

the
**ALUMINUM
WORKHORSE**



OFFICIAL PUBLICATION OF THE LAND-ROVER OWNERS' ASSOCIATION

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LROA



NEWS

Winter 1989 - LROA, P.O. Box 6836, Oakland, CA 94603
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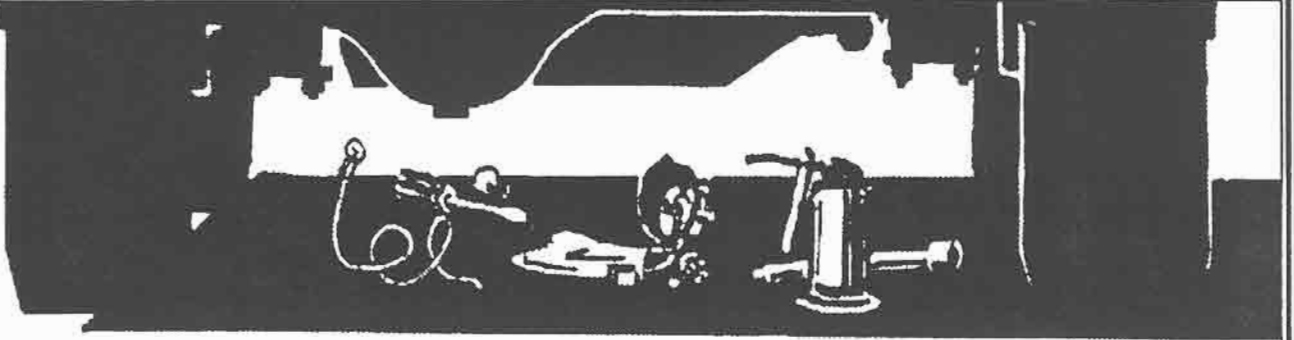
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O.K., this is it...
Your dues are due on February 1st.
That goes for everybody.

-Send \$15 to
LROA
P.O. Box 6836
Oakland, CA 94603



BITS AND PIECES

Well, whaddya think? Hope you like the new look of the WORKHORSE 'cause this is how it's gonna look for as long as I can keep the payments up on my new Mac, or until you guys decide that you've had enough of the way that I do things around here and give me the boot.

I was hoping to get this issue out by Christmas but it took a bit longer that I had expected (what's new, eh?) to figure this equipment out. I'm already working on the Spring issue, so maybe it'll be close to "on schedule".

Keep those cards and letters coming in!

Hey, remember those little drawings of Land-Rovers on pages 2 & 3 of the last issue? They were done by Harry Whitver, #559, TN. Harry is a professional illustrator and you will be seeing more of his stuff in this issue...not to mention the cover of this issue.

Speaking of reproducing (no I'm not pregnant), I made a pretty big mistake last issue by asking you to send copies of your photos rather than the originals, so that you wouldn't have to worry about my not return them. What I MEANT was, real copies... not made on a copy machine. The copy machine variety is impossible to work with. Sorry.

DIRECTORIES... It's time (actually we're late) to start working on the 1990 Membership Directory. Can't say when you'll get yours but, believe me, you'll get yours! If you know anyone who hasn't been getting thier newsletter, they won't be in the directory either (since we use the mailing list as our

source) so ask them to drop us a line as soon as possible. We'll figure out what the problem is and get on it with lightning-like speed (O.K., maybe not quite lightning-like speed...maybe just our normal, average, everyday pace but, eventually, we will get to it.)

ROVER NEWS ELSEWHERE...sounds interesting eh? Maybe by next issue we can start another column with stuff from other Rover newsletters. We used to get some from places like Australia and England... have to get Dom going on his typewriter & see if we can get back onto some mailing lists.

Did we mention that dues are due Feb. 1 ?

Last August, we received a copy of THE ULTIMATE FOURXFOUR...THE ROYAL RANGE ROVER SOCIETY NEWS. Volume 1, number 1. Sounds like a British publication, no? No. A group of R/R owners in the New York-New Jersey area recently founded this organization on the principle of "maintaining the tradition" and, by the look of their stationery and newsletter, they won't have any problem.

By the way, they gave us a nice compliment by reprinting one of our old articles, "Know Those Rovers" (yes they gave us credit).

For you Range Rover folks, here's the address:

Royal Range Rover Society
P.O. Box 1363
Paramus, NJ 07653-1363

We certainly wish this organization the best of success!

REGIONAL NEWS & CALENDAR



IF YOU DON'T SEE ANYTHING FROM YOUR REGION IN THIS SECTION, GIVE YOUR REGIONAL COORDINATOR A CALL AND SUGGEST THAT HE SEND SOMETHING IN.

NORTHEAST

February...Winter Safari IV. W/S is always the last Saturday of Feb.

Ottawa Valley Land-Rovers haven't sent us anything yet.

June 30-31...2nd Annual Maine Land/Rover Rally
TRANS-CANADA/ALASKA TOUR...look for details this issue.

NORTHWOODS

Regular events scheduled on the 3rd Sunday of most months...check with your R/C.

OREGON

Feb./Mar...joint Oregon/Washington year planning session.

April or May...N.W. Challenge (not for the weak of heart!)

Memorial Day Weekend...Central Oregon Off-Road Run

July (early July)...4th Annual July Run- Mt. Hood National Forest via the Barlow Trail

Labor Day Weekend... All British Field Meet.

