

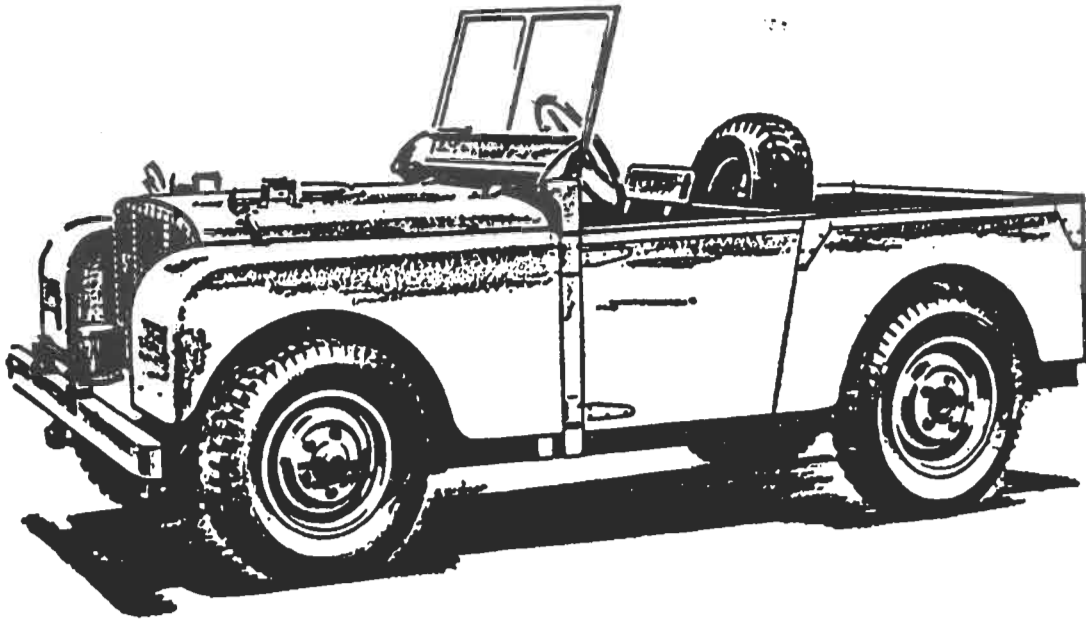
# THE ALUMINUM WORKHORSE<sup>®</sup>



MAGAZINE



SPRING 1993



## GO anywhere... DO anything

- **ENGINE.** High efficiency four-cylinder Capacity 1595 c.c. Develops more than 50 B.H.P. 25-27 m.p.g.
- **CHASSIS.** Side and cross members of box section. Light but exceptionally rigid.
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- **ELECTRICAL SYSTEM.** 12-volt starting and lighting.

The versatility of the Land-Rover is really amazing. A four-wheel drive tractor, a delivery wagon, a mobile power plant and a fast economical vehicle on the road — the Land-Rover is all these things rolled into one. With its power take-off, that can be coupled up to any equipment needing pulley drive, it makes a direct appeal to farmers, field engineers, industrialists, in fact anyone who needs a fast, powerful, adaptable, utility vehicle. The Land-Rover is built for hard work and hard wear at low running costs and (note for the exporter) is supplied with right or left-hand drive as required. Ask your local dealer for particulars.

Price of vehicle only without additional equipment — £450.



# LAND ROVER

Britain's most  
versatile vehicle

Made by The Rover Company Limited, Solihull, Birmingham. CV9-19L



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**LROA, P.O. Box 6836, Oakland, CA 94603**

Member, Association of Rover Clubs, Ltd., U.K.  
Corporate (voting) member, Tread Lightly!

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Deadlines for material: Feb 15, May 15, July 15, Oct 15.  
Items for publication should be original. If copyrighted, please include permission to print. All contributions: news items, event schedules, articles, technical tips, etc. may be hand written or typed. The most preferable media is a Macintosh formatted, 3 -1/2" diskette. The ALUMINUM WORKHORSE is produced using Pagemaker v. 4.0.1 and Microsoft Word, v. 4.0.

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Front Cover: Gordon Kallio (aka Captain Camo) of Vancouver, British Columbia, Canada, breaks through a snow-patched trail with his military 109 pick-up.

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•We've had a pretty exciting start this year. The move to include Canada in our "sphere" looks like it was well received. We already have material from several Canadian sources to include in this issue and expect to see more & more as time goes by.

•We even have our first Canadian Regional Coordinator! Gordon Kallio, formerly of California, moved up to Vancouver, B.C. last year and promptly plugged himself into the Land Rover scene there. He began to help organize a couple of their gatherings and, by the time we decided to cross the border, he was ready to take a leadership role. Anyone who knows Gordon will have no doubts that he will be a great asset to the Vancouver Area Roverists as well as the LROA.

•The LROA promotional brochure is done. It's a tri-fold brochure which will give prospective members an idea of what we're about. Simple, but nice.

•Got a message from our N.W. Coast (Oregon) R.C, Cliff Johnson.. He had just returned from one of his many visits to England, and had stopped off at Solihull. While there, he was told that there were, in fact, not 500 Defenders sent to the U.S., but 525! The most reasonable explanation for the other 25 Defenders is that they were the promotional models that everyone was seeing at the dealers' and around the country for a while before the Defender was actually offered here for sale.

•PEDAL CAR... Received a brochure telling us about the Austin J-40 Pedal Car — the new one. The original Austin Pedal car was offered in 1948 and built in Wales by disabled miners as part of a rehabilitation program. Well, the Kiwi Pedal Car Company of New Zealand is now manufacturing them. But not for long. They will be making only 500. And Max Austin Productions, Inc., in southern California, is offering them at a mere \$1,995. The number is 310-827-2727.

•HIGH RATIO DIFFS... Got a flyer from KAM Differentials Ltd. in England. They are offering differentials for the Land Rover with 3.8:1 & 4.1:1 ratios, and 2.83:1 ratio diffs for Range Rovers. With this kind of unit, you can

increase your road speed by 14-24%. The flyer also cites improvements in "engine torque" and "tractive effort". You might think that an overdrive would be comparable. But there are trade-offs to either option that you might want to look into. KAM is also developing hardened axle shafts and locking diffs. The address is:

KAM Differentials, Ltd.  
Clock Barn House, Hambledon Road  
Godalming, Surrey, GU8 4AY  
England

•FASTEST RANGE ROVER... seems like it's the one used in the April, '93 CAR AND DRIVER ROAD TEST. Guy Amos of NY pointed this out to us. According to the chart on the 2nd page of the report, the Range Rover County LWB does a cool 211 m.p.h.!

•TREAD LIGHTLY GOODIES... are for sale through their product catalog. For info, call 1-800-966-9900.

•NEW CLUBS...

Land Rover Club of Florida.

Tom LaManna, president.

3324 Pine Hill Trail

Palm Beach Gardens, FL 33418

Yankee Rover Club

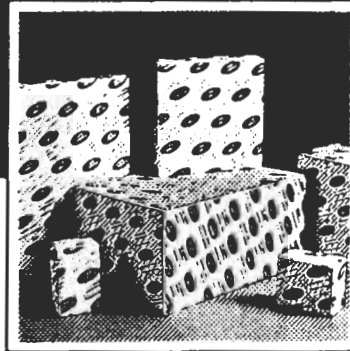
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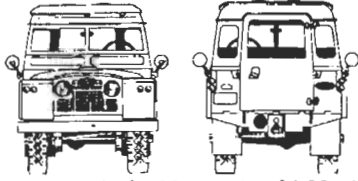
We're your Genuine Parts specialists,  
dedicated to you, offering  
bumper-to-bumper service  
for your Land Rover.

## BRITISH PACIFIC

101 West Green St.  
Pasadena, CA 91105

(818) 578-9661  
FAX (818) 796-5705

•**SPEAKING OF GOODIES...** we have LROA key Rings. David Ducat of CT is handling them for us. They are made of pewter with the front of a Land Rover series IIA on one side and the back on the other side:



The price is \$4.00. Send a \$4.00 check (made out to LROA) to:

David Ducat  
1006 Goshen Hill Rd.  
Lebanon, CT 06249

•**MANY THANKS ...** go out to Myles Murphy, of Maine – better known to you as MJM. Myles has, for the past couple of years, contributed article after article to the AW. This was particularly helpful during times when little else was being submitted.

He has also been a staunch promoter of the LROA within his personal sphere of influence. Although the annual Down East Rally, in Maine is his 'baby' and not an official LROA event, Myles has continued to show & hand out LROA material to participants who might not have known of our existence.

## The A.W. Needs You!

The Aluminum Workhorse is dependent upon it's members for contributions of Articles, Tech Tips, News, Artwork and, all of the other kinds of material found within it's pages.

**So, share that Rover story that you always tell to your buddies. Or maybe you've discovered a neat little maintenance trick that you could share. What about Land-Rover/ Range-Rover jokes? Cartoons? Photos? News? Get creative!**

Hand-written or typed is fine, or, if you have a computer, please send your material on a 3 1/2" diskette. We work on a mac, but if your computer is DOS, save the file as an ASCII or generic text file. We should be able to convert it to mac.

**Our address is:  
LROA  
PO Box 3836  
Oakland, CA 94603**



Yet another photo from Chris Brunner who has been travelling around the US for quite some time now. The last one was from N.C. This one looks Southwestern. Maybe the banks of the Colorado River?

# Events Calendar

## CAYMAN ISLANDS

•May 2-9 Trans-Dominican "Safari". Billed as a 'Camel Trophy' style event—lots of jungle, mud, rain, and sweat. Land Rovers and Land Cruisers.

•Nov. 6-14 Trans-Dominican Rally II. Not a 'Camel Trophy' style event. Just fun – good roads and hotels every night! All models of 4x4s.

For details, contact Michael Ruge from 9 to 9 Eastern Time:

1-809-571-3553

FAX 1-809-571-3485

or write:

EPS - D -224

PO Box 02-5548

Miami, FL 33102



Nevada's new R.C., Jeff Stitt, is planning some great 2-4 day trips which will allow you to explore some of Nevada's ghost towns. Here is a view of the ghost town Bodie, which is just one of the several stops planned.



Spencer Lakes is an area that Jeff is planning to explore on a trip in July or August. The road out to the lakes is a good four-wheel workout, and once you are there, the fishing is great!

## INDIANA

•Sept. 26: Indy British Motor Day. Sponsored by the Indiana British Car Union. Admission; \$10 per car, \$25 for swappers. Spectators, free. Location: Fort Benjamin Harrison, Indianapolis, IN. Info: Joe Kidwell  
171 Thorncrest Dr.  
Mooresville, IN 46158  
Ph: 317-831-1046

## ILLINOIS

•May 29-30: Champagne British Car Festival. Champagne-Urbana. Road Rally, Cruise, and, of course, the show.

For information, write:

Lloyd Lipska

510 Scovil

Urbana, IL 61801

## NEVADA

•June? July?: Ghost Towns of Nevada – High Sierra Lakes.

**GHOST TOWNS:** There are three ghost towns and plenty of interesting roads to travel near Yerrington. The gold rich ore from the Central Nevada mines was transported to these areas to be processed in the stamp mills along the Wellington Road that begins in the Gabbs Valley, 60 miles East of Yerrington. By the way, there is a new book out about the Gabbs Valley. It was actually typeset and printed in Gabbs, Nevada – a real feat these days.

There are many mining districts there, to be explored, including towns like Bob, Lodi Tanks, Rawhide (now actively mined) and others. The first of these towns is called Pine Grove. It has some interesting history to it. As well as processing ore from other parts of the Nevada mining districts, it had a large deposit of gold rich ore right there. Still standing are some miners' homes. They are located in the narrow, but beautiful canyons near the mining site. After leaving Pine Grove, you will go by the 500,000 acre Flying M Ranch, owned by Bandon Hilton of the Hilton Hotel chain. The East Walker River runs right through his place.

On our way to Aurora, there is supposed to be a hot spring just on the edge of the river. I need to do a bit more scouting to find this spot.

There are two places to camp after we've gone by the Flying M Ranch. One of these would be ideal for our first night out. If any of you enjoy fly fishing, or just fishing, the East Walker can be very exciting. (You can get your Nevada fishing licence, good for a couple of days, in Carson City before you arrive in Yerrington.) I believe we would now be on the road to Aurora. I must warn you that there is a new mine that covers a lot of the Aurora area. There are, however, still some good places to explore up behind the new construction. The Aurora Cemetery, for example, tells a lot about the folks that settled in this mining district.

