are having trouble finding a reliable Land Rover repair and maintenance facility, look no further. Don Engler, a long time Land Rover owner and British car enthusiast has set up shop at 1105 N. Glebe Rd., Arlington VA (about 2 blocks South of I-66). The phone # is 703-841-0004. Don has no objection to customers supplying their own parts, if they know what they need, as it saves him time and you money.

Before I moved to Maine, I had my lightweight in Don's shop. He installed an overdrive, alternator, new battery, and popped the lid on the engine, making it run sweetly. He also did a bit of welding and a few other odds & ends at a very reasonable rate for the Capital area. Several other members of the LROA are now going to Don's and all seem happy.

While on the subject of parts... unless it's guaranteed to fit, work as well as or better than the original, insist on **genuine Land Rover** parts. If they cost more, I can assure you it's worth the price. I have been stuck with gear levers that were bent the wrong way, door latches that didn't line up, and even a full length 109 canvas that stopped half an inch short of the body. Genuine parts are guaranteed to fit.

Myles Murphy, #242. Searsmont, ME



Dear Aluminum workhorse,

We just returned from 5 days in the sierras attending the 23rd Annual Sierra Trek sponsored by the CA 4WDC, Inc. It's the second year we have attended, and the second year we've been the only Land-Rover to go through the the Trek. We drove our '69 88 over 10 miles of boulders, that they call the Fordyce OHV Trail, from Indian Springs Campground off I-80 one mile west of Cisco Grove, to Meadow Lake where we and 1000 other 4-wheelers were camped. 102 vehicles went through Friday morning with us. We were #17 in line. Altogether, 250+ vehicles went through this very difficult trail in three separate trips. The trip takes 5 to 15 hours depending on breakdowns and obstacles. We came through unscathed in 7 3/4 hrs., which included a half hour wait at one winch hill for a Jeep with a broken axle to be winched up and off the road, and a 45 minute lunch break. All in all, our Landy stood with the best of them! Believe me, it's quite an accomplishment!

By the way, there was another Land-Rover in camp, but didn't go through the Trek. It's owner is none other than LROA member #8, Ray Prior of Stockton, CA. Ray entered his multi-colored 88 in the car show and came away with the "Ugliest Vehicle" trophy. I must say it deserved to win...or lose, as the case may be. Maybe we can get Ray to clean it up a bit and go for best looking vehicle next year. They say miracles **do** happen!

Sue Bernard, #54, CA

Dear Editor,

My son Dave loves his Land-Rover, and with this in mind we wanted his car to run smoothly. We brought it up to Scotty's Foreign car service in Pittsburg (we live in Portola Valley) because I believe he is the most experienced shop in the area. They fixed the Rover inside and out, including rebuilt differential, gear box and new clutch. They checked the transfer box and overdrive also...the overdrive was suspect, unit may be wearing out.

The car was noisy on our trip to L.A. so Dave took it to British Pacific to have the overdrive changed. We were told that the Land-Rover needed a new transfer box costing \$1300 plus \$700 for the overdrive **plus** labor. Scotty and I both asked them by phone to replace the overdrive. My son came home without one...\$169 to look at the car and nothing was accomplished!

My son and I were very short on time by now, due to the fact that we were on our way to Colorado to start school. Since the overdrive was worn out, we drove back up north to Scotty's instead of going straight on to Colorado. There, they showed me the worn out overdrive (and removed it for us, replacing the stock parts) and checked the transfer box (which was fine). All that took two days of Scotty's time for which he didn't charge us. He also helped to get us on a train to Colorado and had some phone calls on his bill. (and arranged to have his helper drive the Rover to Colorado when it was finished. Which meant that he was without him for several days.) The people at Scotty's truly helped us have a working vehicle. And British Pacific needs to send me \$169.

Gretchen Conlen, # ?, CA

(following are excerpts from the Discovery Launch brochure sent in by Gordon Kallio, #461, CA. Some terms were Americanized here and there during the retyping process...editor.)