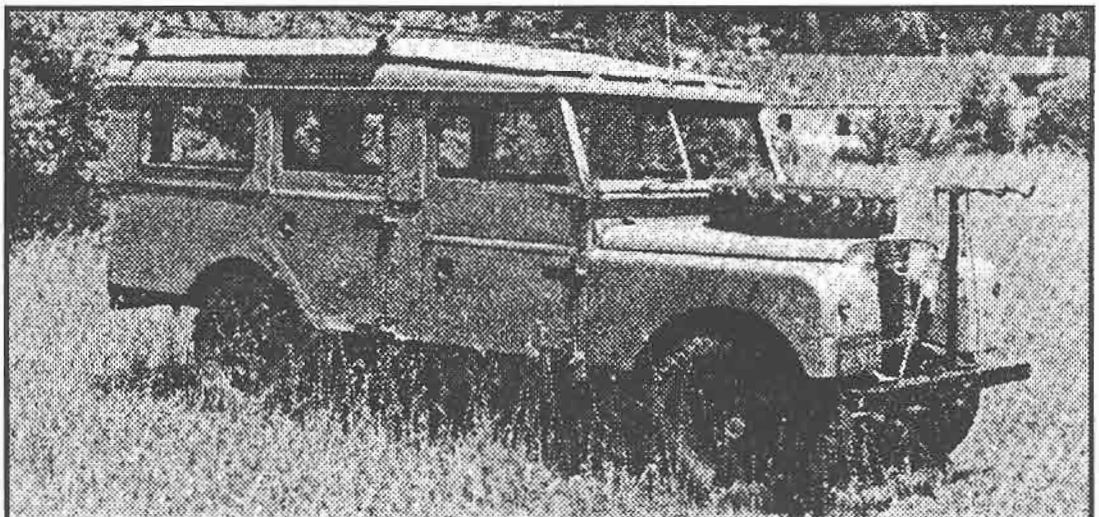
NEVADA

July...Annual Black Rock Desert Run isn't going to happen this year. The August Moab run is going to take it's place. Have a look on pages 7 and 10 for more on Moab.

MOUNTAIN

August 18-26...The Moab Run. See pages 7 and 10.

*found amongst
the clutter of the
editor's desk.*



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

Letters



THE FOLLOWING LETTERS ARE THE VIEWS OF THEIR AUTHORS AND NOT NECESSARILY THOSE OF ANYONE ELSE.

Dear LROA,

Thank you for another enjoyable newsletter. I attended the Atlantic British July Land-Rover Rally in New York. It had been 11 years since I had been to a rally at ABP in New York. I ran into an old friend (two old friends) ...Sandy Grice and Bob McCulloch from the Land-Rover owners of Virginia club.

About 60 vehicles attended the rally (from a '56 107 wagon to the Rover sedans). On Saturday, a drive was organized toward Lake Lucerne. It was gorgeous countryside and it was too bad we couldn't have stopped and really enjoyed the scenery. After everyone trickled back to ABP, the owners milled about discussing Rovers and other related stories. Awards were given out and a slide show and video of the day's events were shown. The people at ABP did a fantastic job of organizing a fun and enjoyable weekend for everyone. I'm already looking forward to next year's rally.
Christopher Laws # , MA

Dear WORKHORSE,

The newsletter looks great. I'm glad to see that LAND-ROVER has decided to allow some advertisements. I enjoy seeing what kinds of custom pieces and accessories the suppliers and members (used to) advertise. I hope to see ads for "Bob's Better Left Handed Dimple Reamer" and the "Acme Sure Start Vapor Lock Eliminator" in future issues.

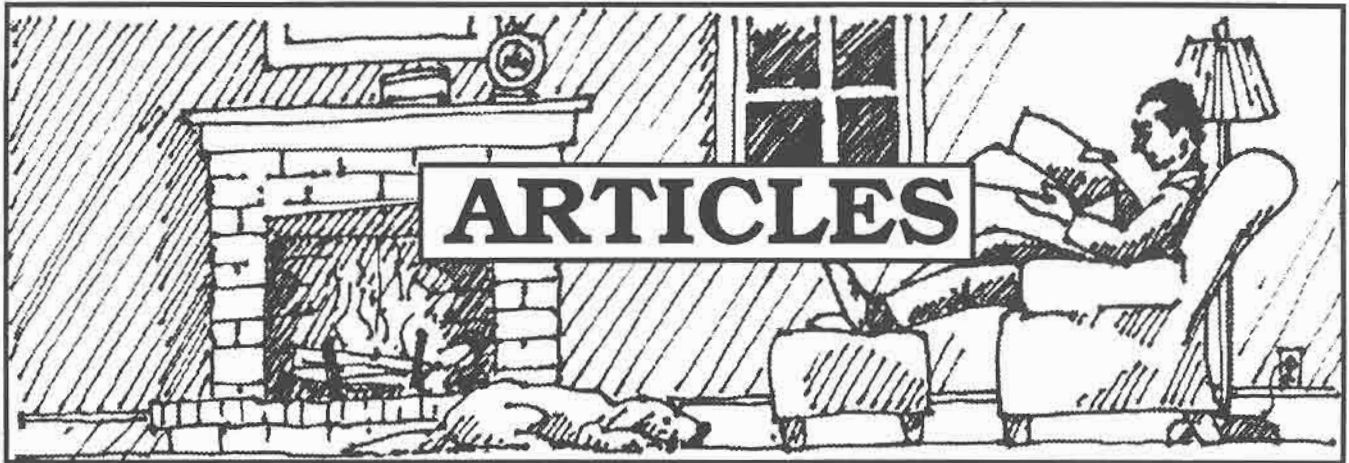
My project for the winter is finding a way to make the Land-Rover suspension more supple, softer on the highway, without losing load capacity and off-road capability. Could you ask the membership to

send me any info on any suspension changes or modifications that have been successful (or not). I'll do what research I can and, if I come up with anything worthwhile, I'll put it into an article for the newsletter. Thanks.

