

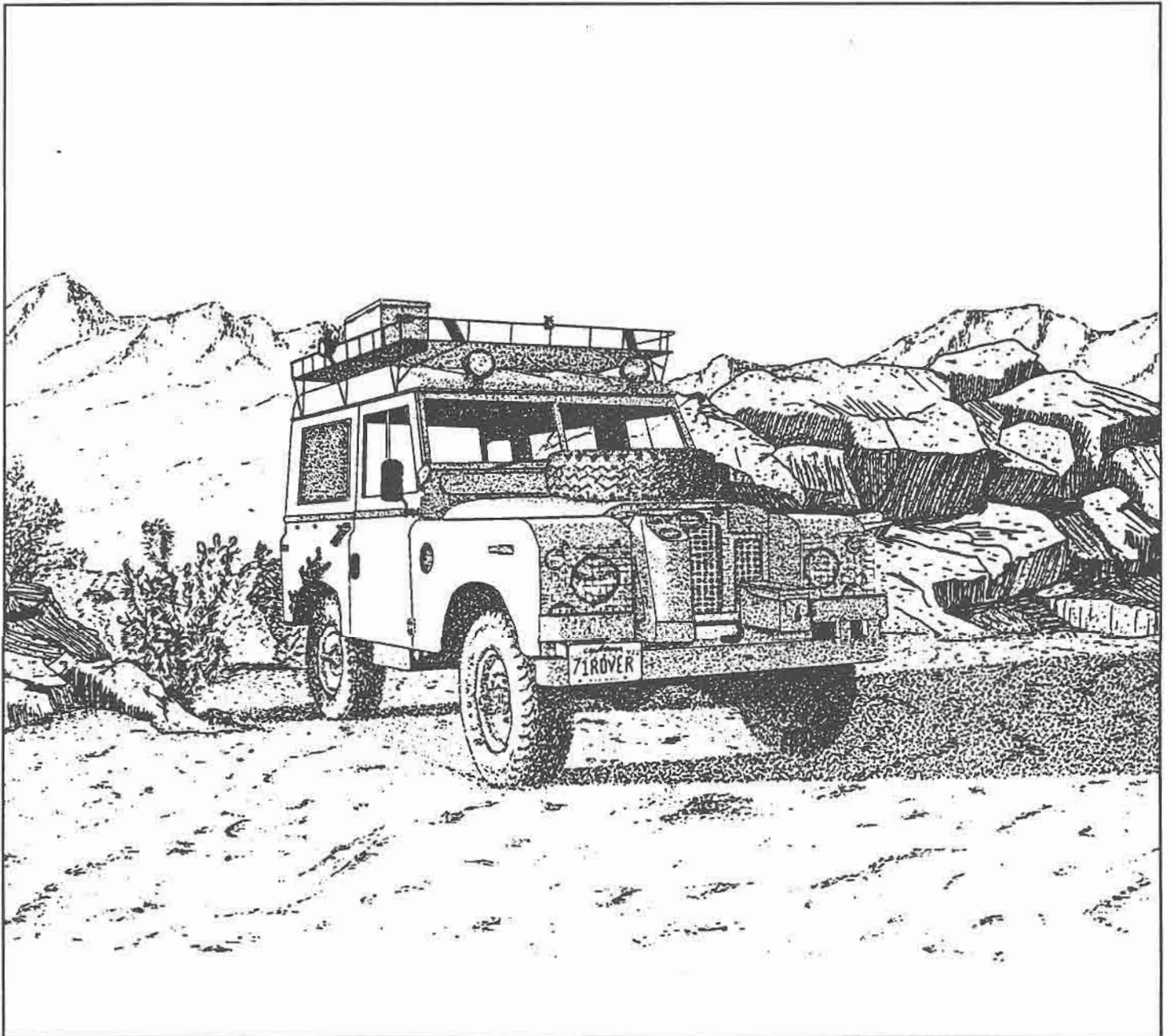


the
**ALUMINUM
WORKHORSE**



OFFICIAL PUBLICATION OF THE LAND-ROVER OWNERS' ASSOCIATION

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LROA



NEWS

Autumn 1990 - LROA, P.O. Box 6836, Oakland, CA 94603
A member of the Association of Rover Clubs, Ltd., U.K.

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John Kirn's rendering of his own '71 '88" in it's favorite environment