**Starting them out young. This photo at the 92 Down East Rally is of the Rover with the most unique paint job.**



**Below: British Motorcar Day – 1992 at the Chateau Elan Vinyard, GA. 6 Land Rovers, 2 Range Rovers, 3 Rover Sedans.**



**Above: NW Challenge, '92. Gerhart brought his 86 down from Canada and takes on Margaret Creek**



**Above: BMC Day – GA. Details count. Very nice. Everyone was jealous!**



**BMC Day – GA. Interior shot of 1st Place Land Rover.**

After Aurora, we will travel through the Bodie State Park. I have contacted the Park Ranger to see if he would allow our group to have a photo session on one of the town streets. (no cars are allowed in town.) Before Bodie, there is an old toll road that was used to transport ore and people from Bridgeport to the Aurora Mining District. Along this road is a dry lake bed. It should provide an excellent area for us to camp the second night. I believe this exploration could be done over a three day weekend. However, we all know that four days are better when we are driving Rovers.

I believe the best time to try this run would be June or July. It would help me to know what weekends most people would like to go on these runs. Let's see which ones will work out for the majority. If there is a big interest to do the Black Rock as well (the traditional 4th of July trip), let's start talking about that soon.

**HIGH SIERRA LAKES:** The drive to Spencer Lakes, out of Reno, NV, takes about 4 hours. The road begins just outside the boundaries of Plumas Eureka State Park. The road is a challenging four wheel workout. It goes along the Jamison Creek where the fly fishing is great and waterfalls are in full view right from the road. We would then hook onto the Sierra Crest Trail, part of which is still a road, and travel about four miles along the ridge to Spencer Lakes. At any time of the year, the wild flowers on the ridge are spectacular. Spencer Lakes is just one of the many places to see back in this area. The lakes are just on the border with Plumas National Forest and Tahoe National Forest.

There are many other places to drive once you're up near the ridge. Some miners are still working claims, mostly panning, and stay in the area close to Nelson Creek. If any of you have a rubber raft or float tube, bring it!!

The fishing in the upper lake is interesting. Last year, I took a two pound native rainbow out of there on a size 14 dry fly. The fishing in the lower lake is also good. The hike to the lower lake is not too bad. The difference in elevation is 700 feet. The lake camp area is a good bade camp for exploring the area. There are also two other lakes by Spencer, possibly within hiking distance. The Four Hills Mine was located at the Upper Spencer Lake. Back in those days, they generated their own electric power with a series of pipes that still lace the hillsides. A good time to travel into this area is late July or early August after the snow melts.

I need you folks who are interested in either one of these excursions to contact me in Yerrington by mail or phone. My address is:

Jeff Stitt  
230 North Mountain View  
Yerrington, NV 89447  
Ph: 702-463-2011 eves  
702-463-2301 days

Spring and Summer are about to be upon us, so let's get trekking!



**Black Rock '89. One of 'those' discussions. Photo, Marvin Mattson (NV).**

## NEW MEXICO

•May 5-8: Tread Lightly 1993 Conference in Santa FE.

## NORTHEAST

•June 27-27, 1993... Down East V. 100+ Land Rovers, specialist companies, and clubs.

Saturday: Mount Desert Island and Acadia National Park. Evening bonfire and barbecue at a private beach. Camping available.

Sunday: Owl's Head Transportation Museum. Air show, Marquee tent, big-screen TV, Land Rover videos. Land Rovers from Series I to latest V-8 Defender 110, also Range Rover, maybe Discovery, and Rover cars.

Contact Myles J. Murphy, RR 2, Box 84, Lincolnville, ME 04849, phone (207) 338-1659 or Steve Hanson, RFD 1, Box 1355, Rockland, ME 04841, phone (207) 594-2097 (Due to the expense, phone calls will not be returned. Try again.)

Down East Rally is free. See you there.

## NORTHWOODS

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

## NORTH GEORGIA

Regional Coordinator Jack Walter reports: This year's British Motorcar Day in Atlanta, Georgia, will be the tenth annual gathering to raise funds for the American Diabetes Association. It will be held on May 22, 1993, once again at the Chateau Elan Winery about 45 miles northeast of Atlanta at Exit 48 (Braselton) off I-85. The winery is just west of the interstate and should be easy to find on the day of the show—just follow the oil slick. The event begins at 10:00 A.M. Last year over 600

British cars made an appearance; we hope to see over 800 cars this year.

The first British Motorcar Day was held at Grant Park in Atlanta in 1983 and there were 16 cars entered including Chuck Howard's '64 Land Rover 109" station wagon. This year we would like to see all of the 50 or 60 Land Rovers in the Atlanta area at the winery. The Land Rover section is always crowded with people who express a great interest in our vintage vehicles. Chateau Elan has worked very hard to improve the facility and they offer an outstanding brunch option for their guests in addition to tours.

Registration fees are tax deductible and are \$10 before May 1 and \$20 thereafter. For info call the American Diabetes Association at (404) 454-8401 or 1-800-241-4556, Chateau Elan at (404) 441-9463, or Carolyn Holland at (404) 938-9072. All participants receive a T-shirt and commemorative dash plaque.

## OREGON

•April 24: Rollover Run – Let's make sure everything works for the Challenge.

•May 22-23: Annual Northwest Challenge.

•July 2,3,4: The ever popular July Campout. This year on the Columbia River.

•Sept. 4,5,6: All British Field Meet.

For information, call Doug Shipman at 503-661-5123.

## WASHINGTON

•May 22-23: Northwest Challenge near Mt. Rainier. People should plan on serious four-wheeling, including mud and winching. Short wheelbase only. We will be on Forest Service land, so all the principals of Tread Lightly! will apply. Specifically, using winch straps to protect the trees. Flyer on camping info available from Gord'n Perrott. 206-361-5766.



## News and Info

# Range Rover Wins Sport-Utility Honors

A panel of six leading automotive experts has named the 1993 Range Rover County LWB (long wheelbase) the best Sport-Utility Vehicle in North America. The Range Rover was chosen over the Toyota Land Cruiser and Jeep Cherokee in an annual review of the best new vehicles conducted by Playboy Magazine.



Playboy Magazine's panel of auto experts has named the 1993 Range Rover County LWB "Best Sport Utility" in its annual auto awards competition.



1st Aeromed Squadron Land Rover 110s in the Mid-East. Would you believe it? They are pink! Photo, Ken Fritz

"The Range Rover County LWB is arguably the world's best sport utility", wrote Ken Gross, Playboy's Contributing Automotive Editor. "It's extended midsection, upgraded two-hundred horsepower V-8, electronic air suspension and traction control put it in a class by itself."

Other members of the expert panel included top Indy Car racing driver, Bobby Rahal, Brock Yates, columnist for Car and Driver magazine, Jim Healy, auto writer for USA-Today, John Davis host of PBS's Motorweek, and David Stevens, a senior editor for Playboy.

The County LWB debuted in October 1992, with the world's first four-wheel drive application of an exclusive electronic air suspension (EAS) system that can be adjusted over a range of 5.1 inches to suit varying road conditions. EAS has been hailed by automotive experts as a significant advance in sport-utility vehicle technology.

Since their introduction in 1987, more than 23,000 Range Rovers have been sold in North America.

## MoD Squads

### MJM

The U.K. Ministry of Defence (MoD) needs 7,000+ new vehicles to replace its current aging Land Rover fleets. Many of the thousands of 110s and 90s in service are getting on in age, fast approaching 8 to 10 years old. More and more of them are ending up on the civilian market, joining their Series III predecessors, which are being disposed of in droves.

When the MoD goes shopping, it's not simply a case of nipping round to Solihull to see what's available. First they draw up specs for each replacement category. Then they open the contract for competition. Naturally, Land Rover Ltd. wishes to keep their employees busy for the next four or five years, so they bid.

There are quite a few bids on the contract e—one or two are serious contenders to Land Rover. The Mercedes Benz Geländewagen and the Portuguese-built UMM Alter often end up as finalists. The Alter is about as close to a Land Rover as you can get. It has front and rear beam axles like the LR, but has leaf springs, drum brakes, isn't cheap, and sure is ugly. It, too, comes in SWB and LWB.

Current requirements call for 6,500 vehicles in all categories, mostly 110 and 90 with deliveries starting in 1994-95. Land Rover Ltd. has also submitted a bid for 846 ambulances, most of which will be four-stretcher Defender 130s. This ambulance version of the 130 made its public debut at the Eurosatory Defense Exhibition in Paris in June 1992, as did the Special Ops Vehicle described in the last issue of AW. The 130 is also competing for a French Army ambulance requirement for

650 vehicles.

## '93 Range Rover #1 in Canada

The Automobile Journalists Association of Canada chose the 1993 Range Rover County LWB as the "Best New Light Truck/Sport Utility Vehicle" in their Annual Car of the Year Awards. 51 Canadian journalists participated in the voting.

To qualify, a model must be new or significantly changed and the vehicles are judged in ten areas ranging from Performance & Handling to Comfort & Price Value. The Vehicles that qualified this year were Ford Ranger, Jeep Grand Cherokee, Lada Niva Pickup, Land Rover Defender 110, Range Rover County LWB, and Toyota T-100 Pickup.

## Land Rover Production

MJM

Land Rover production increased to meet worldwide demand. For 1993, Range Rover production increased from 350 a week to 370. Discovery is up 10% to 550 per week. Defender (90, 110, and 130) remains the same at 320 a week. Annual production now runs around 65,000, including both military and civilian vehicles. LR Ltd. exports 70% of their production. Estimates are that over 10 million, 70% of all LRs ever built, are still on the road.

## Disco Fever

MJM

The Discovery is now the top-selling 4x4 in the U.K. The latest version is a 4-speed automatic gearbox—an option that will be available in the U.K. with the 3.5 V-8 fuel-injected engine. The automatic transmission development opens the door to the North American market. Introduction can't be that far off—could even be later this year.

Success of the Discovery in Europe, Middle East, Japan, & Australia has been phenomenal. Unlike the LR and RR, the Discovery was designed to meet the Japanese domination of the 4x4 market head on. Everything Land Rover designers could do to out-do the competition was done, without compromising Land Rover Ltd.'s philosophy, whatever that is.

Even though the Discovery is pricier than the competition, it outsold its nearest competi-



The Spanish Land Rover 'Santana' has some distinguishing marks. The reinforcement for the top in the front view and the rear door in the rear view can easily be seen here. Photo, Cliff Johnson, OR.

tor at a rate of almost two-to-one in the U.K. in its first full year of production. The opposition includes Mitsubishi Shogun (Dodge Raider), Toyota Landcruiser II and VX, Nissan Patrol and Pathfinder, and Isuzu Trooper. Now that Land Rover has developed a good high-performance diesel engine, the 200 TDi which returns about 30 m.p.g. even in a 110, let us hope Land Rover of North America introduces it here along with a 5-speed stick shift and, of course, the 3.9 V-8 automatic everything gas guzzler. But with California banning sales of diesels, that probably won't come to pass. Price of a Disco should be a tad under \$30,000—but don't count on it.

## Some Trivia

MJM

The Series I SWB Land Rover started out with an 80" wheel base, then it went to 86", then 88". The LWB started as 107", then became 109". As a rule, wheelbases got progressively longer. Series II, IIA, and III all retained the 88" and 109" wheelbases. The wheelbase lengths refer to the distance from hub center to hub center. In 1983 the One Ten debuted, followed in 1984 by the Ninety (now Defender 110 and Defender 90). The One Ten is 110", however the Ninety is really 92.9" and the One Thirty is 127"! It averages out, anyway

# Trans Dominicana Adventure Rally Results

MJM

December 2-9, 1992. Overall winners were Jennifer and Andy Newton of the Cayman Islands in their Series III short wheel base Land Rover. They also won the "Copa Dominicana" award for "Spirit of the Event" and the cup for the most reliable vehicle.

Jennifer and Andy had never taken part in such an event before. On one section of the course they encountered a bogged down Toyota Land Cruiser. They first-logged the Rover and pushed the roadblock ahead of them. Their fellow adventurers were apparently die-hard pros driving Landcruisers 'n things. Judges had the nerve to shave a few points off their overall effort and award the "4X4 Class" (whatever that is) to two "he" men in a Daihatsu something or other. I guess Ron, John, Marvin, Willy, Stanley, Jim, Tom, Bob, and Dwane weren't too happy about a Jennifer walking off with all the honors. Hmmm! Wonder how many women judges were there. Anyway, well done guys, we will try to get in touch with Jenn 'n Andy and bring you a full report on this first, of what looks like an annual event. (See Events Calendar for two 1993 event dates.)

## Hands-On Tread Lightly

Reprinted from the Tread Lightly! Newsletter, Vol 2, #4

Twice a year, Esprit de Four 4-Wheel Drive Club out of San Jose, California organizes a 4-wheel drive Hands-on Safety Clinic. Esprit de Four and California Association of 4-Wheel Drive Clubs developed this educational clinic in 1989 with the help of a grant from the California Parks & Recreation Department. This class was developed to promote safe and responsible 4-wheeling.