LAND ROVER "DISCOVERY" UNVEILED AT FRANKFURT

The Land Rover "Discovery" was unveiled at the Frankfurt Motor Show on Tuesday, September 12. It is the first new vehicle from Land Rover since the Range Rover in 1970 and is the result of one of the most comprehensive pan-European research programs ever undertaken in the four wheel drive market. Discovery is aimed at the growing number of customers who see leisure and recreation as an important and increasing part of their lifestyle.

The three-door "estate" retains the traditional strengths of Land Rovers and Range Rovers, such as permanent four-wheel drive for outstanding traction, long travel coil spring suspension for superb ride comfort, servo-assist disc brakes, power-assisted steering, and lightweight rust-proof aluminum panels. Discovery is available in the UK from mid November with either an intercooled 2.5 liter, 111 hp, turbo-diesel or the aluminum 3.5 V8 petrol engine (144.5 hp) with twin SU carbs and offers a host of new features which add up to a premium product in the personal transport sector of the four wheel drive market.

EXTERNAL BODY FEATURES

Discovery is a three door estate with a one piece rear door. The all new body design includes a stepped roof in steel, welded to the monocoque (gonna have to get out the dictionary for that one!) for strength and rigidity. All other body panels are constructed from high strength aluminum for longevity and reduced weight.

The body incorporates a large glass area for excellent visibility and interior spaciousness. Toughened tinted glass is fitted to all windows and the windscreen is laminated. Fixed glass is applied to the alpine lights and the rear side window, and the center side glass is hinged to provide ventilation. Optional twin glass sunroofs are fitted with tinted green glass, a dot matrix design, and incorporate a rotary handle for variable opening. The front sun hatch is a tilt-and-remove unit, and the rear sun roof is tilt only. The seat back of the 60% asymmetrically split rear seat is fitted with a zipped stowage bag to retain the front glass hatch when removed.

The horizontally slatted front grille incorporates rectangular halogen head lights and separate direction indicators. Side repeater lamps are mounted on the front wing and the integral rear lamp clusters feature rear, brake, direction indicator, reverse and high intensity fog warning lamps.

The exterior body style provides not only excellent visibility but also enhanced safety. The rust-proof aluminum alloy panels ensure that the vehicle has a low center of gravity which enhances it's ride and handling as well as contributing to excellent off-road capability.

TRANSMISSION

The transmission consists of a manual 77 mm gearbox incorporating five forward gears and one reverse with syncromesh on all forward gears. The two-speed LT230T transfer box and lockable center differential provides permanent four-wheel drive. Permanent four-wheel drive provides optimum traction at all times and also enhances safety of the vehicle. The system results in less wear to the vehicle due to equal usage of all components leading to greater reliability and reduced service costs.

more...

INTERIOR

The fully integrated and coordinated design of the interior is a major feature of the new vehicle. The interior's textures, fabric and colors are matched in sonar blue to enhance Discovery's youthful image. The golf ball textures used on the passenger grab handles, door pulls, gearbox lever, transfer box lever, and steering wheel, heighten the recreational and leisure appeal of the vehicle. Discovery is fully carpeted, including the loadspace area.

The spacious, light and airy feel of the interior has been created by the stepped roof, the large glass areas and alpine lights, and the low level facia. The modern-style seats, which are narrow at the top of the squab (that's what it says), add to the atmosphere of spaciousness.

To compliment the lifestyle of Discovery customers, maximum stowage areas have been effectively designed into the interior. Large door pockets have been fitted and stowage areas for maps are incorporated above the driver's and front seat passenger's sun visor. Stowage is provided on the facia (where air conditioning is not fitted), and on the back of the front seats; side bins are available next to the rear seat passengers; stowage for soft items such as gloves and scarves is designed into the stepped roof; and rear quarter bins are fitted in the luggage area (where optional side-facing seats are not specified). Stowage bins are also designed onto the one-piece rear door.

The interior also features two interior lights, courtesy light operation to all doors, cloth inserts to doors, swivel ashtrays mounted in each door, molded door pulls and armrests, four face-level vents and six de-mist vents, heater ducting to rear seat passengers, and a center console mounted oddment bin.