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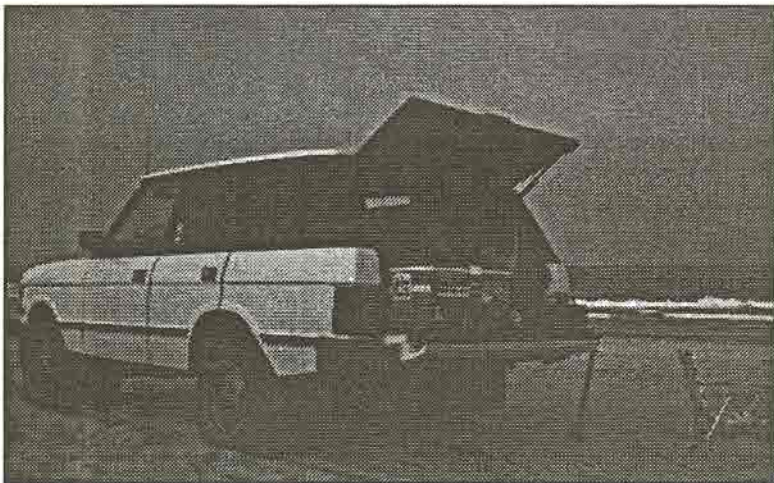
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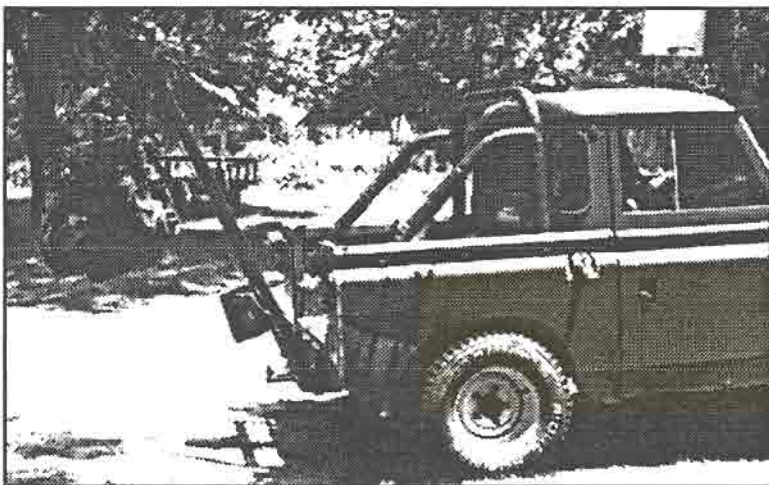
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Glen Foster, MA

Dixieland Rovers, GA



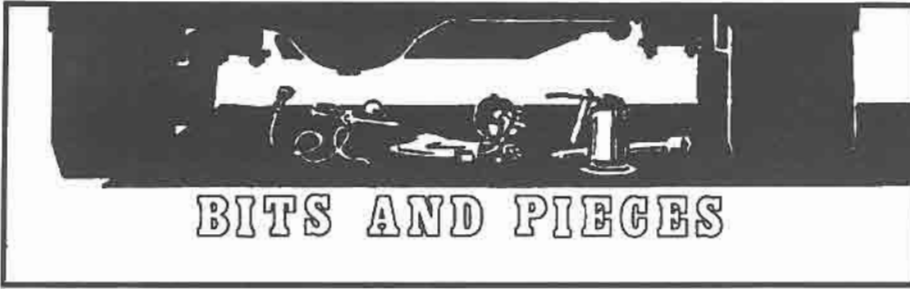
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BITS AND PIECES

Well, they say that change is good for us. I agree, except when it's me that has to do the changing.

In a totally selfless attempt to improve the appearance and readability of the *Workhorse*, I have made a couple of small change here & there. I hope you like it.. If you do, drop a line. If not, drop dead (just kidding... I appreciate constructive criticism any time).
Editor

MEMBER NUMBERS... Our Secretary is going bonkers trying to locate information for those of you who are writing in without including your membership number. It's not just some weird request that we made up to make life more tedious for you... it really helps.

ABOUT PHOTOS... They are very much appreciated, and black & white are best for reproduction. With color, somehow, the photos that appear to be a little washed out print up the best, so if all you have are color pics, squint your eyes, when looking for the ones to send in, to see if they will be too dark (most of them probably will be). In any case, please keep sending them in!

SUSAN McCASLAND of S. CA has joined the newsletter crew with her Mac. Looks like it's gonna work out real well! Thank you, Thank you, Thank you!

MAC OWNERS... If any of you folks have a Mac and would like to help out with the newsletter, how's about we send you an article or two, and you send it back on a disc all ready to go? Of course, you could just write your own article and send it in ala disc too.

IS THERE AN ATTORNEY IN THE HOUSE? OK, how 'bout an insurance agent? This club is not incorporated or insured or anything. Just a bunch of friendly folks with a common love (hate). As things are, everything is fine. But what if someone got hurt at a "club event"? Do the club members have any responsibility? How could we even afford to defend ourselves in the event of a lawsuit?

If there is an attorney and/or an insurance person out there who is willing to donate a bit of time to this, PUHLEEZ drop us a line ASAP!

WE HAVE A NEW PRINTER!...to help spread the load of producing the *ALUMINUM WORKHORSE*, Paul Kivett, of Kansas City, MO has volunteered his printing services. Unfortunately, this issue was done in the usual way. We want to be sure to give him enough time, so let's shoot for the winter issue, ok? This is a generous offer, and we'd like to say thanx. Thanx, Thanx, Thanx, Thanx!

MOJAVE DESERT... There's a group of folks who call themselves Friends of the Mojave Road. They have worked with the BLM to develop the Mojave Road, a 130 mile trans-desert wagon road, and other trails. They have also published a few guides for those who are interested in exploring the Mojave area. The address is: Friends of the Mojave Road
Goffs School House--HCR G, #15
Essex, CA 92332
619-733-4482



RANGER ROVERS!... LROA member Tony Bonanno is the Chief Ranger at Cape Cod National Seashore and has engineered quite a feat. Seems as though he was instrumental in getting Range Rover to donate a couple units. The Seashore was, apparently short on vehicles this season, and when R.R. heard about it, they made an offer. Tony sent in several newspaper articles... one with this pic. Guess who's in the driver's seat!