The classes have been very successful in reaching 4-wheelers and wannabe 4-wheelers. In fact, every class has been completely filled. Sixty five percent of the class held in September 1992 in Hollister, California were drivers who had never 4-wheeled before. For many of the 52 students, this was the first time their vehicle had ever been put into 4-wheel drive.

The Tread Lightly ethics were incorporated into the curriculum in 1990 to stress the concepts of environmental responsibility. The course is very comprehensible with a 2-hour in class instruction and 4-hours of practicing these concepts while driving over a well laid out course. The class is taught by a properly trained volunteer group from Esprit de Four 4WDC. There is usually one instructor for every two students.



Be it the start or finish, the Trans-Dominican Rally (for any and all 4x4s) was won in a Land Rover owned by Jennifer and Andy Newton, bald tires and all.

In the September class, many instructors from other states were "certified" through the United 4-Wheel Drive Association's safety program. States, other than California, that now have certified instructors include Alaska, Colorado, Florida, and Nevada. Hands-on safety classes should start appearing throughout the United States over the next few years. If you would like to attend or sponsor a 4-wheel drive safety clinic in your area, contact UFWDA at 1-800-44 UFWDA or Kelly Swanson with Esprit de Four at 408-244-5730. The next Esprit de Four Hands-on Safety Clinic will be May 15, 1993 at Hollister Hills SVRA in Hollister, California. You can read more about the clinic in Moses Ludel's article to be featured in February's Off-Road magazine.

## Royals and Rovers

MJM

Queen Liz might be the richest woman in the world, but that doesn't mean she's totally helpless when she can't get her Series III fired up on out behind Balmoral Castle. She's probably just as perplexed as most of us when looking under the hood of a 110 or a Rangey, but stick a Series I or IIA under her royal nose and the old girl would have the plugs cleaned and the gaps set in no time, and have a grandkid or two turning the starting handle while she got the timing right.

No joke! The Queen is a competent mechanic—she even drove ambulances in WW II. She's been photographed more than once behind the wheel, ripping around the grounds of many of her country estates. She even made the cover of Land Rover Owner a few years ago. Fergie should have such candids!

Prince Phil is pretty handy himself. He did a really nice conversion job on a Series I 86" back in the '50s. This Series I was used for over 25 years as a gun and ammo carrier when the grouse season was in full swing.

Prince Charlie is no klutz with a wrench. He, too, did a conversion on a Land Rover 90 in the mid-'80s; and a nice job it was, too.

Princess Ann married a sailor recently up in Scotland. No limos, Rolls Royces, or Austin Princesses at that shindig. Most of the family showed up driving their own Range Rovers.

Captain Mark Philips, Ann's ex, practically works for Land Rover Ltd. Every time a new Land Rover center opens up, he's there with his professional grin and a pair of scissors.

"It's the love of Land Rovers what keeps that royal lot of Windsors together," sez our buddy Myles.



BY APPOINTMENT TO HER MAJESTY THE QUEEN  
MEMBER OF THE ROYAL WARRANTED  
LAND ROVER AND RANGE ROVER  
VEHICLE MANUFACTURERS TO THE ROYAL WARRANT



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# News & Information

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*Here is where you'll find LRNA's latest Press Releases.*

## Land Rover Soft Top May Come To U.S.

### Defender 90 model would be ultimate in open-air adventure

New Orleans, LA— Encouraged by the surging popularity of its products, Land Rover North America, Inc. announced it is developing the Land Rover Defender 90 soft top for possible import as the next phase of its product expansion plans in North America.

The success of the limited edition Land Rover Defender 110, which was introduced in August 1992, prompted the move.

"We have received countless requests asking us to bring in the two-door Land Rover Defender 90," Charles R. Hughes, president, Land Rover North America, Inc. said at the National Automobile Dealers' Association (NADA) convention. "So, to satisfy this demand, we are developing a very special soft top version of the Defender 90 to tackle the North American market."

The Defender 90 under consideration for the U.S. will be mechanically similar to the limited edition Defender 110 previously imported. With a 3.9 litre, 182hp V-8 engine, five-speed manual transmission, power steering and four-wheel disc brakes (ventilated front), the vehicle will be highly capable on and off pavement.

Outside, the Defender 90 will feature a two-door, convertible body style with half-height doors for true open-air motoring.

As an option, a unique roll-up soft top with integral "safari cage" support is being developed to keep out the elements.

Built on a 92.9 inch wheel base, the highly maneuverable Defender 90 features Land Rover construction hallmarks including permanent four-wheel drive, rigid ladder frame construction and lightweight aluminum body panels.

A two-door Land Rover was last sold in the U.S. in 1974. Many examples are still running and commanding premium resale prices. The U.S. model is a descendant of the Land Rover Ninety Series that is world renowned for its sturdiness and versatility.

No official launch date was announced, though Hughes did say the new model would be available in limited numbers primarily through existing Land Rover Defender dealers.



**An artist's look at how the two-door, coil sprung, Land Rover Defender 90 for the North American market might look. This version would be powered by the 3.9 litre Range Rover aluminum V-8 and features a unique soft top with roll up sides.**

Hughes, who unveiled the artist's rendering of the proposed Defender 90 at the NADA press conference, said that a pricing target of "around \$30,000" has been set for the vehicle. Defender 90 will be supported by a full array of accessories to allow an owner to outfit the vehicle as desired.

The limited production run of 500 Land Rover Defender 110s launched in the U.S. last August, is virtually sold out, according to Hughes.

The Defender 110 has a manufacturer's suggested retail price of \$39,900, although the last vehicle of the limited edition was sold at a charity auction to benefit AIDS research in November, 1992 for \$51,000.

Land Rover North America, Inc. is a member of the Rover Group of Companies, importing vehicles manufactured by Land Rover in Solihull, England.

## Club News

*This new section has been developed to keep you abreast of the going on with Land Rover clubs throughout North America and to encourage communication between clubs. All Land Rover clubs are invited to participate. Please contact the editor for more information.*

### LROA

#### Changing of the Guard Jeff Stitt, NV.

I would like to thank Marvin Mattson and LROA for giving me the opportunity to become the Northern Nevada Regional Coordinator. I will say that I may not be able to fill Marvin's shoes when it comes to the knowledge he has of Northern Nevada.

Marvin and Lea Magee have been great leaders on the many expeditions to the Black Rock Desert. I consider myself very fortunate to have learned their values and their regard for the preservation of our natural resources while out on the Black Rock. I will always have those values with me while on the treks in other areas of Nevada that I would like to share with you.

### Yankee Rovers

#### David Ducat, CT

After telephone conversations with Bill Jones and Bob Shatra about an organizational meeting for a Land Rover club, it was good to meet them and get filled in on their past three meetings. Bob had expressed interest in the Rovers North newsletter and taken the lead for establishing meeting times and dates. Bill already has an account for collecting dues and Kurt Hickcox has been working on graphics and newsletter format. While Bob was the only one to bring his Rover (mine have been sold and Bill's needed brake work), the enthusiasm and stories generated many ideas for club activities, meeting format and off-road rallies.

My pitch was to attempt to become the Southern New England Region of the LROA.

With just four of us attending on the holiday weekend there was still plenty of information and contact swapping. Our group is called "Yankee Rovers" and covers all of Connecticut. Anyone interested can contact me (#665 LROA Member Directory) or Bob Shatra at 203-742-6654 or Bill Jones at 203-561-3417.

On Feb. 7, our monthly meeting took place with 11 people and 5 Rovers in attendance. Ed Parry's '67 109 was the object of much attention, being 99% refurbished, including a new galvanized frame and rebuilt power plant. Bill Jones had to be pried from all accessible spots he could put himself into when Ed wasn't looking!

### Newfoundland Rovers

#### Kevin Burton

An Introduction to Newfoundland Rovers: Newfoundland Rovers is a small, unorganized group of die-hard Land Rover enthusiasts.

In Newfoundland, years ago, Land Rovers were everywhere and performed all sorts of duties; from the usual garage service and snowplowing to inspecting underground mines.

The very first vehicle to cross the island of Newfoundland was a Land Rover. This 1958 Series II is still kept in almost original condition with it's mileage at only 2,500.

We have several unique characteristics of our vehicles. The weather conditions in Newfoundland are such that most vehicles seldom last five years and ten is considered a good, long life. Even the Land Rovers don't usually last much longer. This has made us unique in the fact that all of our Land Rovers have home-made chassis, firewalls and door tops. As well, most metal parts are made locally by hand. We have also made our own kits for replacement engines that work as well as purpose-made ones.

As you can tell, we may be a small group, but we are devoted. I hope to supply more detail in future correspondence.

If anyone wishes to obtain more information or are planning a trip this way, give me a ring at 709-747-0308.

### Toronto Area Rover Club

Chris and Denise Gough, owners of the 'Rovers Inn' (which is located in Grimbsy, Ontario, Canada) hosted a meeting of the Toronto Area Rover Club. When the gang had assembled and the usual formalities & Rover chit-chat had been dispensed with, the group moved to some serious driving competitions.

Later in the day folks moved indoors where they enjoyed a superb supper, including prize giving and live entertainment. Land Rover, Canada, Ancaster 4x4, and Lakeside Pottery gave out prizes.

Toronto Area Rover Club  
c/o JoAnn Tollefson  
47 Squires Ave.  
Toronto, Ontario M4B 2R4  
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## MID-AMERICAN ROVERS

KANSAS CITY, MO

816-763-3797

*Upon renting a Range Rover  
in England recently, inquiry was  
made about 'unlimited mile-  
age.' "Sorry, Guv," said the desk  
clerk, "You'll 'ave to put petrol  
in it eventually."*

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.

advice for us folks "back East" on how to best prepare our vehicles to undergo this indignation of having our oil burners' tailpipes sniffed. Perhaps this could lead to an article on maintaining all that junk that was added as some form of emissions control and what to do if you have a Land Rover with all those little vacuum lines plugged with an old bolt or golf tee. Or a pencil on that little jigger that sits below the hook up to the brake servo unit.

Sincerely, Trevor Hunt, Maine

Dear LROA,

You are forgiven for erring in the translation of ALUMINIUM (see Summer 1992 AW). Range Rover of North America had a similar problem as you will see in the [1987 Range Rover manual, page 26, Cooling System section], they translated it as "ALUMINIUM".

I would strongly suggest that you take this opportunity to get the name correct as the ALUMINIUM WORKHORSE. After all, ALUMINIUM was used to construct each and every Land Rover, including Land Rover, Land Rover models; Land Rover, Range Rover models; Land Rover Discovery and Land Rover Defender; et cetera, et cetera, was it not?

1992 was the year of the RRNA name change, and I am sorry to have to point out, you erred there too. As you will see on their letterhead, the correct title is Land Rover North America, Inc.

Keep up the good work.

Regards, Russel Sidebottom.

Dear editor,

Congratulations on a much improved issue. Enclosed are a couple more shots of last year's "Down East Rally". Hope you can use them.

I would like to, once again, push for the association logo being made up as it once was - a window sticker, or a grill badge. The membership would, I'm sure, be willing to pay a small amount for the sticker or a nominal amount for a grill badge that most of us would be proud to display.

Hey! While we're at it, T-shirts are also a big deal these days and a potential source of income. My vote is for the original design in black and white; enamel for the grill badge, and on or above the pocket on a light gray T-shirt. I think the membership would like something like this.

On a technical subject, we here in Maine are about to be subjected to the exhaust emission test starting next year. Vehicles built before 1968 will be exempt but there are a few of us with the models that were imported up until 1974.

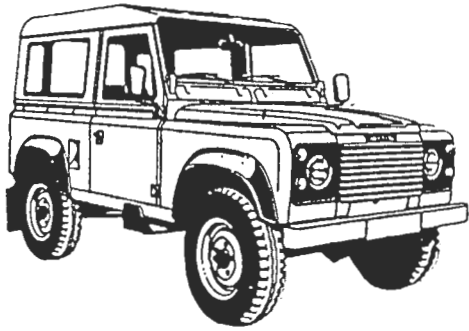
I would like to inquire as to your experience out there in California and if you have any



1992 Down East - Rally. Russel Sweet giving advice while his friend, Maurice tries to figure out why those new points are shorting out. Technical discussion in the background between folks from MA, Canada, & Maine.



Russel Sweet gets help! That's the infamous MJM leaning on Trevor Hunt's Series III (2nd in line).



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# Gallery

John Mills of Brockton, MA sent this photo of his two 109 Station Wagons. Never hurts to have a spare, eh?



At left, a couple of unusual sights in the US. John Curell, MA.

Below: Richard Poole's 1966 88.