The instrumentation has been designed with clear, logical graphics. Column-mounted stalks, with illuminated graphics, control the horn, directional indicators, high beam and flash, lights on/off, two speed wipers, flick wipe, programmed wash/wipe, washers and variable delay wipe. Binnacle-mounted push/push switches operate the rear wash, rear wipe, heated rear windscreen, and rear fog lamps. Other instruments include a digital clock, a speedometer with a KPH scale, a tachometer, a fuel gauge with integral low fuel warning light, and a water temperature gauge with a high temp. warning light. There are warning lights for high beams, direction indicators, trailer, handbrake, brake pad wear, low brake fluid level, cold start, differential lock engaged, ignition, and low oil pressure. Discovery's other interior features include illuminated heater controls, a cigar lighter, a hazard warning button, and a choke control for petrol models.

A Clarion radio/cassette player is fitted with two door-mounted speakers and a retractable wing-mounted aerial.

OPTIONS

A comprehensive range of extra-cost optional features are available to enable customers to tailor the vehicle to their requirements to achieve their own desired specification. These include twin inward facing rear seats, air conditioning, a high specification audio system, a security pack, an electric pack, and a factory-fitted roof rack. Also, over fifty accessories which have been researched, developed and styled to enhance the appearance and image of Discovery, will be available when the vehicle goes on sale in November.



WINTER SAFARI V
by
Ron & Bernie Mowry
Northeast Regional Co-ordinators
Land Rover Owners Association U.S.A.
P. O. Box 1023, West Lebanon, Maine 04027

A small gathering of Land Rovers formed in the yard at the Mowry Farm on February 25, 1989 as it has for the previous four years. The ground was not deep with snow but had a frozen layer of snow, which hopefully would give us the conditions to reach our targetted destination, the top of Tumbledown Dick Mountain in Brookfield, NH which had been reached in half of the previous attempts.

We headed out toward Wakefield and our usual gathering spot in front of the Poor Peoples Pub. A last-minute arrival by Larry Davis, some reassignment of seats and we were off, up to the road toward the top of Tumbledown Dick Mountain with Gary Goslin, our trek master in the lead. We came to the first hill and had to make several runs and approaches but eventually all wound up at the top.

We proceeded and came up to a hill that was a sheet of ice. A very rambuncious lady in her Jeep with a plow that had charged boldly past us as we proceeded had by now done a 180 narrowly missing a kiss of death as it's plow scraped the bark from a large pine tree. Not to be outdone by a mere woman, Bernie took Sherman, her "88" into the hill several times with front chains only, but it was no-go as the chains bit their way into the ice. We finally decided to try 4 tire chains, and this did the trick. With a little skillful maneouversing, she was on the top of that big hill.

Next, Phil "Grumpy" Cunningham gave it a shot without any chains, no luck. We fitted chains on the front and he made another assault attempting to stay on the side of the lane, whoops....it came loose sliding and careening back down the hill sideways, backwards and forwards, putting a knot in all the passengers and spectators stomachs.

After that spectacle we all agreed that it would be foolhardy to proceed without four wheels in chains on all vehicles. Unfortunately even though we request all trucks to be equipped with chains in our updates for the Winter Safari our contingent came up short.

With this problem a quick reprogramming of our trip reversed our direction and took us by Moose Mountain Ski area onto miles of additional unmaintained roads, with enough ice, restarts and minor challenges to whet our appetites. This run stopped at Kingswood Pond, a secluded site scattered with several ruined buildings, and had a long leisurely lunch with a lot of conversation.

Meanwhile, Gary Goslin and the local Land Rover enthusiasts were evaluating where our exploits would take us next. Gary had an idea of where we should try, a real surprise to all. We were off, back down toward the Old Stagecoach Road which we had travelled on previous years' safaris.

The conditions were ideal, just enough difficulty to keep our attention, but passable with effort. After almost completing the drive, an unknown turn to the right. What's this? For a short while it's 4WD nirvana from my seat in Mark Letorney's 110 at the rear of the pack on this well groomed but challenging snowmobile trail. All of a sudden a sinking feeling came over us all as the road narrowed, darkened and took us down into areas we realized would be nearly impossible to return up even if we could dream of turning around. The situation became more challenging as we peered through the hemlocks and saw Gary Goslin's truck stuck on an opposite bank at a brook crossing.