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.

NORTHWOODS

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

OREGON

Labor Day Weekend... All British Field Meet.

N. GEORGIA

October (first Sat.)... Shenandoah Valley Br. Car Show



ROYAL RANGE ROVER SOCIETY

P.O. Box 1363
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WEST COAST BRITISH



FOR SALE: 1973 RANGE ROVER; 2200+ miles on fresh & HOT V8: Crane Cam & Lifters, HP Timing chain & gears, Offy Dualport manifold w/Holley 390cfm 4bbl carb, TR8 valves, teflon valve seals, 8.9:1 compression .020" Pistons, Flex-fan, new Lucas Dist., everything else fresh, including clutch assy. 3000 miles since Diffs/axles/hubs were overhauled. Heavy-duty Road Springs front/rear, Bilstein Gas shocks - 2-front/4-rear. AVON Rangemaster 205R16 tube tires (5). All guages including tach. NEW Vogue carpets (less rear) and door panels. *Bush Guard/F-lamp guards/bug shield/lamps available at extra cost* Body 98% straight (have extra tailgate). Paint good (goldytan colored). Might consider partial trade for GOOD Land Rover (NO Chevy-6's). **MAKE OFFER.**

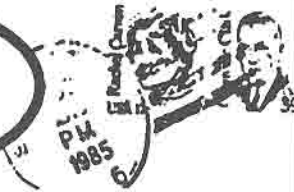
FOR SALE: PARTS CLOSE OUT: Used 2½-litre ('73), doesn't run, good head, CHEAP! Misc NEW Land Rover parts, which include; seals, brake shoes & hyd kits, gaskets, filters, engine parts (4-cyl & V8 & 6-cyl?), PLUS; some used items. Would prefer to sell all in one lot.

WANTED: Late 1969 thru 1971 Land Rover 88". Must be complete 4-cylinder, AND driveable! NO rust or damaged rear body sections please. NO STUPID prices.

FOR SALE: Not in yet, but coming: '64 109" Wagon, fully restored by us some years ago. Chevy 250-6. Overdrive. British Racing Green w/white top & wheels. 10,000 miles since body off overhaul. \$15,000.00
Two 1967 109" NADA 6-cylinder Wagons. Please call for details when they arrive.

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either. We know you'll like them and hope to make many new Rover friends through them.

Win Sharples
Regional Coordinator
Blue Ridge Land Rover Club
RR1 Box 537 A
Round Hill, VA 22141

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

Dear Workhorse,

The Blue Ridge Land Rover Club, a regional affiliate of the LROA, is pleased to announce the issue of a brand new club badge, illustrated here. This first issue is in numbered sequence and will be made both in bronze finish and in full color chrome/enamel. They are made for us in England by veteran badge-maker, James Baker of Lincolnshire, and were designed by club member Sand Toler.

We'd be delighted to see this badge on the grills of all Land-Rover owners, especially our brother members of the LROA. In fact, we hope this example spawns other regional badges within the group and even a national badge.

The 3-1/2" x 4-1/2" brass badge is \$30, the chrome/enamel, \$40, plus \$3 for shipping



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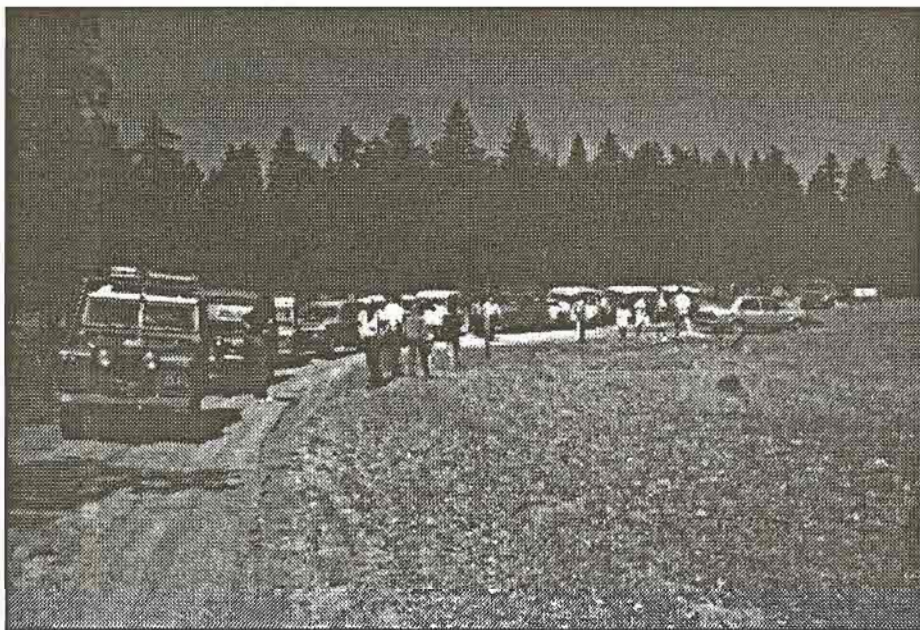
4TH Annual July Run - 1990

Mt. Hood -- Barlow Trail

by Doug Shipman, #64, OR

After scattered showers and overcast skies the past week and a half, it was quite a relief to see the blue skies and sunshine the morning of July 7th. Having set up camp Friday night, I was up early for my drive back to Zig-Zag for our morning rendezvous. My wife stayed back to watch camp and warn anyone that showed up about the impending onslaught of Land Rovers. Besides, she had been on the Barlow Road many times with me in scouting out this run.