Above: Wayne Tupicoff of Australia shot this Series I 86 (probably mid-'50s) It was apparently a fire engine at one time.

Right: Trevor Hunt's 1971 Diesel 88 with pick-up cab and PTO winch.





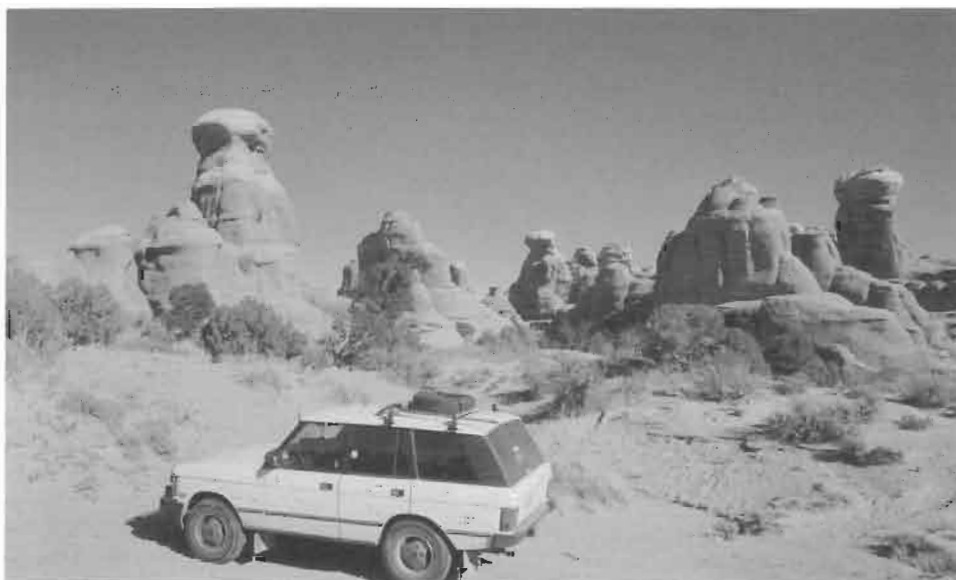
**Right: Pete Kurzman of Richmond, VA just became a member of the LROA and sent us a pic of his Series III Right-Hand-Drive 109 Pick-up.**



**Below: Don Strachen is a geologist in Nevada. He purchased his 1973 88 new from Durand Tractor of Albuquerque, NM from monies made during his first summer job in the mining business. Since then he has added a few performance features such as a Weber carb, headers, overdrive, 2" exhaust, hubs, cruise control, and the roof-tent which he highly recommends.**



**Above: Harry Alexander III. This photo of his very clean, Series III 88 was taken at Ceasar's Creek Reservoir last Spring.**



**Left: Glen Foster of MA gets around a lot in his Range Rover. This stop in the Southwest was on one of his several cross country adventures.**

Hans -Jergen Haas sends us a post card from West Germany every now & then. This one shows a Series III 109. Hope to hear from you again, Hans!



Ah, Bliss! A IIA, a good tent, tall pines, a bend in the river... Late Sept. '92 at Ted Howard's Mid-coast Mutton Roast in Maine



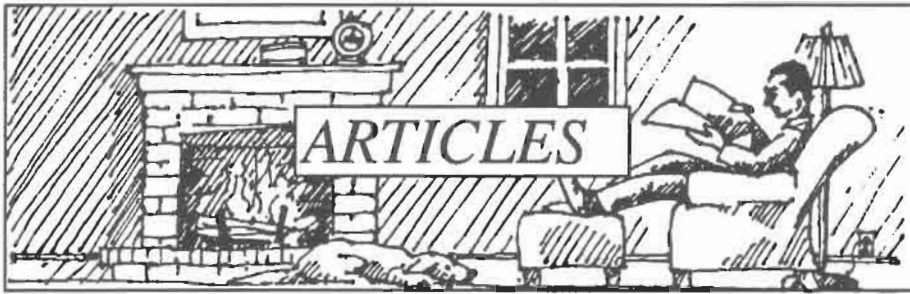
Below: A 90 in service.



Above: Old – New. A 1967 109 in the showroom with a '93 110. More folks looked at the 109. Photo by Cliff Johnson



Right: Ken Fritz's Range Rover (with appropriate plates) seems to get him where he wants to go.



## Rovers at the Rovers

Andy Philpot

Part I—Saturday 26 September 1992

Under grey skies (but no rain) they arrived. The gathering of the Rovers at the Rovers!

Between noon and 3:00, a total of 14 vehicles arrived at the Rovers Inn near Grimsby, Ontario, for a get-together organized by Trevor Easton. The Rovers is his local pub, so for Trevor it was just an excuse to spend the whole day there.

One of the first to arrive was not a Rover but rather a 25-pounder gun towed by a ¾-ton Dodge of the appropriate vintage. The gun was in very nearly complete working order, having been



**Trevor Easton's "miss Gollightly" outside the Rovers Inn, Ontario, Canada. As you British folks know, the license plate on the right suggests that this is a 1963 Series IIA 88.**

lovingly restored by its owner Dennis Walker. He doesn't have just one 25-pounder—he has two! What a statement to have at the end of the driveway. Makes concrete lions look pretty silly.

One of the last to arrive was Dave Lowe, with some excuse that he had started out from home in good time with the intention of towing some vehicle to the farm with Murphy, returning home to get his 109, picking up Tom on the way, and arriving at the Rovers in good time. For a change the fault was not Murphy's. Dave started out but very soon ran out of gas and to his dismay (a euphemism for what he told me) found that his jerry can was empty as well. One of his sons had used the car the night before ... connection?

While waiting for things to get going, there was ample opportunity to sample the Rovers liquid and not so liquid wares. The bitter was warm, as it should be, and the steak and kidney pie hot with

lots of kidney! And, ah, the mushy peas... Mine hosts, Chris and Denyse run a good and friendly pub and made all of us feel right at home.

At about 3:30 we started the gymkhana events. Ring master Easton had us driving every which way—at times carrying water, at others driving blindfolded, and yet others trying to run over balloons while we performed a bending race. Great fun was had by all and the spirit of competition was fierce giving rise to great skill and determination, but not fierce enough to destroy friendships or marriages.

As dark approached, we made our way into the Inn and indulged in good company, good food, and good drink.

Trevor had gathered some great prizes, the best of which were pottery reproductions of a Land Rover, a Range Rover, and a tank made by a potter in Niagara-on-the-Lake. These were awarded to Andy Philpot, Ken Harry, and Dave Lowe respectively for the best Land Rover, Range Rover, and military vehicle present. Other awards were given out for various other aspects of participation in the day's events, with Paul Campbell being the overall winner of the gymkhana events.

After dinner we were entertained by the talented Wayne Keith who sang songs of various eras and tastes and daringly encouraged participation from the floor.

As the evening drew on, people disappeared for parts far off except for the Cambridge contingent who stayed and closed the Rovers and then spent the night in their Rovers.

Trevor put a great deal of time into preparing for this special day. The Ancaster 4X4 Centre in Hamilton and Allan Mannesy of Land Rover Canada very generously donated prizes and Chris and Denyse Gough risked their livelihood by allowing us to take over both the inside and outside of their Inn. Thank you all for making the day such a success!

The next day ... thereby hangs another tale...

Part II—Sunday 27 September 1992

A small group of us decided to explore some local unpaved roads up on the escarpment in the Grimsby area. Yours truly and navigator, daughter Kathleen, arrived at the Rovers at 11:00 to meet up with Trevor, Simon, Paul, and John. The last three, having closed the Rovers Inn the night before, spent the night in various contorted positions in their 88s.

Much to our dismay, all the vehicles were empty except for a large lump in the Johnmobile, which, on further examination, turned out to be himself. When we finally made contact with the dormant driver, he explained that Trevor had taken the rest off for coffee and they had left John to get himself out of the sack and into driving shape.

... continued on page 19

# Range Rover and Trout in British Columbia

Tom Hinkle (NC)

We were outrunning the storm blowing down the lake behind us. Gordon Kallio fitted his brand new Range Rover to the recently maintained road cut into the mountainside, driving safely, 'according to conditions.' The all-time four-wheel drive did its stuff on the loose gravel. The anti-sway bar kept the loaded RR level around the bends in the road above Carpenter Lake for more than an hour.

Then we saw them. Two football-sized rocks were bounding down the mountain toward us. Gordon's open-mouthed face was a mixture of surprise, shock, and fearful anticipation. Mine matched his. There was only time enough to be truly fascinated. Avoidance steering was impossible. A swerve to the right would have plunged us down the embankment into the lake four Range Rover lengths below. A swerve to the left would have put us up against the radical grade of rocky slope and into a flip with the same result. We sensed the impending impact against wheel, fender, or door panel. It never came. The rocks skidded behind the rear tires and into the glacial silt, milky-green lake water. Visions of smashed Range Rover, or worse, vanished in laughter.

Gordon's Range Rover was prepared for just about anything—anything but a rock slide in progress. There's no preparation for a near miss like ours. Expect the unexpected. That's four-wheeling in British Columbia.

My Land Rover was 'off-road' for shop work when Gordon called looking for company to try out his new acquisition so I came along as passenger. I wanted to experience a new Range Rover's performance and maybe catch some trout along the way. But where to go? British Columbia is bigger than any U.S. state except Alaska; and folks around Canada's Pacific province aren't sure about Alaska. Gordon suggested the Bridge River country about four hours north of Vancouver. The area is not far from the arid plateau around Kamloops, the home of legendary trout that locals claim are so big that it takes the likes of a Land Rover to tow 'em home. Perhaps we would hook some similar-sized lunkers in the lakes, rivers, and creeks that lace the mountains around the village of Gold Bridge.

Out for legendary trout in a legendary breed of vehicle into a region so full of legends of the native Lil'wat people there is no room here to tell it all. Archaeological evidence of stone micro-blades puts human habitation in this area back before 2600 B.C.. A perfect place for Rovering.

We arrived in Gold Bridge near the hulk of 2880-metre-high Mt. Truax. Then we headed for Little Gun Lake where we heard they were biting. En route, we checked our map and



First trip off asphalt for Gordon Kallio's '92 Range Rover shown near Carpenter Lake, B.C.

decided that nearby Downton Lake might prove more interesting. No roads to the lake were indicated, i.e., a Range Rover challenge and hungry rainbows. Excellent!!

Gordon found an old logging road up the mountain next to the lake. Abandoned logging roads in BC are a joy for the Land/Range

*...continued on page 19*

## Down on the Farm

MJM

When I was young and dumb, I had more lead in my system than the modern-day EPA recommends. It wasn't from drinking water from a lead pipe. Nor was it from munching on flaking paint chips. [ed: Irish whiskey from a lead-crystal decanter, maybe?] Nope! It was from being half poisoned riding around in the rear of a variety of Land Rovers operated by my grandfather and half a dozen of his sons.

*...continued on page 21*



Series IIA 109 Fertilizer Spreader.

## Rovers at Rovers...

In a short while, the others showed up and as soon as John could stand up straight, not because of sleeping an 88" but for some 'medical' condition, we hit the road. Following Trevor through Grimsby and up the escarpment, we soon found a nice muddy 'green lane' to travel. However, after about a kilometre or so we encountered a rather large water hole into which John dove—Land Rover and all! There was room round the side, which Trevor and the Philpots took, but... After about half an hour of watching John sloshing around in the water, drying out his engine, and trying to wear down the escape route, we decided to give him a quick tug and save him from sinking completely.

We travelled about another kilometre, then turned and retraced our tracks, this time with Simon in the lead. He, with true Camel abandon, disappeared into the distance at an alarming speed. We did eventually catch him up when he got stuck. Then John managed to get himself stuck again. This time he somehow got at right angles to the ruts in the trail and we had to use a high-lift jack to get a handy railway sleeper under his back end and, using the jack again, to slew his front end 'round. After one or two more moments of excitement, we all managed to get out to the end of the lane again, although by this time John was loosing oil in a fairly serious manner and Trevor's Land Rover was undriveable due to a broken track rod, having tried to do some knitting with a tow rope. Luckily, Trevor had a spare tie rod at home (you mean you don't) and as this was not far, we ran him home to fetch it. Once we got him rolling again, the Cambridge crew and the Philpots all went their merry ways.

There are quite a few bits of unpaved road up on the escarpment to explore and so next year, perhaps, we could make the Rovers at the Rovers a two-day affair. For those from out of town who choose not to sleep in their vehicles, we can probably find beds, floors, and the like in the Grimsby and Hamilton areas so that more people can join in the second day of Roving!