All hands out! We used a hand winch to pull up Gary Goslin's lead truck, and promptly proceeded to dismantle the snowmobile bridge that blocked 1/2 of the best approach to the opposite bank which loomed at a 1:1 slope.

The poorly built bridge was also frozen-in in such a way as to dam up the brook and raise the water level several feet, but after some corrective action we pulled the plug and watched the water spiral out of the pool.

We then brought up the next trucks, one at a time, and they dropped in, came across and up the bank as far as they could dash. We then hooked up the snatch strap to the vehicle in front and proceeded singly across the chasm. After the last truck crossed we replaced the snowmobile bridge as best as we could assuming that this was the end of our trials and tribulations.

How wrong we were, as several turns up the road there was a downhill curve and an icy surface that caused Bernie's Roo-Bar to kiss a tree on a downhill slide and Larry Davis' bumper over-rider to caress a clumb of trees while avoiding the rear of Sherman.

After we got these trucks sorted out, the whole group got a slide down the hill as the wheels followed ruts like balls in a trough.

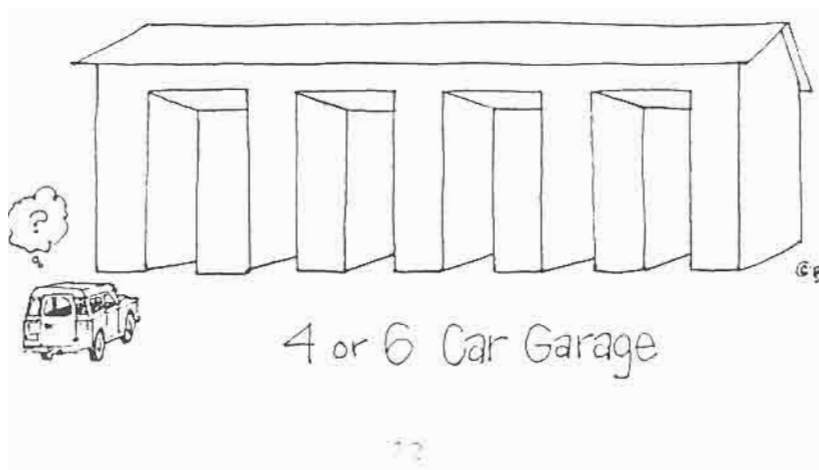
At the end of the trail a few trucks went to assist a stranded car up another lane.

Once back on paved roads we headed back to the farm and indulged in some Pizza and a large selection of Land Rover Videos.

Here's hoping we see you at Winter Safari VI and don't forget to bring your chains....

Still Roving around in Maine,

Ron & Bernie Mowry



DRIVING LESSON #46

Just imagine- you are by yourself, you are driving a beautifully restored Series III 48; new carpets, cloth seats (all seven of them), free wheeling hubs, overdrive...the works. You are very happy. It looks good and runs great.

It's Sunday and what could be better than a nice carefree drive to the high country. There you are, halfway up a steep hill, bumper to bumper with all these other people who apparently got the same idea into their heads about the same time you did.

As you move off, up the hill for the twenty-fifth time, there is a sudden "clank", followed swiftly by a "crunchy grind", and topped off by a "squeak". You ain't movin'. Up 'till now, you had only heard of it happening to others, or maybe it was something you had always feared. The old "bustin' axle shaft in the rear end just where you don't need it" trick.

No problem. Someone once told you to just hit the yellow knob and move slowly off to the side. But not so fast...the free wheeling hubs you always thought were a great idea are not engaged. No problem. Just get out and lock the damn things.

Meanwhile, the mob behind you is beginning to lose it; headlights begin to flash, horns begin to blow, and, naturally, you begin to sweat. You look behind and smile at all those impatient S.O.B.s who, up until a few moments ago were fancying themselves sitting behind the wheel that you are very much stuck behind. You swing into action, door latch on left hand, handbreak on the right, releasing the footbrake and effortlessly sliding out of your seat all in one graceful, extremely dumb, stupid, thoughtless move.

Land-Rovers are very peculiar things. One seems to learn nearly everything the hard way. Things like, The handbrake won't work when an axle shaft is broken. And the damn things roll down hill pretty fast, even when there's no one in 'em!

The moral of all this is; When motoring in the hills, keep your front hubs locked, or better still, bring a friend along to lock them in that moment of need.