I met the first wave of Rover enthusiasts at the Barlow Trail Inn for breakfast. Here,



at the Eastern edge of Barlow Trail

Tony and Linda Starbird ('67 Dormobile) with passengers Kim and David, Stan and Phillis Pintarich ('65 109"), Jim Williams ('74 88"), Randall Clarke ('67 88") and family Sharon, Sky and Rose, and yours truly ('67 88") fueled ourselves up before climbing into our Landies for the trip. We converged on the Zig-Zag Inn parking lot until our 9:30 am departure time. Waiting here, we were anticipating just who would show up next. John Middleton ('65 88") and friend Ty from Olympia came pulling in followed by a funny little green car which held Dave and Rose Middleton. Cliff Johnson ('68 109") with Dave and Nick from Astoria rolled in. Right after, Rick Pope ('89 RR) with Heather and Jonas surprised us in a loner from Rasmussen Range Rover Dealership in Portland. Rick is one of their mechanics, so this made for some interesting conversation later. The Canadians made their presence felt with Mike Clyde ('69 109"), wife Fran, Emily, and Lori. With

time running, I decided that we had best be leaving. As we turned off onto Still Creek Road, we became engulfed in the forest trees and undergrowth. This one lane road winds up the canyon for miles and crests just before Trillium Lake. Driving across the lake's earthen dam, we stopped for a brief picture of Mt. Hood in the distance centered over the lake. From here we came out onto the highway again for a short mile jaunt to the Barlow Trail turn off.

The Barlow Trail was the last leg of the Oregon Trail some 144 years ago. Wagons and settlers from the east spent up to 10 days covering what we could do in hours. When they reached the Columbia River near The Dalles, Oregon, it was pay \$50 each for river passage to the Hudson Bay Co. or \$5 to Sam Barlow. It was not a welcome choice for the weary travelers after spending maybe a year getting here. Most didn't have the money, and many didn't have the strength for the Barlow Trail, as many died on this last leg.

We turned off at the Pioneer Woman's Grave marker. Here we stopped to read the marker, and heard a familiar voice coming over the CBs. Gordon Perrott ('57 109") with mom Pam and brother Mike from Seattle were cresting Mt. Hood in search of the wagon train. After finding us we continued on the old wagon trail. All of us but one bounced our way through Devil's Half Acre and into Grindstone Camp. I say all but one because the Range Rover didn't look at all like it was bouncing over the ruts, rocks, and bumps. We took a leg stretcher here at this favorite resting place for weary travelers of old.

After a short break, and with the smell of Jim Williams' parking brake gone, we continued on. We arrived at our lunch stop at White River Station by 12:00. This beautiful spot was a resting place for travelers and their cattle on past journeys. The river splits into three here, allowing crossing for wagons, cattle, and Rovers. After lunch, I gave the train members two options. One was to follow the original route over the river. The other was to continue on this side of the river a mile to a bridge. I thought sure the Range Rover and Dormobile would like this, but to my surprise, they all followed me across. Although this time of year the crossing is much more civilized than earlier crossings I've made, the bowling-ball-sized



White River crossing

rocks make it interesting. A few drivers had difficulties with the bumps and ascent out the other side, but looked overall good considering it was some of the drivers' first river crossing. The road on this side is not traveled hardly and the brush rubbed more than one mark into the rigs. Nothing a little rubbing wouldn't take care of later for those who cared.

We passed on through Deep Creek, a fairly rough descent and rise up the other side for early wagons. Here on the hill side you can still find rope burns on the trees from wagons being lowered down. A few miles further and we were at our camp at Forest Creek. This forested camp along a mountain creek was just the site for our twelve Land Rovers to set up camp. I say twelve because in came Bill Worth ('73 88") from Astoria, and family Barbara, Nathan, and Katie in a land yacht (Suburban). And next, keeping true to form, in came Irv and Estelle Bertig ('67 109") from Seattle with daughter Alissa. Irv had been putting his transmission back in along with new tires on until late Friday. With 37 people and 14 rigs, this turned into quite a showing.