Next year's event is set for September 25th. There's limited space (at the bar, no doubt). For details contact Toronto Area Rover Club, c/o JoAnn Tollefson, 47 Squires Avenue, Toronto, Ontario M4B 2R4, Canada or Rovers at the Rovers, 124 Central Avenue, Grimsby, Ontario L3M-422, Canada, phone (416) 945-6128. See you there.

## Trout...

Rover driver. These wilderness mountain roads always take you high enough to see where you are and where you ain't. Before we could see either, the Range Rover was zig-zagging up through second-growth evergreen forest. The spurs off our road disappeared into tunnels of bush more suited to rugged Land Rovers than a shiny, new Range Rover. Gordon wanted to keep it in one piece, at least on its first romp in BC. Twice we stopped to make decisions. We took the uphill trails with recent tire tracks on them. At each stop our discussions were interrupted by breathtaking views of Carpenter Lake far below, snaking its way out of sight for 50 kilometres down a corridor of mountain peaks.

The gamble was that the old road would lead us up, over, or around and down to Downton Lake. Cautiously, the RR was shifted into first low as we headed uphill. Earthen berms nearly half a metre high had been built across the logging road to divert water. The independent suspension of the Range Rover let us 'walk on all fours' up and over them with ease and without even a scrape on the under-

carriage; while inside—the comfort, the comfort! A great change from the pitching jolts that would have been delivered by my leaf-sprung IIA. We continued onward. The trees and brush in places closed in overhead and branches stroked the sides of the RR, we hoped lovingly. On the way I checked the scats on the trail. They proved to be green-brown clots of horse leavings instead of the black, fat strings of bear turd. Good. People do get eaten in an unpleasant manner around here. At several points we got out the heavy hatchet to chop away dead fall blocking the track. Crossing a mountain shoulder we could see our lake below us. The road dropped, climbed and dipped again. Each rise in elevation was disheartening. We should be going down by this time, not up. Shadows were growing in the forest and the splotches of snow on the mountains around us were glowing pink in the late afternoon sun. Then we reached the end of the logging road. There was no way down from where we were to what had become 'lost lake.' It was time to camp. Gordon turned the Range Rover around and we made our way down to a clearing on a moun-

tain bench. We put up the tent overlooking a lake at the foot of range after never-ending range of mountains.

Which lake was it? Carpenter lake? Little Gun? Downton? Who cared? In the fading light scattered patches of aspen, alder, and cottonwood highlighted the base of the fir and ponderosa pine forest. Their leaves were beginning to pale. Soon fall would add gold to the soaring landscape of green. It had been a wonderful day putting the Range Rover through some paces and it had responded, taking us to beautiful locations.

In the following morning's chill we savoured fresh black coffee and had a last look at our panorama before breaking camp and retracing our route from the day before. The rest of the morning we spent searching for likely places to fish in the creeks flowing into Carpenter Lake. No luck. The weather was changing. Dark clouds filled the western horizon where a storm was blowing in from the far Pacific. A wind came up the lake spitting rain. Time to boogie down the dirt road along Carpenter Lake toward the town of Lillooet, 47



**Ken Harry's Immaculate '92 Range Rover at the Rovers Inn, in Ontario.**



**Dave Lowe, TARC's guru (right) diagnoses a problem with Nigel Splink. Ken Harry (hands in pockets) and Bob Cerovich (leather jacket) look on.**

kilometres distant, then make for Vancouver, thus driving around the storm.

That's when we saw the rocks tumbling our way.

After they had flashed past and we realized we were unscathed, Gordon motored the final length of the lake and into the canyon cut by the Bridge River. Giant bands of quartz traced ancient volcanic layers across the rugged, dun-coloured cliffs where prospectors struck gold in 1858. Near Gold Bridge the Pioneer-Braelorne Mine alone produced \$145 million before closing in 1970. Mental note: pack the gold pan next trip.

The Bridge River soon entered the mighty Fraser River, days before it pours into the sea. Following the Fraser to Lillooet we turned onto the newly-paved Duffy Lake Road toward Whistler and Vancouver. Along the twisting road I scoped Cayoosh Creek for deep trout pools at its bends. Low water in an exceptionally dry year had left boulders nearly naked in the shallows. The Range Rover drove on. We constantly passed logging roads that reached into the bush. They seemed to call out for Land Rovers with less concern for body panels than a new Range Rover.

We caught up with the tail end of the storm as we approached the coast. Rain had washed away the rock climbers from the Squamish Chief, the biggest piece of granite in the country, and the windsurfers from Squamish Spit, where the wind can rival that of the Gorge down south in Oregon. The Range Rover's



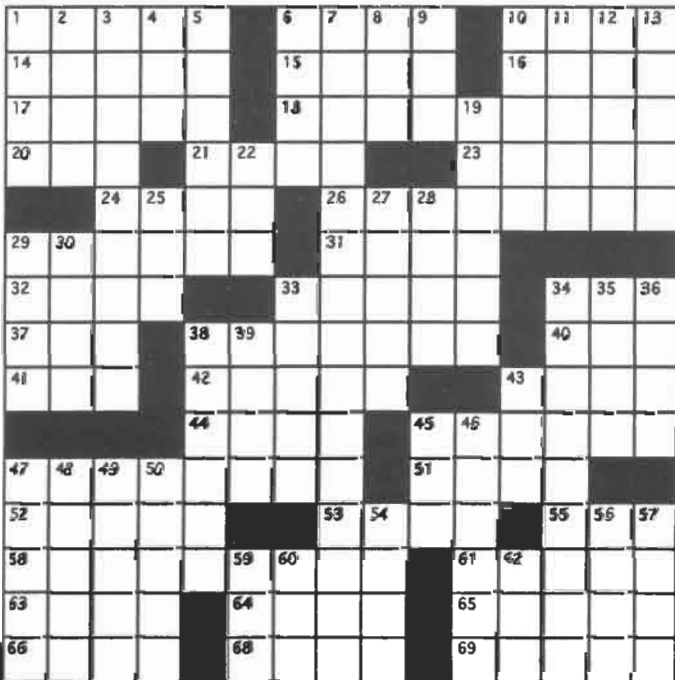
Tom Hinkle catching up on stateside Rover news at Little Gun Lake, BC.

3.9-litre V-8 engine cruised the smooth, wet highway where the Coast Mountain Range falls into Howe Sound; yet another spectacular scene, but at speed on this route a sight for passenger's pleasure only. The super sound system was putting out country tunes—yes, "These Are the Good Ol' Days."

Reaching Vancouver we had travelled nearly 600 kilometres, caught no trout, and put the first nicks in the RR's paint. But we had really got what we were after—a weekend

away in great country in a great Range Rover. Gordon and I said good-bye, already full of dreams and half-made plans to return to the Bridge River country. Next time we will catch trout. Next time we will have our 109s and go where even new Range Rovers hesitate to venture.

(Tom Hinkle is a North Carolina hillbilly who does museum work in British Columbia, hence his interest in restoring Land Rover Series Is.)



**Across**

- 1. "\_\_\_\_\_ of Old Smokey"
- 6. Mexican dessert
- 10. Cancer
- 14. Antoinette or Osmond
- 15. Lode \_\_\_\_\_

- 16. Native Hawaiian tree
- 29. Renaissance scat?
- 31. Cockney's word: "\_\_\_\_\_ 'onor"
- 32. Delete
- 33. "\_\_\_\_\_ one to blame but me"
- 34. 88-in.

**LROA Crossword**  
by Susan McCasland (CO)

- 37. Illuminated
- 38. Point scorer
- 40. "\_\_\_\_\_ is me"
- 41. Scottish river
- 42. Egg maker
- 43. "Georgie \_\_\_\_\_"
- 44. Type of palm
- 45. One type of LR engine
- 47. Crawling gear
- 51. What justify means
- 52. A ladle, in Versailles
- 53. "\_\_\_\_\_ to me"
- 55. Humbug associate
- 58. 2-\_\_\_\_\_ engine
- 61. ην
- 63. Queen "with her head tucked underneath her arm"
- 64. Indian dress
- 65. \_\_\_\_\_ Rover
- 66. Waveless point
- 68. Eliza Doolittle: "Move yer bloomin' \_\_\_\_\_"
- 69. Grape type

- 8. Conjunction
- 9. Born as
- 10. Bays
- 11. π
- 12. Commercial for atmosphere?
- 13. Swiss border town
- 19. Common company ending
- 22. Historical period
- 25. Precedes meal and cake
- 27. Mischievous
- 28. Japanese tribe
- 29. Bend
- 30. Pierre's girlfriend
- 33. Adult insect
- 34. Secure place for money
- 35. Was attired in
- 36. Word with housing, tower, and hop
- 38. Inexpensive inn
- 39. Ellipsoidal
- 43. High school equiv. exam
- 45. Condensation
- 46. Put in
- 47. Island in Truk Lagoon
- 48. Image, comb. form
- 49. Like 39 Down usually
- 50. A merry frolic
- 54. Iroquoian tribe
- 56. Ire in Boston?
- 57. Donald's nephew
- 59. "The Lady \_\_\_\_\_ Tramp"
- 60. \_\_\_\_\_ and feather
- 62. "The \_\_\_\_\_ of Pooh"

**Down**

- 1. City in southern Russia
- 2. "\_\_\_\_\_ of the Rose"
- 3. 4-wheelers beer?
- 4. 90-weight
- 5. Other type of LR engine
- 6. Word with market and bait
- 7. What we are

## Farm...

His pride and joy was a 1949 Series I 80" — the first vehicle he ever bought new.

Through the '50s to now, he and my many uncles kept pace with Land Rover developments—always first to order the latest model from the local Land Rover dealer. However, the standard, naturally-aspirated diesel engine was the first to go, it being no match for the easy-to-install 3.5 or 4+ liter Perkins Diesel.

These Land Rovers were mostly 109" pickups, Series IIAs or IIIs. They had to work hard for a living, on the road seven days a week. They only lasted a couple of years.

Non-farming activities were carried out in Rover P4, P5, and P6 cars. They too got the Perkins treatment.

When 1970 came around, the cars and a few of the Land Rovers were replaced by the new Range Rover. Naturally, just like their predecessors, the Range Rovers were duly converted to the 'engine of choice.'

Surprisingly, most of the original engines were put in store. If a Rover was being relegated to a secondary role or—on very rare occasions—sold, it would have its original engine reinstalled.

Several Land Rovers were modified to perform specific tasks. A 109" was highly modified for unenlightened fertilizer spreading. It was far cheaper to run half a dozen Land Rovers for various jobs than be eternally cursing and swearing while trying to connect machinery to one very expensive tractor.

But a farm ain't a farm if'n it ain't gotta tractor. About the time I came to realize that picking one's nose in public was impolite, the little Massey-Ferguson tractor was retired. It was replaced by a brute of a Fordson-Major. So versatile was the Land Rover—especially when fitted with a rear PTO—that it was a rare occasion indeed to see the plough being removed from the Major. Ploughing was about the only job the Land Rover couldn't perform well.

A Land Rover 88" was positioned at the back of the milking shed. A drive shaft from the rear PTO ran through an improvised hole in the dairy wall connecting the contraption to the milking machine. My job—when I could be found—was starting the thing up, engaging the PTO by letting the clutch out ever so slowly lest the whole contrivance disintegrated. A muddy, wet 'wellie' slipped off the clutch pedal more than once. A rear half-shaft was pulled to prevent the 88" from moving off.

This particular Rover had to run non-stop for three hours, twice a day. It was in perfect shape and road-worthy, being moved when the dairy herd went to the mountains for the summer.

Now, for a kid with nothing better to do after chores, the place to hang out and day-dream was the 88", especially when the engine

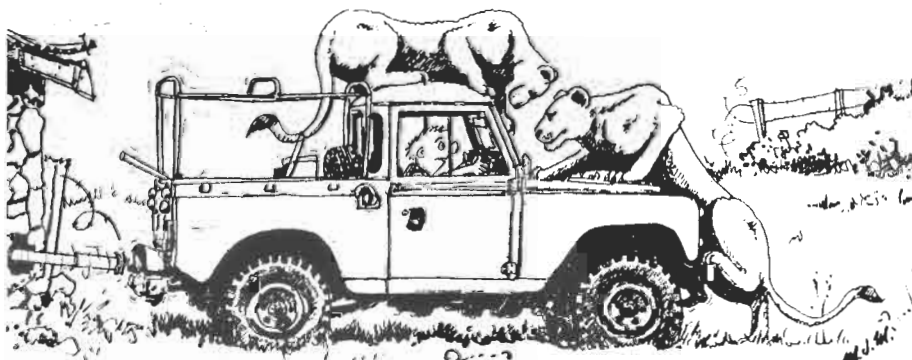
was running. You kinda felt a bit stupid when you realized you were sitting in a stationary vehicle going "Baro-om! Baro-om! Vro-o-om!!"