What happened to the Land-Rover? Well, not much...it only took about an hour to explain the technicalities of the Land-Rover to the local police, and an equal amount of time to de-mate the tow hitch from the front of the B.M.W. that was not too far behind.

P.S. This event happened to someone else, not me. O.K?

Miles Murphy, #242, ME



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

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

MARKET PLACE

'66 LAND ROVER 88", Trop. d
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

Non-commercial MARKETPLACE ads up to two lines per category are free to LROA members.

VEHICLES

'66 88, II-A. Runs good, new upholstery, new tires. \$1,900 or best offer. Call Joe at 505-524-3414, NM.

'60 109, 2 dr. w/o top. Not running, body rough, needs restoration. \$1,000 or best offer. Will consider parting out or trade. Ted Harwood #11, 415-787-1966.

Range-Rover. 1979 2 dr. Stick shift, rebuilt engine, new clutch. Clean. \$10,000. Alicia Snow, 415-661-7240,

'58 109. Rebuilt 2 liter diesel. Right hand drive. Michael Simas, 805-466-9356.

PARTS

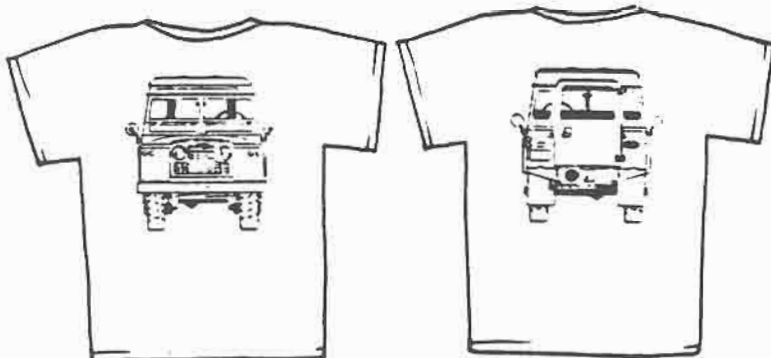
Series III 88 top w/liner, rear door w/mount, rear seats, int. tire mount, tow hooks. Tom, 203-723-2129 pm, 203-547-2608 weekdays.

Full length soft top for 109. Complete with hardware. \$200. Geoff, 408-629-8274 pm.

MISC.

WANTED

109 in good condition. Ron Smith, Reno, NV. 702-825-1149...leave message.



FRONT

BACK

HERE'S A SHIRT THAT NO LAND-ROVER OWNER SHOULD BE WITHOUT! CREAM W/ FOREST GREEN ARTWORK. S, M, L, XL. \$12 EACH.

SEND CHECK TO:

B. BLEVINS, 2998 ATLANTIC ST.
CONCORD, CA 94518

IMPORTANT IMPORTANT IMPORTANT IMPORTANT

THIS IS YOUR LAST ISSUE OF THE ALUMINUM WORKHORSE
IF
YOUR DUES AREN'T CURRENT

YOUR RENEWAL DATE IS PRINTED ON
THE MAILING LABEL OF THIS ISSUE

IF YOUR DUE DATE IS:

SEND CHECK FOR:

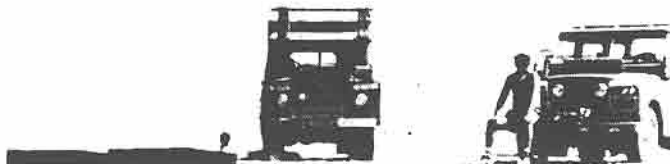
11/88	\$18.75
12/88	\$17.50
01/89	\$16.25
02/89	\$15.00
03/89	\$13.75
04/89	\$12.50
05/89	\$11.25
06/89	\$10.00
07/89	\$ 8.75
08/89	\$ 7.50
09/89	\$ 6.25

PLEASE TAKE THE 5 MINUTES RIGHT NOW, TO WRITE
THE CHECK AND PUT IT IN AN ENVELOPE ADDRESSED TO:

LROA
P.O. BOX 6836
OAKLAND, CA 94603

THIS WILL BRING YOU UP TO FEB 1, '90,
AND STREAMLINE OUR RECORDS

THANK YOU



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.