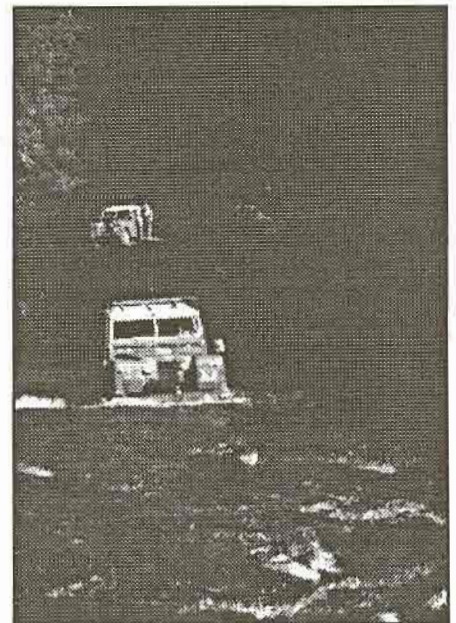
With camp all set up, a few of us went exploring down to Keeps Mill on the White River. The descent was rough and rocky with a switchback, and the river crossing was swifter, rockier, bumpier, and deeper than further up river. What fun. John Middleton, Gordon Perrott and I took our rigs across only to find a Ford truck driver, who came in from the other side, staring in disbelief. We went back across and headed back to camp for grub. After dinner I loaded up Rick Pope in my rig and Randall Clarke hauled Mike Clyde along in his. I wanted to show Rick what it was like to ride in a real Rover. He had never ridden in an old Land Rover and was eager for the experience. I felt the Keeps Mill route was a great test track for him. I'm sure that after all the bouncing around in my factory-equipped, air conditioned Land Rover, that he was convinced of its superior ride and comforts.

The camp that evening was abuzz with Rover talk and trip tales. You almost at times felt that boots were required. But then, there was that cool creek running through camp to wash your feet off in. A wild deer wandered through camp checking us all out. With the cool mountain air and the creek right in camp, we were all assured of a good night's sleep.

The next morning, clear sky and cool mountain air again greeted us. We all took our time and enjoyed a leisurely breakfast. Through camp you could find cooking almost anything you desired for breakfast from canned beans, to eggs and bacon, to pancakes, or even eggs benedict. We began to break camp at around 10:00 am for our adventure out. After a short picture session and a farewell to two train members who had to leave, we were on our way. Maybe the two Rovers who left knew something about the hot drive ahead from Tygh Valley to The Dalles.

It always seems different on the second day of a run. With all of the hellos out of the way, you find yourself spending less time watching the other Rovers and more enjoying the scenery. From here out, the road and foliage made a significant change. The road became less rocky and smoothed out, except for an occasional tire-swallowing rut. The massive firs were gone, replaced by pines which eventually disappeared altogether. The climate on the eastern side of the Cascades is warmer and dryer, making it hot and dusty. Finally, the dirt road turned to pavement at Wamic. On into Tygh Valley we went like a hot, tired snake looking for shade. This was not to be found here. The 30 mile drive up Hwy 197 included a very long uphill grade which strung out our train to its limits. The air conditioners were going full bore but, even with all that wind in your hair, it just wasn't quite enough. The Range Rover looked like a mirage with all its windows up. You almost felt sorry for Rick and his family. It must have been stuffy inside, while we were all enjoying the nice fresh air.

We arrived in The Dalles and converged on a local pizza joint for our last meal together and farewells. It was, all in all, a very good run with no mechanical failures of any kind. Next year's July Run was announced to be a safari to Oregon Wildlife Safari, via back roads. Should be interesting, don't you think???



Keeps Mill crossing

Central Oregon Desert Outing

Memorial Day, 1990

by Linda Starbird, #253, OR

Our caravan, consisting of Cliff Johnson in his 1967 109 Station Wagon in camouflage, Stan and Phyllis Pintarich in their poppy-red 109 3-door, and Tony and I in our 1967 109 Dormobile left Portland, Oregon, at 5:30 am Saturday for what proved to be a marvelous adventure. We travelled under cloudy skies with patches of rain, arriving in Prineville approximately 9:00 am. Our destination was the Cinnabar Restaurant for our rendezvous with other participating Land Rover enthusiasts.



lunch stop high up on John Breese's ranch

John Breese, one of our tour guides, arrived in his 1970 88, followed by Linda, George, and Nick Colovos, our hosts, in their 1972 88. It turned out that these five vehicles comprised this Safari for our Oregon outback adventure. It's interesting to note that John Breese purchased his 1970 88 new upon return from Vietnam. During his tour as a helicopter pilot, his unit was supported by Australians driving Land Rovers that he felt out-performed our own M151s!

After breakfast (George and Linda own the Cinnabar restaurant, so we ate heartily!), we topped up, calibrated our CBs and headed to the high country with John in the lead. John is the proud owner of 5000 beautiful acres outside of Prineville and agreed to take us on a fabulous tour of old homestead and forest land — now used for grazing cattle.

We travelled on good dirt road through high desert country full of fragrant sage brush and juniper trees, arriving after a short time at the original 160-acre homestead that the Breese family settled in the 1880's. John's grandparents immigrated from Scotland to raise sheep in the lovely valley. The original house still stands accompanied by a giant lilac tree and cattle grazing nearby.

Off again down the dirt track, we passed an immense hollowed-out log made by Indians using the burn method. Filled with water from a nearby stream, it has served for decades as a cattle trough. Here we forded a creek, encountering our first mud and sharp inclines. As we continued upward, the land became more mountainous with heavier tree cover. At one of our many gate stops, we spotted the beautiful Clark Nutcracker: a black, white, and yellow bird named by Clark of the Lewis and Clark Expedition. We followed a herd of cattle for the next few miles, stopping to explore an old beaver dam that was deserted due to the death of the lone beaver resident.