Bill Reid, #330
3101 Kootenai St.
Boise, ID 83705



John Chichester (# 372) and friend



Third Annual Land-Rover July Run

PART 1 by Tony and Linda Starbird

Early in the morning of July 1st, Land-Rover owners and vehicles from British Columbia, Washington and Oregon were on the highways to join together for the 3rd Annual July Run, led again by Doug and Jean Shipman.

We met on the north shore of the Columbia River at Longview, excited to see each other, many of us for the first time. What an array of different Land-Rovers! Without much time to socialize, we had to hurry westward to the ferry demarcation point at Cathlamet, Washington. A large contingent from Washington had not yet arrived, so as we waited a few Land-Rovers boarded the twelve vehicle ferry and crossed the Columbia River to the Oregon side. We all joined up for the first time at the nearby Bradley Wayside Park, and yes, more Land-Rovers than we have ever seen in one location!! Here is a brief description of this wonderful display

Craig, Judy and Melissa Bixby, Wahington - 1969 Series IIA 109 Regular with full hood and custom over-riders.

Mike Emily and Lori Clyde, B.C. - 1969 6 cyl., 109 Station Wagon with Toyota diesel 4x4 driveline and chassis.

Jim and Trevor Gwynn, Washington - 1966 Series IIA 88 in military green with standard hardtop and large homemade electric drum and capstan winch. Rick and Mari Harrison, Washington - 1973 88 Series III with full blue hood.

Gord'n and his mother Pam Perrott, Washington - Series I 109 pickup with 3/4 hood, dual brakes and original capstan winch.

Stan and Phyllis Pintarch, Oregon - 1969 IIA 88. John and Phyllis Rostykus, Washington - 1972 Series III 88, all limestone.

Doug, Jean, Jean [his mother], Neal and Katie Shipman, Oregon - 1969 Series IIA 109 Military with diesel, just imported from England.

Tony and Linda Starbird, Oregon - 1967 Series IIA Dormobile 4 cylinder.

Brian and Emily Stewart, Wahington/Oregon - 1972 Series IIA 88 with white spoke wheels.

Rob Stewart, British Columbia - 1970 Series III 109 Regular, highly modified with 6 cylinder Puget diesel, complete live-aboard fittings, including refrigerator, right hand drive and Mack truck style radiator blinds.

George and Rula Taylor, British Columbia - 1963 Series IIA 109 Standard bone shattering diesel with weak glow plugs.

John Jasmine and Tisa Wolf, British Columbia - 1963 Series IIA 88 with full hood, turbo-charged Perkins diesel, hydraulic winch, locking diffs and reinforced frame.

Ray Wood and Valerie Albright, British Columbia - 1969 Series IIA ^ cylinder Dormobile, certainly a vehicle that has traveled to many continents, completely fitted as Martin and Walther original with the addition of fine wines.

After a leisurely lunch, tea time and visiting together, we motored westward to Astoria, at the mouth of the Columbia River, to tour the world-class maritime museum. We had pre-arranged for a guide and received a first rate account of the local maritime history. Some participated in a rope making demonstration.

Then onto the nearby Fort Stevens State Park, site of military fortifications since the U.S. Civil War. We were fortunate to be able to camp together in one area and soon tents, rain flies and cooking gear appeared.

Doug Shipman lead a group of drivers onto the beach and into the dunes for some fast banked turns and sandhill climbing before we all settled down to our evening meal. Socializing continued far into the night in spite of light rain falling.

The next morning brought sunlight, tea and hot coffee. George Taylor finally was able to start his diesel with the aid of a jump from Jim Gwynn. Ray Wood and Valerie Albright departed to Canada after drying out their ignition system and getting a tow start. It was about this time that Erv and Estelle Bertieg showed up from Seattle with their 6 cylinder 109, after working on it all day Saturday re-installing the rebuilt cylinder head.

The rest of us de-camped and gathered together on the beach in one line for an unusual photo opportunity. After more dune climbing, we travelled down the beach 8 more miles before exiting to paved road.

Soon it was time for tea. Doug and Jean gave us direction down a twisty, narrow sand road to an exquisite saw grass valley behind the dunes. Many of us remembered it as our camp spot from the 2nd Annual July Run. Here we again gathered for conversation and a spot of tea. After parading through a Land-Rover-only course, we hit pavement again down the Oregon coast.

Our path then led us East into the Oregon Coast Range and Camp 18, an immense log restaurant with many logging artifacts strewn about the yard. We were met enthusiastically by Eric Ojala (Oregon)

in his 109 wagon, Marc Bennett (Oregon) without his disabled 109 (which was just down the road with a blown head gasket) and Tim Cheadle (Oregon) with his 4 cyl. station wagon. We all were seated together in the restaurant, giving us a chance to celebrate George and Ruth Taylor's 18th wedding anniversary.