When looking through the steamed-up windscreen, the cows were easily transformed into wildebeest, the horses into zebra, the dogs to hyenas, and the farm cats sitting on the warm hood into a pride of lions. It was easy—all you had to do was squint.

Yep! That's where it all started: my life-long love affair with Landys. Not satisfied with the lush greenness of Ireland, a fertile imagination had to transform the place into Amboseli or Ngorongoro. Of course it didn't help that my Grandfather had many friends in that part of the world and in his younger days met Denys Finch-Hatton—among other notables—more than once.



Huh! Cows.



The hazards of an overworked imagination.

That brings me back to the Series I. Some of these 'Africans' would show up now and again. One person in particular was known to me as Mrs. Summers. Mrs. Summers had a cabin.

High in the Wicklow Mountains Ol' Grandad had a sheep farm, run by my Uncle Johnnie. One cottage on the farm was a very special place. Originally a livestock shed, it was rebuilt in the 1930s to resemble a house in Kenya. It was simply one long room crammed with musty African artifacts. There were zebra skins on the walls, lion and cheetah skins on the floor, and spears, drums, bows, arrows, pottery, etc. strewn all about the place. Quite disgusting actually, now that I think of it.

Anyway, Mrs. Summers showed up every couple of years to spend a week or two in this 'Kenyan' building. In the meantime, Grandfather would air out the place every Sunday afternoon without fail until the day he died. (Maybe he had something going with Mrs. Summers?)

Despite all the modernization going on about, the Series I remained in front-line service. It was one of the few Land Rovers to retain its original engine. During the 1960s it was only driven on Sundays. My grandfather—then in his 80s—would ask me to help him push the Series I from its shed down the yard to the petrol pump. Only after it was fueled, oiled, lubricated, and greased would he start it up. When satisfied all was well, He'd tell me to go fetch Granny—who, incidentally, was 90 something and still going strong. She'd hop in the back, still believing that it wasn't proper for a lady to sit in the front of a motorized vehicle.

That suited me just fine. I'd get to observe driving technique first hand—that's how most of us learned, right? With my dog securely held between my legs, Granny all wrapped up in the rear uncomplaining clutching a well-packed picnic basket, we'd set forth.

Now there were three reasons for not making myself scarce on these grand occasions. First, I'd get to drive (i.e., steer) the Land Rover. Second, Mrs. Summers' place, known to one and all as the 'Ranch House,' had an eight-foot-long, four-foot-high book case crammed with all the National Geographics ever printed. And third, the contents of the aforementioned picnic basket.

It was a 30 mile trip from Sandyford in south Dublin to Kellegar Hill in northeast Wicklow. Granny would be deposited at a nearby house for a quick visit and to drop off a few groceries. She'd walk the last fl of a mile via one or two old folks who were living in little 'peasant' cottages—owned by my grandfather and rent free, I might add.

When I had grown sufficiently to reach the pedals (more difficult on the Series I, as they come out of the floor) and could see out over the bottom of the windscreen at the same time, I got to drive the last half mile. Grandfather would stick the thing into first low, keeping his foot on the clutch till I was ready to go. When all was set he'd let go and I'd putter off down the dirt road, not even touching the throttle lest a stall threaten.

I wouldn't see either grandparent for the best part of an hour. She'd be yakking away to the neighbors and he's be counting sheep and uprighting those either unfortunate or stupid enough to roll on their backs (one of the drawbacks of being a sheep). Naturally, being young and dumb, I'd stretch my little jaunt out a wee bit, grinding gears and doing wheelies, among other no-nos.

When I had grown another bit, I transitioned to a smoke-belching Series IIA 109" pickup. (The word 'pickup' is a relatively new work for me. Two-door 109s were known as 'standard' Land Rovers.) This Land Rover had been retired years before and was now a farm 'hack': kind of a mobile workshop and general runabout. No doors. No roof. No lights or wiring of any sort. Didn't even have instruments. It was full of every conceivable farm implement—or parts thereof.

One of its daily jobs was rounding up stray (renegade!) cows. These were the more 'mature' cows in the herd who steadfastly refused to be milked by an impersonal machine. Nothing like a warm, experienced human hand with a firm, gentle grip—huh, cows? The cows knew all the best places to hide. Usually the furthest spot from the dairy and the most difficult place to get to. This was one of the other jobs I'd readily volunteer for. I'd set out across Carrolls Hill, past the 'swimmer' and 'crusher' ponds, through a rocky gorge known as the Scalp, into the 100-Acre Field. A broad, shallow river flowed through the middle of the 100-Acre. After fording it, I'd have to bounce, slide, and slip my way across the Barrens to 'Burton Hall.'

Once found, the cows would give up without a struggle, content with the fact that they had inconvenienced their human controllers once again. As unpleasant as it was getting milked by a machine, it was a sight better than a severe dose of mastitis. After an initial bit of fuss over the pecking order, they'd form a line and plod back to the yard, stopping to sample the odd delicacy on the way. I'd bring up the rear in first low.

Burton Hall was the most beautiful spot around. The trees there had stood for the best part of 500 years, maybe more. Giant beeches, oaks, and elms, standing in clusters or by themselves. Awe inspiring.

Today the farmyard is gone, covered in half-million-dollar homes. Carrolls Hill is a public park, the swimmer and crusher ponds filled in. The 100-Acre Field is now part of a sprawling, high-tech industrial complex of extreme ugliness. The river is nowhere to be seen.

Burton Hall is still recognizable, though it's been rearranged a bit with a highway running through the middle. Most of the big trees are still there. No longer left to their own devices, they are regularly groomed, pruned, and generally 'spruced' up. Not a cow in sight anymore, but no shortage of Land Rovers.

Burton Hall. Once the hiding place of bothersome bovines. Now the H.Q. of Land Rover (Ireland) Limited, Sandyford Business Centre, Burton Hall, Dublin 18.

That's progress. Could be worse.

The Grans passed on in the late '60s. As for Mrs. Summers' Ranch House—well, a bovine of some kind was scratching its rear end on the double doors when they gave way. Anything was better than standing around chewing the cud on a

cold, wet, windswept Wicklow hill—so the cattle and Lord only knows how many sheep moved in. The National Geographics were consumed in short order—and I don't mean 'consumed' in a literary sense. But maybe they looked at the pictures first.

What's left of the family still drives the best. At the '92 Christmas gathering at Sandyford House, the front and back yards were packed with Rovers of all sorts. Cousin Patrick has restored the Series I. It was there with V-8 109s, 110s, 90s, a 130, Range Rovers, and Discoveries—not to mention all the old Rovers languishing out back of the barn. Man! Would I love to ship all that stuff to America.

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**The following was recently heard on  
National Public Radio's "Car Talk".**

**Click: "How come the British don't  
make computers?"**

**Clack: "They haven't figured out how  
to make them leak oil."**





## Escape from Suburbia (Briefly)

Cliff Watts (#676,CA)

This is the second episode of "The Land Rover in Polite Suburbia," a saga of the common man (or as common as a Land Rover owner can be). The first episode was published Winter 1990 and it related the purchase and repair of my '60 Series II. Together with several other relatively minor frustrations, the transmission and brakes were overhauled. The work involved uncovering many past abuses and committing several embarrassing errors along the way.

When we left off, the transmission was jumping out of gear again; this meant another trip to Scotty's in Pittsburg, CA. I really enjoy my visits there and am always treated like a long lost friend, not that I provide a lot of business.

While the transmission was having the synchro unit and other key components replaced, I ordered remold tires from Sears based on a recommendation in Aluminum Workhorse. They arrived at the local store and I had their shop install them on loose wheels. I picked them up one dark, rainy evening and it was not until the next morning that I noticed they were all physically different sizes, even though they were all labeled G78-15. It appears that each manufacturer makes a slightly different actual size tire for any given size. Combined with the original

manufacturing tolerances and the vagaries of remolding, three different original manufacturer core types had ended up with diameters ranging over 10 inch difference.

In the course of sorting this out, I learned who the actual remolding company is and spoke to the president who corrected the situation immediately. The tires themselves have been just fine and I recommend Lakin General Corp. of Chicago.

The vehicle had been purchased in March 1989 and two years later it had not been driven anywhere except an 18-mile per day commute when not laid up for repair. During one commute a rear axle shaft broke in the BART parking lot. Luckily, it broke at the outer end and I was able to repair it right there.

In the summer of 1991, while my family was on vacation, I tackled a job which I had always been frightened of: a new headlining. This was done for the experience, to see if I was capable enough to tackle the one in my Mk.II Jag. It was necessary to fabricate all the trim and bows as well as the fabric lining itself because it had all long since been ripped out by some previous owner. The finished product looks just like the factory one—I am very proud of it. However, there has been so much other Land Rover work to be done that I still have not started on the Jaguar.

Now, at last, there was time to do some improvements rather than what had seemed to be a continuing series of crisis repairs. When the family got back I was well along with replacing the (mostly-missing) rear upholstery, installing a rear wiper and putting a diamond plate skin on the back door to cover up all the holes cut by previous owners for various racks and things. An alternator conversion and a hazard warning system have since been undertaken together with replacing the unreadable oil pressure and water temperature gauges.

Early in '92 I started planning for my first desert trip with fellow club members over the Fourth of July weekend. Some further brake work was necessary and I finally got around to adjusting the rattley tappets. In so doing, I found the adjusters to be almost fully extended in some cases, and there were a few very large clearances to be corrected. Having uncovered so much evidence of neglect in the past, I readjusted and put the rocker cover back without giving it much more thought.

My son was to come on the desert trip, so I designed a can rack which would swing away sideways but could also fold down flat at the same level as the truck floor to create a sleeping platform. The geometry was quite complex but with the help and clear thinking of my friend Eric Johnson, who is a very skilled

metal worker, it was completed in no more than three times as long as planned.

The trip was to the Black Rock Desert in northern Nevada, but I took the preceding week off work to take my son to Boy Scout camp near Arnold, California—some 150 miles or so to the south. We were to leave Arnold Friday night to meet the other Land Rovers Saturday morning at the only gas station in Gerlach, Nevada. The contingency plan being that the gas station owner would relay messages if we were late; and there was always the CB to try.

The Scout camp is a mile or so down a fairly steep dirt road. We arrived early and undertook our first off-road adventure. I cautiously picked our way through the rain, over the rocks, and through the flooded ditches. It felt great for my 10 year old passenger to say "Daddy, I didn't know you could drive so good!" But then, he doesn't read the adventures in Aluminum Workhorse.

This was a good introduction to Scout camping: it rained and rained. Being a good father, I abandoned the boy and headed back home to the San Francisco Bay area. The new rear wiper proved very useful in the unseasonably heavy rain, until it fell off and had to be recovered by running across the road between passing trucks. During this journey and my return Friday, an occasional light knock was heard from the engine. It seemed to happen when shifting in and out of overdrive but was getting worse and worse approaching Arnold. By the time the noise was continuous under load, I became convinced it was bearing knock. When discretion finally prevailed, I pulled over, investigated in the engine compartment, and promptly locked the keys under the hood. It can be very embarrassing to be seen breaking into your own car with a hacksaw!

Fortunately, a friend lives in Arnold, and he provided storage for the Land Rover and a ride to the camp. The rest of the club members showed up in Gerlach the next day, but I had no

way to contact them. However, they were not overly patient and continued without us.

Recovery was achieved with one of those GMC 3+3, 4x4, dual-wheeled, air-conditioned, decadent pickup limousines (borrowed). It is even more embarrassing to be seen with your Rover in tow, particularly as neighbors watch you drive up the street.

With help from a visiting relative, the cylinder head was removed to find the valve train in a diabolical mess. When adjusting the tappets, I should have investigated the strange conditions mentioned previously. For my sins, I now not only had worn bronze cam follower slides and square rollers, but the carrier had worn so badly in one case that the roller had rotated sideways and dug a big hole in the cam. Altogether a decidedly expensive parts bill!

The valves, followers, and cam were all replaced and the machine shop also shimmed the existing valve springs to factory spec, rather than the typical British method of replacing the springs.

Two other shocks were in store—one minor, one major. Firstly, the thermostat was missing, which probably explains why, despite various efforts at replacing its component parts, the heater never really worked. Also, when I discovered the damaged cam, I got prices for all the necessary parts from two sources, one in California and the other in England. While talking to them, I asked whether the engine has to be removed to replace the cam. They both told me that the cam will only come out through the cover plate at the back of the engine, which therefore must be removed. Next time I will read the shop manual before taking the engine out—the cam comes out the front!

Never mind. This way I could clean and paint both the engine and its compartment and redo various wiring, etc. with easy access. Well, it's all back together except ... where's the exhaust manifold? Did Eric take it to fix the crack or did I put it somewhere 'sensible'?????