We spotted bird houses strategically placed. John has installed 30 bird houses for the Western Bluebird. Our later sightings proved they are thriving in this area.

On again to the high meadowland, travelling on slippery, muddy tracks to the old Houston homestead, nestled at the end of this long, spectacular meadow. The house and several outbuildings still stand, as does a beautiful old poplar tree. Just beyond, we

stopped for lunch at Deer Camp.

Afterward, we drove a short distance to the boundary of the Breese property, crossing into Ochoco Lumber Company land. Special permission had been given to George Colovos to allow us to travel on this private land. We were still climbing high in to the mountains, noticing that the trees are selectively cut to preserve the land. One special stopping place gave us a panoramic view of Pilot Butte and surrounding valleys. Pilot Butte was a landmark for wagon trains travelling between the Mallory and Ochoco mountain ranges. An old Prineville Railroad tender car was our next surprise, located next to a natural spring. It had been converted into a holding tank, providing emergency water to logging trucks struggling up the long grade. Prineville is the only town in Oregon with a city-owned railroad.

We drove on through lumber company land, stopping occasionally to observe the scenery, different methods of tree cutting, and the heavy machinery strategically placed for fire control. It was getting late as we entered Ochoco National Forest, so we started looking for a camp site. We reached the massive high summit prairie and found a lovely spot in a lightly-wooded area. As we began to set up camp, rain arrived and continued most of the evening. We had a great campfire and wonderful dinner before hitting the sack after this long active day.

The day following, we drove a short distance to an old cinnabar mine located down a steep, muddy road. Cinnabar is used to purify silver, but this mine had played out some time ago. Then off up the north fork of the Crooked River, over the top on the way to Paulina, the geographical center of Oregon. *The terrain changed as we neared the top — pines giving way to fir trees. Wildflowers were everywhere.* As light rain fell, George consulted his forestry map, guiding us on a direct route down to Paulina. This little-travelled Forestry Service track soon became deep in mud and we slipped and slid for twenty miles over creeks and through cattle fields until we sighted Paulina's general store — making up most of Paulina!

After reviewing our adventure and thanking George for his and John's wonderful insights into local history and expert guidance, we separated and made the long journey back to Portland.

A Filk Song

(that's folk + filch)

ROVER ROADS

A filk song from the 2nd annual LROA National Rally
by Susan McCasland, #198, CA, with apologies to John Denver
(to the tune of *Take Me Home, Country Roads* — inspired
by the Bar M Singers at the Rally dinner *)

G Em
Almost heaven, red rock valleys.
D7 C G
Moab, Utah, hosts the Rover Rally
 Em
From all over, thirty years of trucks
 D7 C G
Descend on Moab Valley all primed to run amuck.
 G D7
Rover roads, take me up
 Em C
To a place I can see
 G D7
On forever. I'll junk you never
 C G
You're my petrol-drinking steed.
In the morning, Rovers cluster,
Take the hard trail: slick rock slopes, truck busters.
Limp back to Arches. Work on through the night
Replacing diffs and axles. Ready at first light.
Rover roads — some are tough.
They require the right stuff.
All are pretty. Such a pity
We can't stay through next year.
Em D7 G
I hear the shades of the Anasazi calling me.
 C G D7
We go to their cliff houses and find sherds of pottery.
 Em F
A thousand years have passed
 C G D
Since feet have trod the paths our Rovers drive between their towns
 D7
Silent now.
Rover roads. Think I'll take
The scenic drive — relax today.
Roads are washed through. We are the road crew.
Just a four-hour delay
Friends, we'll miss you, bid you adieu,
As our Rovers drive away.

* Please note, Lawrence, we refrained from writing
Roll Me Over in the Rover.



TECH TIPS...by the numbers

Rochester "G" Carburetor

by Chuck Willis, Texas Regional Coordinator

Last year, when the Solex carburetor on my "88" finally gave up, I searched through my collection of Land Rover spares in hopes of finding enough usable parts to restore it to life and get a few more miles out of it. No luck — everything that I found had long since seen it's last serviceable day.

However, I did find that I had somehow acquired a single-throat Rochester Model G carburetor, which had originally come from a four-cylinder General Motors engine — a 153 c.i. Iron Duke, I think. Examination of the physical size and characteristics of the Model G revealed that it was very similar to the Solex, and I decided to attempt an adaptation of it to the Land Rover on an interim basis.

I found that the following steps make it possible to use this carburetor with a minimum amount of effort:

1. The carburetor base mounting holes must be slightly elongated. I used the Solex carburetor base as a jig for drilling two new holes to fit the Land Rover manifold. A hand drill (3/8") will work, but a drill press is best.

2. The venturi sizes are nearly identical, so the carburetor throat is of the appropriate size; however, it is necessary to remove the section of tubing that fits between the Solex carburetor and the insulating flange on the Land Rover manifold. The tubing simply pulls out of the manifold — save it if you plan to reinstall the Solex later.

3. The vacuum connection can be made simply by cutting the copper vacuum-advance tube to the Land Rover distributor and using a small diameter section of rubber hose to connect the Rochester carburetor fitting and the vacuum advance line.