Doug Shipman awarded prizes to the furthest travelled (the Taylors from Abbotsford, B.C.) and "the least likely to make it" (the Bertiegs). Erv and Estelle Bertieg were still installing the head on their 6 cyl. very early that morning. Doug announced plans for next year (Mount Hood National Forest) and the route back into the coastal wilderness for that evening's camp. Some of the group said their goodbyes and departed, while the others formed up for exciting off-road adventures.

PART2 by Doug Shipman

After all the farewells, those of us able to stay for the last day, headed off for the backwoods. We had 6 Land-Rovers driven by two Canadians, two Washingtonians, and two Oregonians. Turning off Highway 26 onto Old Nehalem River Road, you get the feeling that you are going back in time. This narrow, twisty, forest-lined road follows the river with almost every curve. The ten mile ride to the next turnoff seemed as if it came too soon.

We turned south at the confluence of the Salmonberry and Nehalem rivers onto Buck Mountain



Road. Our destination was to be the top of Buck Mountain. On top is a grass and wild flower covered knoll with a view of Mount Hood, Mt. St. Helens, Mt. Adams, Three Sisters to the East, and the Pacific Ocean to the West. With the sun finally breaking through, I felt we had a chance to see them all. I had been up to the top a week before and knew that the last bit of trail was a challenge...even on a dry day! It looked as if the rain of recent days would prevent us from getting everyone up. With my load and wet ground, I stopped short 150 feet from the top.

John Wolfe, with his diff lockers, drove right up around me. Using him as an anchor, I winched myself up. Next, Jim Gwynn had a go at it and for some reason he made it! This was turning out to be too time consuming for the late hour so we settled on a lower camp site. We chose a wide, grassy spot we had driven through earlier and, as we all set up our tents, lean-tos and cots, darkness surrounded us. Eric Ojala pitched his tent on top of his 109's roof rack! As the fire came to life, we all gathered 'round for some talk and warmth. A southern breeze started up as we turned in. This is a sure sign of wet weather to come. Sure enough, it drizzled and rained most of the night.

At 9:00 a.m., we headed off to explore more country side. Leading the pack onto an old road bed (Belding Road), we came across a formidable obstacle. A combination of spring growth and unusually wet weather had bent the young alders lining the road completely over. We pushed on, many times not being able to see the road or Rover we were following. A narrow washout added to the delight as we came up on Standard Grade road.

Driving east, we turned onto an interesting fire road. This proved to be a good test of Rover 4-wheel travel. The winding rut in the road kept both wheels working on the descent. As one wheel was down as far as the strap would allow, the other would be all the way up. This made an interesting view from the back.

Coming out in the now gone town of Cochran, we stopped for our last meal together. Here, we talked of the good times we had and of future times we would enjoy together.

We drove on out through the on tavern town of Timber and, from there, headed north to Camp 1 on Highway 26. It was an odd drive back to Portland, having been surrounded by aluminum beauties the past three days. It almost seemed a dream as I cruised down the road all alone in the middle of throw-away cars. There is a beauty to the Land-Rover that's all it's own, and it becomes such a reliable friend.

Moab Overlander Trek, 1989

by Bill Davis # UT.

The first annual LR/RR Moab Overlander Trek was held over the weekend of Sept. 23rd. The purpose of the trip was twofold. First, to scout out the area in anticipation of the national club meet to be held here in 1990 and, secondly, to pick up and tow home a 1964 "88" I bought

The turnout for the event was sparse, due to some unfortunate last minute cancellations. The trip ended up being just me... but I decided that hell or high water, I was going on this adventure! Isn't that what Roving is all about... adventures to wild and exotic places?

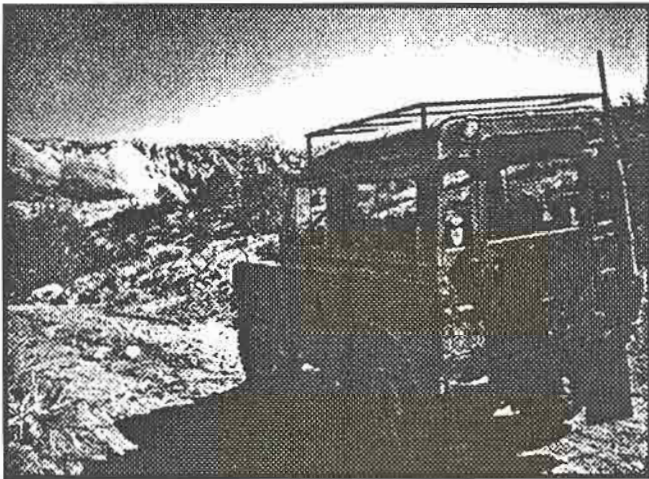
I should have paid attention to all of the obvious signs telling me not to go. Not long after my departure, I noticed that my Rover, a 1960 "88", was running hot, which got worse and worse until



Colorado River...800 ft. down



Bill Davis checks out the Moab terrain



Rocks Wilderness area looking at La Sal Mts.

I had a major overheating problem on my hands. I limped into Moab and the Rover pretty much just quit. It ultimately turned out that I had blown a head gasket. On top of that, I caught a horrible cold, an ear infection, and laringitis! My wife ended up rescuing me on Sunday. It appeared that I had been routed and things would have been a total loss if it hadn't been for the return trip two weeks later with my brother.