A.M.E.I.
P O Box 1077
Santa Barbara, CA 93102
805-965-3338

BADGER INTERIOR COACHWORKS
PO Box 1252
Sandwich, MA 02563
508-833-1394 *F

CAMPART DIST. INC.
221 41st. Ave N.E.
Calgary, Alta., Canada T2E2N4
403-276-2211 *P *UP *SV

EURO AUTOHAUS
1105 N. Glebe Rd.
Arlington, VA 22201
703-641-0004 *SV

MORGAN'S SPORTS CAR WEST
1570 S. 300 W.
Salt Lake City, UT 84115
801-487-5979 *SV

ROVERS WEST
731 S. Vine Ave
Tucson, AZ 85719
602-792-0295 *P *UP *R *SV *S

1ST NATIONAL GARAGE
4734 Pearl St.
Boulder, CO 30301
303-449-7195 *SV

WEST COAST BRITISH
6398 Dougherty Rd. #34
Dublin, CA 94568
415-824-6091 *P *UP SV

LAND ROVER ENTERPRISES
2104 Jerome Ave.
Yakima, WA 98908
509-453-8580

ATLANTIC BRITISH PARTS
PO Box 109, Roversidge Dr.
Mechanicsville, NY 12118
518-664-6169 *P *UP *R

BRITISH AMERICAN CAR SERVICE
426 26th St.
Oakland, CA 94612
415-452-4322 *SV

CHRIS AUTO SERVICE LTD.
12508 125th St.
Edmonton, Alta., Canada T5L 0T3
403-455-2404

GREEN HILL GARAGE
Green Hill Rd.
Barinton, NH 03825
603-332-8504 *SV

PAUL SAFARI COMPONENTS
PO Box 39, Queenston St.
Ontario, Canada L0E-1L0
416-262-6466 *P *UP *F *SV

SCOTLAND YARD
3101 E. 52nd Ave.
Denver, Co 80210
303-297-9237 *SV *P *UP *R

TOM'S MECHANICAL EMPORIUM
601 W. Genesee St.
Syracuse, NY 13204
315-475-0271 *SV

THE BRITISH N.W. LAND ROVER CO.
1043 Kaiser Rd.
Olympia WA 98502
206-866-2254 *P *UP *SV *S

VERMONT ROVERS
Cambridge, VT 05444
802-644-2128

ATLANTIC BRITISH PARTS
PO Box 1068, Waterloo
Quebec, Canada, JOE-2N0
514-539-2669 *P *UP *R

BRITISH N.W. LAND ROVER CO.
1043 Kaiser Rd. S.W.
Olympia, WA 98502
206-866-2254

D.A.P. ENTERPRISES
7 Kendrick Rd.
Wareham, MA 02571
508-291-1311 *SV *S

HELM AUTOMOTIVE REPAIR
69 E. Lewelling Blvd.
San Lorenzo, CA 94580
415-278-6887 *SV

ROVERS NORTH
Box 71
Westford, VT 05494
802-879-0032 *P *UP *F *SV

SCOTTY'S FOREIGN CAR SERVICE
650 Garcia St. #2
Pittsburg, CA 94565
415-686-2255 *P*UP*SV*S*F*R

UNION JACK ROVER SPECIALISTS
PO Box 30318
Tucson, AZ 87551
602-721-0361 *SV

ROCKY MOUNTAIN ROVERS
732 51 Ave, S.W.
Calgary, Alberta, Canada
403-253-7977

CANTAB MOTORS, LTD.
443 E. Colonial Hwy.
Hamilton, VA 22068
703-554-2111 *SV *S

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

BRITISH PACIFIC
101 W. Green St.
Pasadena, CA 91101
213-681-9783 *P*UP*SV*S*F*R

DIXIELAND ROVERS
Rte. 3, Box 358
Tifton, GA 31794
912-386-8498 *SV *F

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

ROVER PARTS UNLIMITED
PO Box 790, Hwy 96
Hoopa, CA 95546
916-625-4727 *P *UP?

SHIP'S MECHANICAL SERVICES INC.
12755 N.E. Whitaker Wy.
Portland, OR 97230
503-252-5566

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