4. Carburetor linkage is easy — some adjustment is necessary, though, and it is necessary to loosen the linkage lever attached to the throttle bar on the Land Rover fire wall. When the Model G carburetor is installed, all of the linkages must be zeroed out, and adjusted very slightly to accommodate the geometry of the Rochester throttle valve arm. It is very close to the Solex geometry and a minimum amount of adjustment is needed. No other changes were necessary on my "88."

5. The choke is an easy attachment — no mechanical modifications needed.

6. The fuel connection can be accomplished with a standard pipe fitting available at most hardware or auto parts stores.

7. Because the outside diameter of the carburetor inlet opening is somewhat smaller than the Solex, I cut a strip of fiber gasket material approximately 1/2" wide by 8"

long and wrapped it around the exterior of the carburetor opening. This provided enough additional thickness to allow the use of the stock Land Rover air cleaner elbow connection. For a permanent installation, I would recommend that a thicker rubber sleeve be used to make the connection more suitable for long-term use. In the interim, though, the fiber gasket has worked well.

The jets in the carburetor seemed to work well just as they were. I have given some thought to attempting different sizes just to see if I can obtain more power or economy, but thus far have been satisfied with the stock settings.

In a pinch, this conversion can be made in 30 to 45 minutes. The rebuilt carburetors are available at very nominal prices from most well-stocked automotive supply stores; they are about \$55 in the Dallas/Ft. Worth area.

My first impression after driving with a sick Solex for so long was one of renewed enthusiasm for the Land Rover — power, acceleration, and economy are very much improved.



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paste green paint, in
mechanical condition - \$320

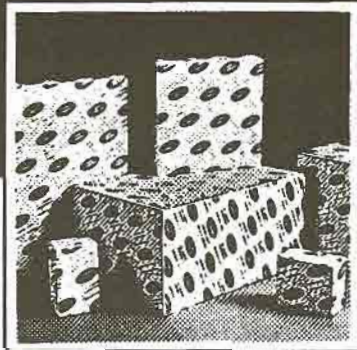
(ads begining with an * were in the last issue also)

VEHICLES

*'67 109 Series IIA. Newly rebuilt Chevy conversion, rebuilt trans, new springs, exhaust. Much else new...body excellent. Asking \$10,000. Jonathan. 415-526-9557.

*'65 88. Good cond. 51,000 mi. lots of new parts. \$2,300, OBO. Also '64 88, no engine or trans. has rust. good parts car. \$? Call or write Chuck Willis, 709-B W. Abram St., Arlington, TX 76013. 817-261-1863 days. 817-461-4280 eves

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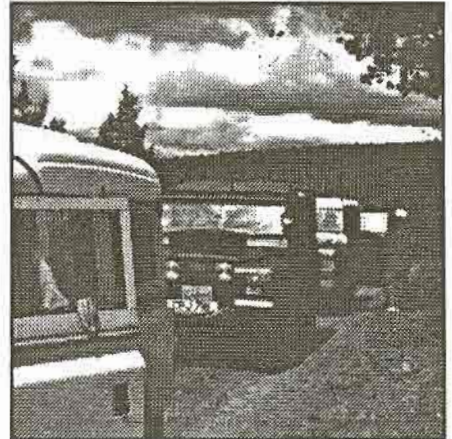
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Pasadena, CA 91105

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FAX (818) 796-5705

PARTS

*Parting out Series IIA deisel... has trans, hand throttle, top, tailgate, etc. Also have R.R. V-8 short block & misc bits, including 2 sets buick 300 heads, & good cam. All real reasonable. Richard. 702-782-3014.



more pics from S. Oregon desert outing in July... Cliff Johnson

VTLBSVBPLXJJLXAETGJWXJVGQSDHPTNOYNT
 KAEUNUIVQSQPPTZJDMHZNYCKTMFPFGYPKPV
 LWNVZKJPPWNGORFVJKFWZHKAJPRAHZSKI SU
 YLIDDYNAMOBPCPWXHPTYFBSRJQXHVNQZMSAG
 AFFXISIDELIGHTSDLEPBGTPPNSNDDEYEPZD
 WPDUEGTBTQBCLUTCHKCEQXAPZXKVJNJEBB
 HPRNXUSSIVCVFARWZQCRHUPORUXBAKTTYUR
 TJAKFRLEDSFRFKUTYXDTBDRCEKUVRIHUMZA
 IJDJYNXKLRDBDPETROLVFPWDNPIAPYDPEBE
 MNOHANDCRANKLNYGAMIQSLNKYDNLFEOMLE
 SHADZOJGYSICITAMOTCELESVXFLEGRGWKLB
 EMTWINDSCREENLRYERIAFLOAOPNEOPXMEEC
 IDSRPEGRUCEPXOGFTGFCVZIEREOVQQLPFAO
 YUHHMFWXOBRAEGFWURDMVCOGOEIJWHUQZI
 TNSHBVAPVJADEIKUGNIWSNFLRRVOYALSGPE
 XPIQOELLNQWXWOILSUMP IUYIRAPENRYCHSG
 JJTZTOWQDHFMYCCNEDYRUCDIBSETRMQSYJZ
 TCIQOEDGEAHKPRLGKSPBOGDAZKHGGBEFSCM
 NARANANESJEFXIRUBJWL BENSZIIQSEUDTYA
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 WJWWUAZPOHTYYGKMDAQVESREOCTGSREDYUM
 ITEEKMDWMBIUNRKXDP SFITEGAUUYULSGQDY

HOOD BONNET WING GEARBOX CLUTCH ROVER PROPSHAFT DYNAMO HEADLAMP PETROL
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 SIDELIGHTS

a little brain teaser sent in by Bill Osterheim... enjoy!