I had reluctantly left the Rover in the hands of a local mechanic and had a reconditioned head shipped down. When I picked it up a couple weeks later, it sounded pretty shakey but the mechanic was elk hunting and unavailable for further consultation. It felt good enough to do some light 4 wheeling, so I (wisely) decided to leave the 64 behind.

We decided to chance some exploring of the famed local 4 wheeling and chose the Poison Spider Mesa Trail. The weather was great and so was the Rovering, as the photos show. For those of you who are considering coming to Moab for the national club meet next year, you can expect some of the best 4-wheeling in North America. I guarantee that there will be something for everybody, from easy drives through spectacular National Parks to some of the toughest trails that exist anywhere, and plenty of everything else in between. Have a look at the August, 1987 issue of Off-Road magazine if you have access to it, or write me for a reprint.

Moab is located on the Colorado Plateau which is, incidentally, located 60% in Utah..The Colorado Plateau is one of the wildest and remote areas in North America. It encompasses about 10 million square miles in four states: Arizona, New Mexico, Colorado, and Utah... the Four Corners area. It has the highest concentration of National Parks and Wilderness areas in the U.S. It includes Arches,

Canyonlands, Bryce Canyon, Zion, and Grand Canyon National Parks. There are numerous other activities besides great 4-wheeling... river rafting, mountain biking, superb backpacking, hiking, etc. We have been planning this event for about 2 years and have received lots of cooperation from the Moab Chamber of Commerce in putting together an information packet about the area. If you are interested in one, please call or write me at (801) 363-2390 or 360 No. 1000 West, Salt Lake City, Utah 84116. I will be writing additional articles in future newsletters to describe the area in more detail, special vehicle preparations, trail conditions, etc. The tentative dates are August 18 thru the 26th, 1990. Hope to see you there!

Salt Lake City Club Meet & Trail Ride

Sept. 9 was the date of the Mountain States Chapter's 3rd Annual Land-Rover club meet at Liberty Park. The turnout was a little dissapointing... we only had 6 Rovers in attendance. In prior years we have had as many as 15. It was an enthusiastic bunch and four of the five running Rovers went for the trail ride.

Gar Hendry deserves an honorable mention or somethig because he brought his Rover on a trailer. A large Buick totaled it about a week earlier.

Boyd Hatch won our door prize... a copy of "The Gods Must Be Crazy". Unfortunately, it was in VHS format and he has a Beta machine. Maybe we can talk him into donating it as a doorprize .

The trail ride to the Lark Sand Dunes afterward was lots of fun. A good time was had by all.



hanging out at Liberty Park

89 All British Meet- Portland

by Doug Shipman

It wasn't your normal Rover club get-together that September 1st at Portland's International Raceway. This is the day of the annual All British field Meet, this year honoring MG with a special tribute to TVR.

For many, especially me, this is the only time our Rovers look clean... Oh, sure, there's the ever new looking Doormobile, who's owner I won't mention yet, and then Reed Elwin's immaculate TC 2000, but let's face it, the Land-Rover is the only rig which looks at home at a show with a few dents and maybe some dirt spread out in the right places. We had another great turn-out this year with 7 saloons and 12 Landys on display.

For the People's Choice judging this year, we rated three classes and, as always, our string of vehicles received more than it's share of attention. Winners in the show categories were;

Saloons...Brad Reese in a beautiful white P-3.

88s.....Doug Shipman with a not-so-88...a 1952 "80".

109's.....The Starbird's with their ever spectacular '67 Doormobile.

A beautiful plaque was presented to the overall class winner. If you've never seen this Doormobile, it's a wonderful sight.

After the show, to punish them for winning each year, we all converged on the Starbird's farm. We held our annual barbeque here and those from out of town camped in the orchards. The evenings menu consisted of bangers, salads, beer, pop, and too many wild tales. Results of our club ballot was tallied up and awards were presented in the following;

Most Original L/R.....The Starbird's '67 109 p/u.

L/R most used in service.....Teriann Wakeman's '60 109 p/u. (CA)

Best saloon in show.....Reed Elwynn's 2000 TC

Member of the year.....Gordon Perrott of Seattle.

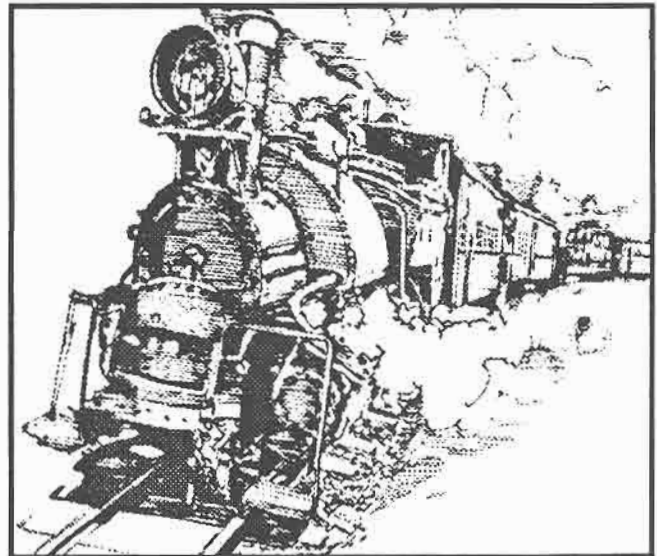
On the second day, we enjoyed a swap meet and giant slalom. With the show at Portland Int. Raceway, it makes the show unique in that after you show your pride and joy, you can put it through it's paces on the track. Too bad everyone leaves early...Land-Rovers get a lot of applause on the track. I've only seen one go around and I won't



a few Rover "widows" relaxing

mention his name because he wasn't even in the show. My SD 1 proved once again that nothing can compete in it's class, as I took 1st.