# The Roving Poetry of Ray Wood

(Reprinted from OILEAK ILLUSTRATED, Fall '91)

## Ode to a Hotter Heater

In the early days of the Series One  
This Canadian Saga was begun.  
In the frozen north by the Arctic Circle  
Where men are men and women fertile,  
A forgotten genius (we'll call him Peter)  
Invented the Land Rover Kodiak heater.

You may not think that this device  
Born in a waste of snow and ice  
And never exported beyond these shores  
Or needed in Benin or the Azores,  
Thirty years since its first blast,  
Would warrant an epitaph.

Consider, my friends, this neat apparatus  
Optional equipment of incredible status  
Mounted offside under the dash  
Ever ready nylons to slash.  
If ever you needed a little heat  
You pulled out the chrome knob and hung  
on to your seat.

A buzzing noise did swarm like bees  
A maelstrom of dust obscured your knees  
Intestine-like hoses increased in size  
Your contact lenses flew out of your eyes.  
And no matter how cold it had become  
It seemed that spring had sprung.

I remember one Sunday a Montreal cop  
Insinuated that our 109 sixty did top  
He observed this impossibility from behind  
a thicket  
And was proceeding to issue a ticket.  
I sat not and waited for what he would say  
I just pulled out the chrome knob and blew  
him away.

A Miss hitching on the interstate  
Got sucked into the air intake.  
A search inside could not locate her  
But when we used the ventilator  
Instead of the usual fumes  
We got a whiff of French perfume

A wrecker in Kalamazoo  
Dismantling our Series Two  
Rashly turned the heater on.  
He landed in the Amazon.  
The Kodiak was seen last  
On the Voyager 2 flypast.

Here are the answers  
to Susan McCasland's  
crossword on page 22.  
Get 'em all?

O	N	T	O	P		F	L	A	N		C	R	A	B						
M	A	R	I	E		L	A	N	E		O	H	I	A						
S	M	E	L	T		E	N	D	E		A	V	O	R	S					
K	E	A				R	E	A	D			N	E	P	A	L				
						D	O	O	R		R	O	A	D	S	I	D	E		
F	A	L	A	L	A				O	N	I	S								
O	M	I	T						I	V	E	N	O			S	W	B		
L	I	T				H	O	M	E	R	U	N				W	O	E		
D	E	E				O	V	A	R	Y					G	I	R	L		
						S	A	G	O						D	I	E	S	E	L
F	I	R	S	T		L	O	W						E	N	D	S			
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F	O	U	R	L	I	T	E	R						E	T	A	N	U		
A	N	N	E			S	A	R	I						R	A	N	G	E	
N	O	D	E			A	R	S	E						T	O	K	A	Y	

# Under License

Robin Craig

For many years Land Rovers have been assembled in factories far from Solihull and the UK. Most of these vehicles are made from 100% UK-produced "complete knock down" (CKD) kits. The advantages to this are obvious, a number of kits can be shipped in the same space that a completed vehicle would occupy. With local labor to put the vehicle together, the cost price is kept down as labor in these countries is often considerably lower.

Over time there has been a number of companies producing Land Rovers using only some basic components, such as engines and transmissions supplied from Solihull, finding all the other required material from their domestic motor industry. Two notable examples of this are Minerva in Belgium and Tempo in Germany. These vehicles were produced "under license" from Land Rover.

In 1986, OTOKAR, an abbreviation for Otobus Karoseri Sanayi As of Istanbul, Turkey, won the contract to fill an initial order of 400 station wagons and soft tops for the Jandarma—the paramilitary police. Production of this order started in 1987. In contrast to past licensed factories, the basic vehicle is virtually indistinguishable from the Solihull version, and in all performance and operation characteristics is the same. The reason for this is that Land Rover themselves are at pains to ensure a constant product quality and recognition worldwide regardless of the factory that produces it.

The OTOKAR factory is a small operation with a yearly production capability of 2000 vehicles. The engine and transmission and body parts are brought in from the UK; all other parts are sourced locally. The frames are hand welded in their own factory in jigs. Currently all three wheelbases can be produced: the 90, 110, and 130.

The main user of the OTOKAR Land Rovers is the Jandarma, although the Turkish Air Force is also finding merit in the Land Rover in the 1 and 1½ ton 4x4 class. In the civilian market, utility companies and large commercial fleets are the main market.

As the military is a major customer, it is in this area that most of the design effort has been directed. This has resulted in their Zirhli Taktik Artac (armored vehicle) which resembles the Shorland armored vehicle closely but has a number of modifications to suit the local situation. Another well executed conversion is the 110-based Kurtarici (tow truck) for the Handarma (civil police). The vehicle starts out as a 110 chassis cab and is fitted with a custom-made rear platform on which an electric winch



**Hi-Cap, Utility, Troop Carrier, Land Rover 110" Turkish 'assembled' from CKD kit. Bench seats in rear bed accommodate 6 personnel facing inward. Photos – OTOKAR, Istanbul, Turkey.**



**Land Rover 130" Troop Carrier available with 2.5 liter 4cyl or 3.5 liter V-8. The 130 carries a total of 12 personnel. The 10 in the rear bed sit back to back facing out.**

and an A-frame jib are mounted. The jib is used to lift a 'stinger' system that lifts the front wheels of the vehicle being towed. The electric winch replaces the hydraulics that we are used to seeing in North America in this type of set up. At the front another 3600-kg capacity Warn winch is mounted on the front bumper.

For the 110 and 130 troop carrier versions, again a basic chassis cab is used, but this time with a custom-made rear body. The sides on the 110 are rigid with a tailgate, but the 130 has drop sides as well as a tailgate. The 110 is a cargo/personnel carrier and as such has the seats facing inwards along the sides, but can be folded back out of the way. On the other hand the 130 has a center-mounted back-to-back bench seat which is bolted to the floor.

A number of ambulance versions are made, starting with one based on the 110 station wagon and progressing onto three different chassis cab conversions, one being a shelter-type body. The other two closely resemble some Pilcher Greene conversions I have seen.

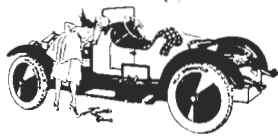
The engine options available are both 2.5 and 3.5 V-8 petrol engines, as well as the 2.5 diesel. The drive train and transmission are the Solihull standard 5-speed LT 77/230T gearbox with 2-speed transfer case and lockable third differential.

On all the models, the only telltale sign that the vehicle is not a Solihull-produced vehicle is a small sticker just in front of the lower front door hinge which carries the OTOKAR name.

As to the future of the OTOKAR Land Rover line, one can only speculate. Politically, it must be more acceptable for countries near Turkey to buy a lower-priced product made in that region. As a result, we should be seeing this version of the Land Rover around for quite a while to come.

A word of caution to any Land Rover enthusiasts travelling to Turkey. Taking pictures of military vehicles in Turkey is something that should only be done with prior authorization from the proper sources. Remember, Turkey is still technically at war with at least one of its neighbors and currently has an armed internal security problem. You have been warned!

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Turkish police 110" Tow Truck. Note the Warn M8274 Heavy Duty 8,000lb winch and roller fairlead on the front.



Land Rover 130", available in Turkey with several types of rear bed. This photo shows the standard 130 rear 'Hi-Cap' body. Note OTOKAR sticker on the front wing ahead of door hinge.

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# Getting Hooked

## How I Discovered The Land-Rover And Never Looked Back

**Ted Woodward (ME)**

It was a Sunday afternoon about 5 years ago. Eddy, my wife's grandfather, was showing me through the barn at his boyhood home in central Maine. Bigger than my house, it contained items collected through a lifetime spent in the Maine outdoors — canoes, snowshoes, animal skins, herds of deer antlers and mounted heads. Also present were internal combustion engines of every type, from outboard motors to Chevy V-8's. On the way out, I saw a boxy blue vehicle under cover of a few layers of opaque plastic.

"What's that?"

"That's my Land-Rover. Haven't you ever seen it before?" I replied that I hadn't. "Well, you will soon. I'm going to get it up and running and drive it into camp."

We didn't take the plastic off, but I could still see enough of the truck to recall my misspent youth watching *Daktari*, remembering those funky vehicles with tires on their hoods and tastefully dressed colonial guys behind the wheel. I also remembered the *Wild Kingdom* episode where Jim wrestled the anaconda while Marlin hung out in the back of the 109 and put the hustle on the native girls.

"Let me know if you don't want it, and I'll take it off your hands," I said. With that, a psychological commitment was made.

After I got home, the Rover bug bit me. I had been thinking of buying a four wheel drive, but didn't want one of the Jeeps or Trooper IIs that everyone in Maine drives. The Land Rover was looking better all the time. I wanted something unique, and figured that this one wouldn't cost me much. And besides, it's aluminum, right? What can be wrong with it?

Over the next few months I discovered the mail-order catalogs that deal in Land-Rover parts, and became fascinated by this vehicle that had such a rich heritage and could be fixed in the field with a screwdriver and an adjustable wrench.

I had to have one.

As time passed, I convinced myself that Eddy's Rover was virtually pristine, conveniently forgetting that for the past 15 years, like all cars in Maine, it was bathed in salt water and blasted with sand every winter.

Finally, I got the call. Eddy said he had



**Ted Woodward's 1970 IIA 88 along side a very original Series I 107 Station Wagon.**

better things to do than fixing up the Rover, so I could come up and get it if I wanted.

On our next trip north, we drove out to the farm. And there it was, parked on the lawn, listing heavily to port.

My heart sank.

It turned out to be a Series III 88 that had taken on the full abuse of both the New England environment and a generation of lead-footed grandchildren.

I looked at the body first. Many small dents marred the blue paint, and there were groups of little holes along the sides of both rear fenders (I had yet to learn of dissimilar metals corrosion). The bias-ply tires were split and sagging, and the roof had large dents in its left side.

I opened the driver's door, pushed aside the drooping, water stained headliner and climbed in. Ahead of me was a padded dash with scores of cuts as if a cat had used it for a scratching post. Below it, the black trim had peeled away from the firewall, and its tan backing seemed to be growing some virulent form of fungus. The seats were in good shape, with only a few cuts. The back seats were also nice, still with the trim shop tags sewn in and legible. The gauges were intact, and the odometer said 62,000 miles. So far, most of the work was cosmetic. Then I looked underneath.

The underside of the Rover was clean, which only emphasized the extent of the damage to the frame. In many areas there was no frame at all, and where it still existed I could usually rip a big piece off with my hand.

Bad as that was, the engine was worse. I got the word that the truck had been rolled over and left running, and the oil had drained out. So now I was also looking at a seized engine.

This was starting to get expensive. For someone with only a rudimentary knowledge of how cars work, the thought fixing this thing up was intimidating to say the least. But I could still use it someday as a parts vehicle, so I told Eddy that I'd get it back to Freeport somehow.

At that point, my wife's uncle Sonny entered the picture. Always looking for a way to make a quick buck, he told me that it cost him \$300.00 to tow the Rover home after its accident, so I had to pay him that amount before I could take it. I said forget it; I'll go look for one that works and spend some real money.

For the next few years I kept an interest in Rovers, but it wasn't until 1991 that I began looking seriously to buy one. All of those I saw had many hard miles on their odometers, and were barely running versions of the Rover I'd already turned down. At one point, I met up with a summer resident who had moved to Maine full-time and was trying to make a business of restoring and selling Land-Rovers. He showed me a navy blue Series III that he claimed was perfect mechanically, only needing some cosmetic work and a "small amount" of frame work, including a couple of outriggers and a new transmission crossmember. The asking price was \$4000. I hopped in to the passenger seat to go for a ride, moving aside a dozen empty Miller High-Life bottles for room to put my feet. The cab smelled of fish and stale beer. As we left the driveway, I looked through the holes in the footwells and watched the road pass beneath us. A loud squeal pierced the dented transmission housing between the seats. "The oil level in the overdrive must be a bit low," he said.

After we got back, I thanked him for his time and got away from there as fast as I could. I knew

that if I kept looking, the right one would show up.

As the summer went by, my wife Catherine and I made trips to the countryside to look at Rovers that were for sale. It was fun to get away from town and to meet the interesting people who owned these vehicles. A few looked good, but they were all somewhat tired looking. Against Catherine's advice, I passed them up.

It was in July that I saw ads for two Rovers being sold in the mountains of western Maine. We called ahead, and then made the two hour drive to look them over. The first one was a mostly limestone Series IIA. By that time I'd learned of what was important to look for, so I tried to ignore the dented, multi-colored body and the dashboard made of discarded wall-paneling. The frame looked perfect, and the seller told us that the drivetrain on this Alabama vehicle was newly rebuilt. Cost: \$3500.