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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.

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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
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Autocenter 4x4 Specialists
2343 Cranberry Hwy.
West Wareham, MA 02576
508-295-7292 *SV *S R

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

British American Car Service
426 25th St.
Oakland, CA 94612
415-452-4322 *SV

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

British Pacific
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Pasadena, CA 91101
213-681-9783 *P *UP *SV *S *F *R

Campart Dist. Inc.
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Calgary, Alberta, Canada T2E 2N4
403-276-2211 *P *UP *SV

Cantab Motors, Ltd.
North Bridge Street (Rt.1304)
Round Hill, VA 22141
703-554-2211 *P *UP *SV *S

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Edmonton, Alberta, Canada T5L 0T3
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D.A.P. Enterprises
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Wareham, MA 02571
508-291-1311 *SV *S

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Tifton, GA 31794
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Arlington, VA 22201
703-841-0004 *SV

Green Hill Garage
Green Hill Rd.
Barrington, 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
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Westford, VT 05494
802-879-0032 *P *UP *F *SV

Rover Parts Unlimited
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Hoopes, CA 95546
916-625-4727 *P *UP

Rovers West
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Tucson, AZ 85719
602-792-0295 *P *UP *R *SV *S

Scotland Yard
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Denver, CO 80210
303-297-9237 *SV *P *UP *R

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

Ship'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 Mechanical Emporium
601 Genesee St.
Syracuse, NY 13204
315-475-0271 *SV

Union Jack Rover Specialists
P.O. Box 30318
Tucson, 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
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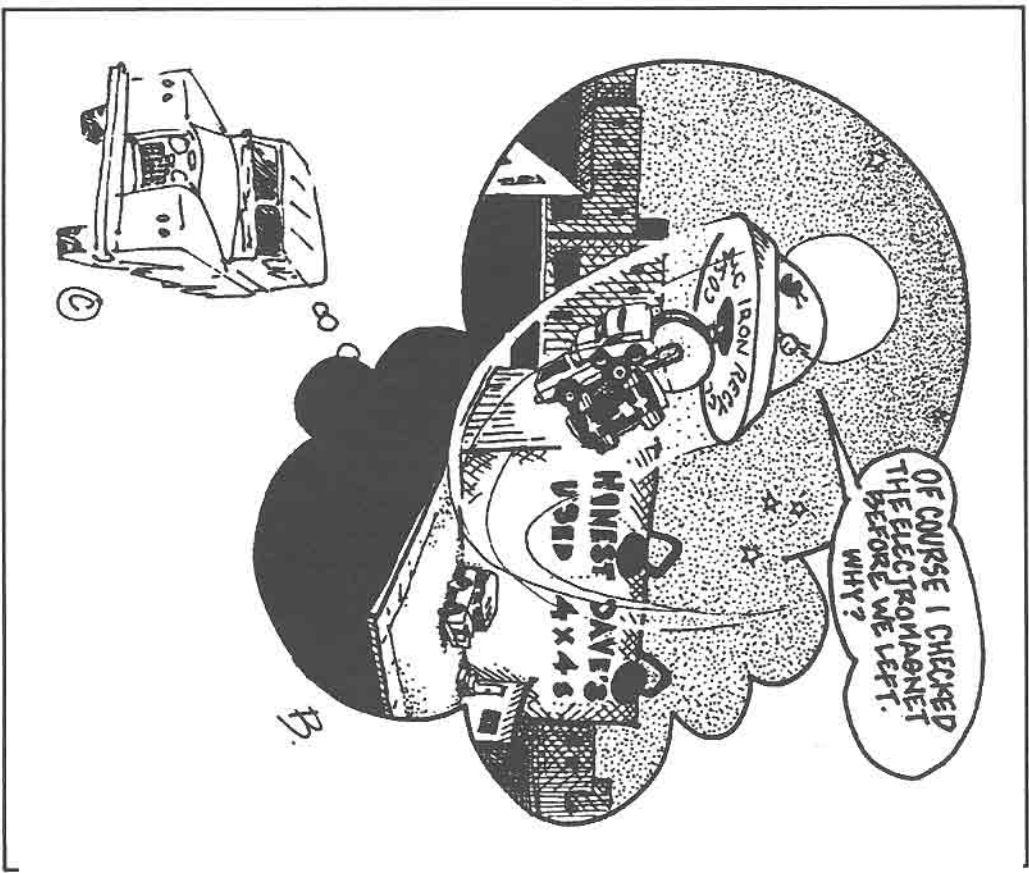
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MODEL _____ LIC # _____
ORIGINAL _____ MODIFIED _____
EXTRAS _____
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Wishful Thinking

by Brad Blevins



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