All in all, this was a great show with a great turn-out. We are trying to work with the show organizers to feature Rover one year... possibly '93. It's a ways off, but I need the time to get my Doormobile in shape and we need the time to get hte numbers required to be the year's marq. If you're interested in helping to plan it, or know that you would definitely plan on attending, let me know. If we can assure them of a good number, we stand a better chance of being the marq. for the year.



*another sketch by Harry Whitver...
look closer*

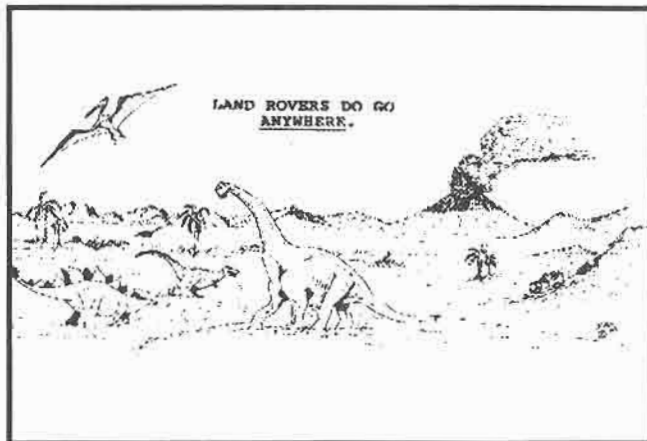
MOAB- AUGUST, 1990

Those of you out west ought to seriously consider scheduling your vacation around this! The annual 4th of July Black Rock Run is off because of this event. Seems like the "Black Rock Regulars" view this as a great opportunity to have a look at some of Utah's finest four-wheel drive territory. And, since the dates are so close to each other (the Moab Run is scheduled for Aug. 18-26) they decided to give the Black Rock a break 'till next year.

I just happen to have my little atlas out on the Moab page and it shows Moab about half way down, on the eastern side of Utah. I figure it's about 535 miles from Reno. To those of us in California, that means it's a 2 day drive (remember, these are Land-Rovers).

Youfolks in Oregon, Idaho, Montana, S. Dakota, Nebraska, Kansas, Oklahoma, New Mexico, and Arizona can probably figure 14-15 hours too. But what do I know? You'll figure it out.

If you're interested enough to make a long distance phone call, talk to Bill Davis in Salt Lake City. His number is 801-363-2390. He's kinda the organizer of this event and can tell you all about it.



sent in by John Kern, CA

ALASKA- 1992

Halifax, Nova Scotia to Anchorage, Alaska in one month. This event will require a great deal of assistance from all interested parties. It's a big project. 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-1967 registered Land-Rovers suitably prepared to make the trip to Alaska, where the owners can probably sell their vehicles for a profit, or continue on their own journey. A network will be set up to connect buyers and sellers of vehicles to help pre-arrange sales. The Maritime Canadian Land-Rover Organization is rapidly developing and will hopefully be able to host a kick-off rally.

As you cross Canada, you will be co-ordinated with organizations and individuals who may wish to have events of their own and help arrange for places to stay and see.

Feedback and ideas from everyone interested in this event are very welcome. Our Regional Coordinator, Ron Mowry would like especially to hear from the following people:

1. Canadians and Alaskans along the way who are interested in helping to organize or to join us as we pass through.

2. Europeans interested in shipping over vehicles to take on the trip with them.

3. Others coming from further away wishing to acquire Land-Rovers 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 membership of this event and, if you are an individual, please spread the word.

A special mailing list is being made up for this event so, if you want to be kept up on details, you will have to write back saying so. Some information will also be included in this publication.

Write to :

Ron Mowry

P.O. Box 1023

West Lebanon, Maine 04027

U.S.A.

His telephone number is:

207-658-9064



TECH TIPS...by the numbers

A PRODUCT REVIEW

by

Bill Maloney #602, N.J.

In April of 1988 I became the proud owner of a 109 wagon with such options as anti-lock brakes, a self draining fuel tank, self draining gearbox, front end and rear end, a multi outlet exhaust system, and a fuel efficient 3 cylinder engine.

In the months that followed I learned front-end repair and adjustment, Land-Rover brake hydraulics, fuel system overhaul and replacement from filler neck to carburetor, and foul language I would normally never dream of using. I also learned of a few products that most of you probably know about but that some may find useful.

Permatex puts out three products which have truly saved me:

Form-A-Gasket - dries hard, is nasty to remove from hands and surfaces, but when faced with carb which is warped between the airhorn and the floatbowl, a thin film on both sides of the gasket is the next best thing to a new Zenith (and a much better thing as far as my checkbook is concerned).

Ultra-Blue - nice, pliable blue silicone gasket sealer. Never hardens. A thin film on both sides of your hub gaskets will leave you with clean wheels (clean wheels? On a Land-Rover?). Non-compatible with feul.

Anti-Seize - the self locking ferrous oxide compound that Land-Rover seems to have designed into just about every fastener on the vehicle certainly had a most profound effect on my vocabulary. Except for any of a number of penetrating oils on the market there's not much you can do the first time around.

Halogen Lamps - Non-sealed beam euro lamps

are fabulous when new, but after a few years the reflector yellows, the lens fogs up, and you could get more light out of a set of tungsten sealed beams. Buy a good set of halogen sealed beams (about \$11.00 each on sale) and save yourself some money and aggravation.

Stellite Valves - When rebuilding a head, with todays unleaded fuel, it's the only way to go (be sure to have your machine shop confirm that what you've ordered is actually stellite, because some things are not as they seem, or advertised). If you do upgrade to stellite and or sodium cooled valves, take it one step further and have hardened valve seats installed (necessary only for exhaust valves and seats, about \$15.00/hole) because of your valves are cooked your seats can't be much better.

Radials - Does \$120/corner make you choke? Sears catalog has 7.50x-16 highway retreads at \$39.99 ea, cat #95-F-58085 and A/T retreads at \$44.95 ea, cat #95-F-58386. Yes, those prices are for radials. Tubes are \$15 extra.

19/32 fasteners- found on swivel ball, F&R Output seal housings, transfer box, and gearbox. Sears has open end wrenches #9BT-44581...\$5.29 (get 2 if you ever want to remove the swivel ball (and if you never want to, I can't say I blame you), box end #9BT-43925...\$6.99 and 1/2" drive 12 pt. socket #9BT-47504...\$2.69. Available through catalogue only.

Hub lock nuts...A socket is available...2- 3/32" OTC thru most auto parts stores (a little loose, but does the job quite nicely). I paid \$14 and change wholesale. Expect to pay a few dollars more retail. Also I heard at the Atlantic British rally that the hub lock washer is the same as for an International Scout, although I haven't been able to confirm this. If you're in a hurry, it may be worth a try.

And finally, have you changed all your grease seals and distance pieces only to find oil still drip-

ping (instead of pouring) onto your driveway? Well my advice is to rent a copy of "THE GODS MUST BE CRAZY" again, crack a can of Fosters, and add "kitty litter" to your shopping list. And keep those Rovers running!

Range-Rover Wheels

by Geoff Tobin #37, CA

You may have heard about the three flats that occurred on the Black Rock Run last summer. The two L/R flats are of no particular interest here, but the difficulty experienced by Glen Foster with the Range-Rover may be of interest to some members. When repairs were attempted, the bead could only be broken on one side and no amount of creative work with the tire machine could get the second bead loose.

Glen mentioned that he was thinking of replacing the cast aluminum wheels with steel L/R wheels. But the question was asked whether a 16" L/R wheel would fit onto a Range-Rover. A second question was, what would be the result if a R/R, with the new viscous transfer case, were to suffer

sufficient punctures that the only spares available were 7.50X16?

To answer these questions, I called Range Rover of North America. As to the requirement for special tire handling equipment for cast aluminum wheels, there is none. As to the question about L/R 16" wheels being put on a Range-Rover, they should fit; however they do not recommend their use due to the fact that they raise the center of gravity of the vehicle and detract from its handling characteristics on pavement. The anticipated result of running tires of different sizes on a viscous transfer case is that the transfer case would lock, resulting in excessive tire wear. This last answer might be considerably understated, for the result of unequal-sized tires should be more stressful on the drive train than running with the transfer case locked while using equal-sized tires.

ANSWER TO LAST ISSUES QUIZ:

The front oil seal on the Land-Rover 4 cylinder engine comes from the factory as a split seal.

VEHICLES FOR SALE

1960 "88" series II, 2 1/4 liter petrol

Good condition...no rust, body straight, 2 gas tanks, kodiak heater, Warn hubs, exhaust header, roof rack. Strong runner. Pre-smog. \$3,500.

1963 "109" series II, 4.1 liter station wagon.

Clean...no rust, body straight, Chevy 6 cyl. conversion, reupholstered, rebuilt gearbox, differentials, hubs, etc. New brakes and weatherstripping. \$12,000.

1964 "88" series IIA, 4.1 liter petrol.

Less than 2K on Chevy conversion. Rebuilt from ground, up. Too much to list. Just needs paint. \$6,000.

UNUSUAL PARTS FOR SALE

Complete Hand Throttle Assembly.

series II and IIA. \$175 OBO.

Military Engine Oil Cooler

w/ sump. fits petrol or diesel. \$450 OBO.

"109" Rear Bed Seats

complete with pads and frames. very rare.
\$250 OBO.

Complete Used 2 1/4 l. Head. \$150.

2 1/4 L. Head Gaskets...\$12 each.

8 Spoke 15x8 Rims

Jackman Replicas w/ fair tires. \$75 ea.

2.6 L. Land Rover Engine.

complete, running. best offer.



Foreign Car Service

Call James or Ian Howat

415- 432- 2221

650 Garcia Ave #2
Pittsburg, CA 94565

MARKET PLACE

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

LAND ROVER 88", 4 cyl. bellant mechanically-neermetics, driven daily - \$

'66 LAND ROVER 88", Trop. r w headers & exhaust sys. erior redone, recent re 06 or trade for 109"PU.

LAND ROVER 109", 4 cyl w pastel green paint, in mechanical condition - \$520

(ads beginning with an * were in the last issue also)

VEHICLES

'61 "88" with safari top...\$500. IIA transmission rebuilt by Scotty's...\$882. Rebuilt safari radiator...\$250. Rebuilt "Iron Duke" (4 cyl. Chevy eng.) ...\$1300. New Chevy adapter plate from Scotty's, never used...\$450. Dave Kerr, 916-587-3129, CA.

*'66 "88". Runs good. New upholstery, new tires. \$1,900 or best offer. 505-524-3414, NM. Ask for Joe.

*'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 litre diesel. Right hand drive. Michael Simas, 805-466-9356.

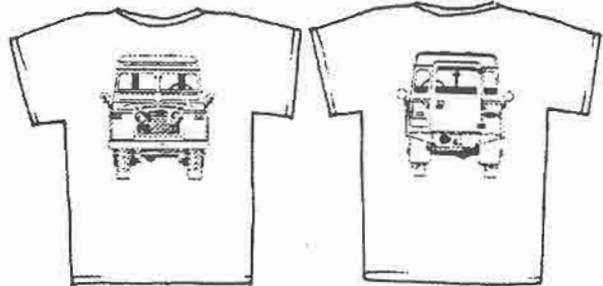
PARTS

Series III "wide" wheels with LT 10-16 tires...set of 5. Trade for set of stock 15" wheels & tires in same cond. Contact Cliff, #676, 415-222-0706 CA.

Military 109 parts including: Salsbury rear axle assembly, series III transmission, heavy duty springs, aux gas tanks, etc. Norman Lewis, #239, CO. 303-973-0419.

WANTED

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



**HERE'S THE T-SHIRT
THAT NO LAND-ROVER OWNER
SHOULD BE WITHOUT!
SHIRT IS BEIGE WITH DARK GREEN ART.
SIZES S, M, L, XL. \$12 EACH.
SEND CHECK TO :
B. BLEVINS, 2998 ATLANTIC ST.
CONCORD, CA 94518**

HEY!
DON'T FORGET THAT
IT'S DUES TIME!

Rover Parts and Service

This list is printed on a non-partisan basis for your benefit.
Please help us keep it updated by letting us know of new businesses
and of those who are no longer in business.

* P= new parts, UP= used parts, SV= service/repair, S= rover sales, F= custom fabrication, R= component rebuilder.

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

Atlantic British Parts
P.O. Box 109, Rovernridge Dr.
Mechanicsville, NY 12118
518-664-6169 *P *UP *R

Atlantic British Parts
P.O. Box 1068, Waterloo
Quebec, Canada, JOE-2NO
514-539-2669 *P *UP *R

Atlantic British Parts
P.O. Box 620
Lewiston, CA 96052
916-778-3922 *P *UP *R

Badger Interior Coachworks
P.O. Box 1252
Sandwich, MA 02563
508-833-1394 *F

British American Car Service
426 26th St.
Oakland, CA 94612
415-452-4322 *SV

British N. W. Land-Rover Co.
1043 Kaiser Rd., S.W.
Olympia, WA 98502
206-866-2254 *P *UP *SV *S *F *R

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

Campart Dist. Inc.
221 41st Ave. N.E.
Calgary, Alberta, Canada T2E 2N4
403-276-2211 *P *UP *SV

Chris Auto Service Ltd.
12508 125th St.
Edmonton, Alberta, Canada TSL 0T3
403-455-2404 *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

Euro Autohaus
1105 N. Glebe Rd.
Arlington, VA 22201
703-841-0004 *SV

Green Hill Garage
Green Hill Rd.
Barinton, NH 03825
603-322-8504 SV

Helm Automotive
69 E. Lewelling Blvd.
San Lorenzo, CA 94580
415-278-6887 *SV

The Import Garage
1815 S.E. 50th
Portland, OR 97215
503-235-5951 *SV

Morgan's Sports Car West
1570 S. 300 W.
Salt Lake City, UT 84115
801-487-5979 *SV

Paul Safari Components
P.O. Box 39, Queenston St.
Ontario, Canada LOS 110
416-262-4446 *P *UP *F *SV

Rovers North
Box 71
Westford, VT 05494
802-879-0032 *P *UP *F *SV

Rover Parts Unlimited
P.O. Box 790, Hwy 96
Hoope, CA 95546
916-625-4727 *P *UP

Rovers WEst
731 S. Vine Ave
Tuscon, AZ 85719
602-792-0295 *P *UP *R *SV *S

Scotland Yard
3101 E.52nd Ave.
Denver, CO 80210
303-297-9237 *SV *P *UP *R

Scotty's Foreign Car Service
650 Garcla St. #2
Pittsburg, CA 94565
415-432-2221 *P *UP *SV *S *F *R

Shlp's Mechanical Services, Inc.
12755 N.E. Whitaker Wy.
Portland, OR 97230
503-252-5566

1st National Garage
4734 Pearl St.
Boulder, CO 30301
303-449-7195 *SV

Tom's Mecanical Emporium
601 Genesee St.
Syracuse, NY 13204
315-475-0271 *SV

Union Jack Rover Specialists
P.O. Box 30318
Tuscon, AZ 87551
602-721-0361 *SV

West Coast British
6398 Dougherty Rd. #34
Dublin, CA 94568
415-824-6091 *P *UP *SV

Rocky Mountain Rovers
732 51 Ave, S.W.
Calgary, Alberta, Canada
403-253-7977

Land Rover Enterprises
2104 Jerome Ave.
Yakima, WA 98908
509-453-8580

Vermont Rovers
Cambridge, VT 05444
802-644-2128

Cantab Motors, Ltd.
443 E. Colonial Hwy.
Hamilton, VA 22068
703-554-2111 *SV *S