We made the ten minute drive to see the second car. On the way, we discussed the merits of the one we'd just seen, and agreed that it was the best so far. But when the next Rover came into view, Catherine said "That's the one."

It sat in the driveway of an immaculately kept farmhouse. The ad said that it was a 1970 88", with 90,000 miles, a newly rebuilt motor, and an excellent frame. The ad also said that the seller "WOULD TAKE BOAT, GUNS, OR HARLEY IN TRADE." The original green paint was still in nice shape. The wheels were freshly sprayed, and the Michelin tires looked new. The interior was the best I'd seen, with only a few small rips in the front cushions.

At that point, Herman came out of the barn to greet us. He was working on a project when we arrived, and wiped his greasy hands on his Harley-Davidson t-shirt as he said hello. The Rover was rustproofed and ran like a charm, he told me. It always started, and the motor only needed a new set of valve seals to be perfect. I looked in the engine compartment. Everything was clean and in order. Underneath, the frame looked fine. After an hour spent prodding away with a screwdriver and a flashlight I couldn't find any rust. The right footwell was a little thin, but otherwise the bulkhead was also in order. There was one broken spring, held together with a u-bolt. The roof was dented in front; Herman said that the original owner, an Army Officer, bought the car in England and it was damaged on ship during the trip over.

Herman climbed in and turned the key. With a puff of smoke the Rover instantly came to life, and purred quietly as I admired its smooth running engine. We hopped in and went for a ride. The car was fast and smooth, and was quiet enough for us to talk as we drove along at 60 M.P.H.. I knew that this was the one.

After we got back, Herman named his price and I named mine. Catherine and I said good-bye, and told him we'd be in touch. On the drive back, Catherine told me that I had to buy Herman's car. I agreed, and closed the deal the next day.

I spent the next four months in my backyard as the Rover underwent a crash restoration. First came a nice used roof and headliner I got for fifty dollars at a local junkyard. Then came the freewheeling hubs, mudguards, head lamp buckets, rubber boots, weather-stripping, and the other items that needed replacement on a 21 year-old car.

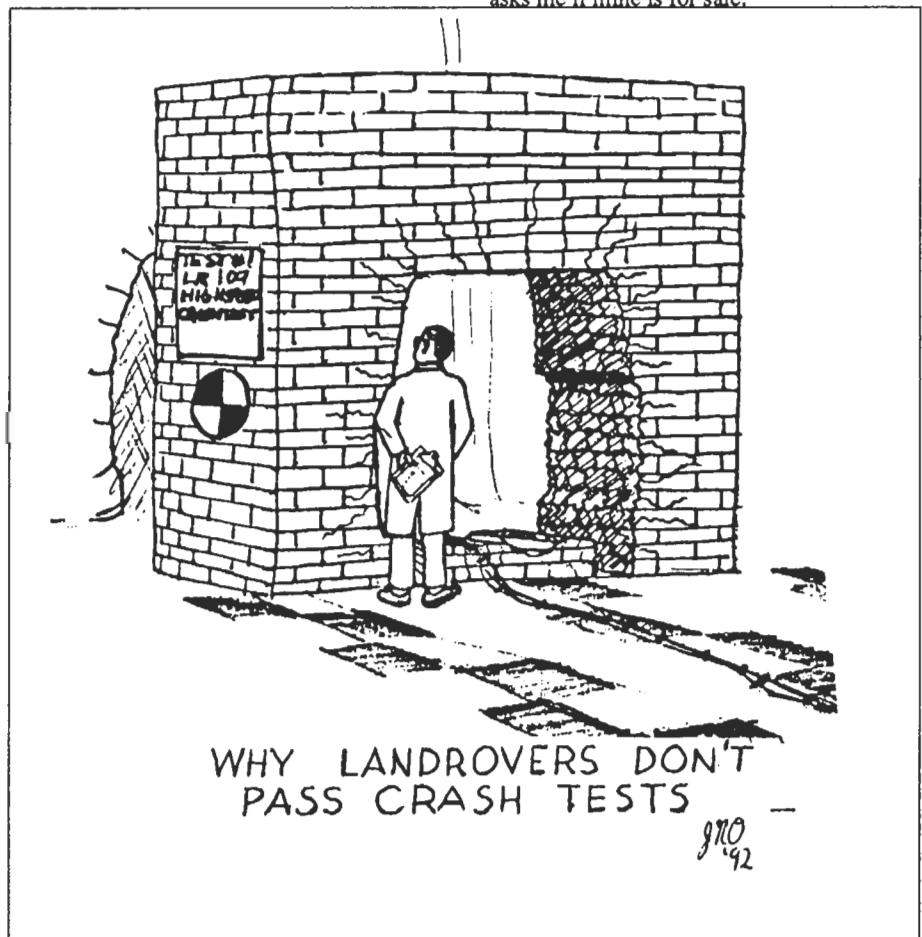
I have become intimately familiar with my vehicle, and have enjoyed the feeling of success that comes from replacing the clutch slave, bleeding the system, and rejoicing in the absence of grinding noises. I remember listening to Clarence Thomas and Anita Hill duke it out while I replaced the window tracks on a Saturday afternoon in October, and I'll never forget laying in my muddy driveway as I gently lifted a precious new overdrive into place.

Today, my Land-Rover is fixed up the way I want it. The springs, exhaust, tires and carburetor are all new. All major components are either new or rebuilt. Everything works. With its new valve seals the engine is strong

and smoke free, and oil consumption is practically nil. A new coat of paint is all it needs to be just right.

The machine grows on you. I drive the Rover daily, and enjoy it more today than when I first bought it. Catherine and I have taken it on the three hour trip to my in-laws, amazed that we can travel at 65-70 M.P.H. with no problem. It is satisfying to drive a vehicle that is relatively rare and that you have kept on the road largely through turning your own wrench. As I write this, we have just received a foot of snow. I have delighted in driving with impunity on the unplowed back roads near my home. But for me, the most welcome aspect of Rover ownership is the other people who own the type. We enjoy the camaraderie of get-togethers like the annual Owl's Head Rally, where 65 vehicles will show up so everyone can swap stories and trade tips on how to keep their machines going for another year. There exists a familiarity between strangers who will start talking about their cars and discover that they have fixed the same problems and made the same repairs. With a baby on the way, I am currently pondering the installation of a car seat so our new guy can make the next rally.

At the mail-order company where I work, one former Rover owner likes to comment on the "sick and twisted" nature of anyone who would want such a machine. Then he always asks me if mine is for sale.



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# Tech Tips

## Running Hot & Cold

David H. Lowe,  
Ontario

Thought I'd put pen to paper on the age-old question of "Why is my Land Rover so hot in the summer and cold in the winter?" The probable answer is; The wrong thermostat is fitted.

The following sketches show the cooling system of a 2 ¼ liter engine and two sections through the thermostat housing.

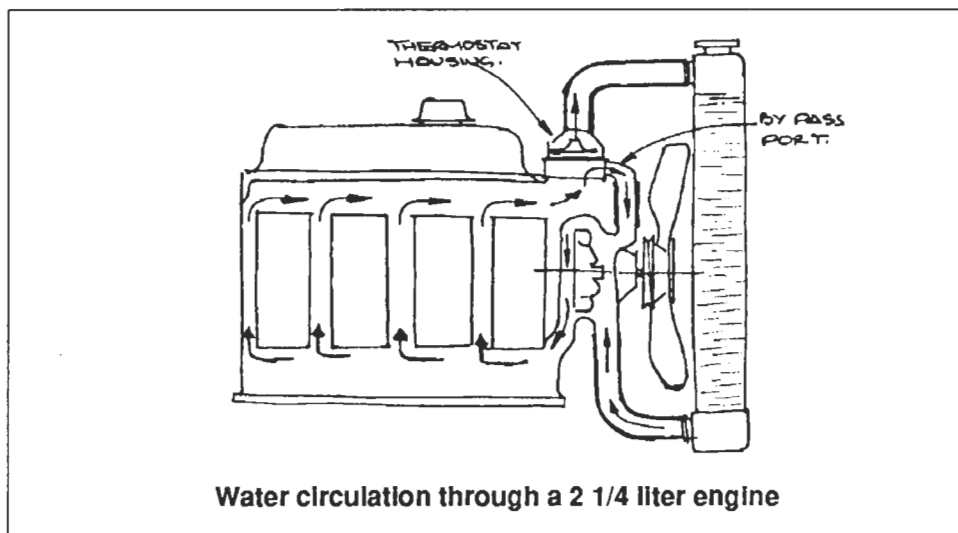
The only type of thermostat for "our" engines is the double acting skirted type. *Not* the flat, single-acting type. This is due to the size and location of the by-pass port which allows recirculation around the block until such time as the thermostat starts to open allowing flow to the radiator, but at the same time, closing off the port by the descending skirt. Reference to the two sections will show the difference.

Note that if a "flat" thermostat is fitted, the following will result:

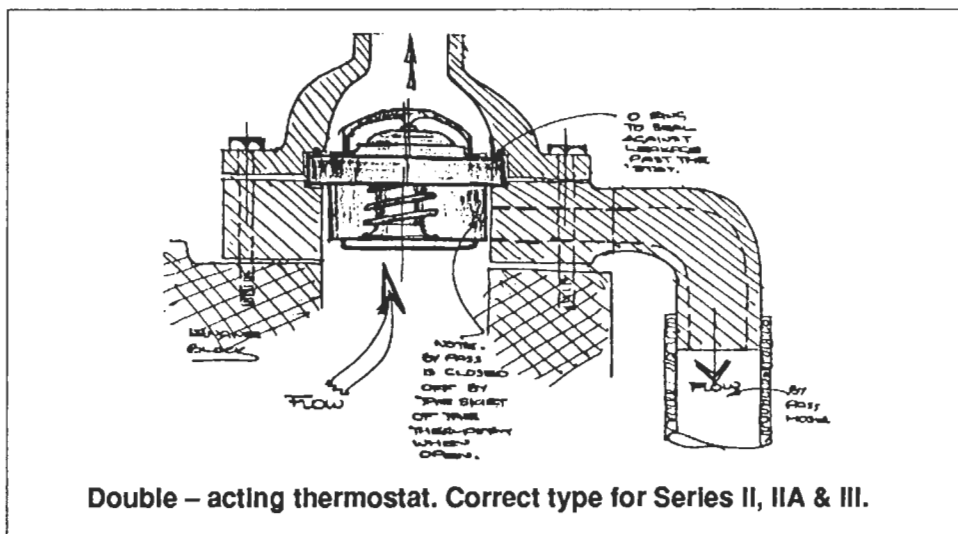
•Summer – Since there is no obstruction of the by-pass, the flow will take the line of least resistance and circulate around the block. The result will be an engine that either run hot or actually overheats. Since the #4 cylinder is last in line and the temperature sending unit is at the front, I believe this is a major contributor (over tightening is another) to the cracked exhaust manifold problem.

•Winter – Since the thermostat is not held down by the housing and O-ring, it will tilt and wobble, allowing flow to the radiator when we least need it. Result – cooler running.

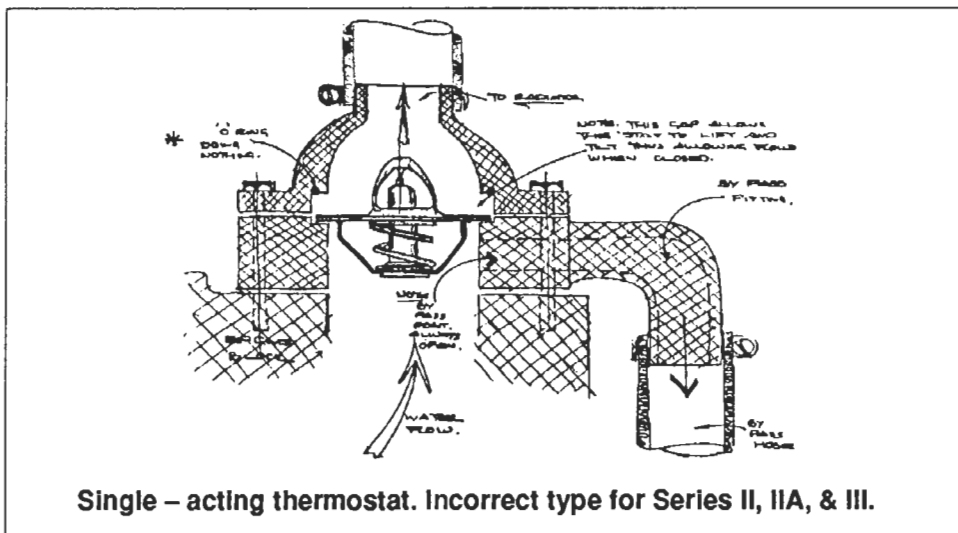
This can be overcome by making a thick gasket and positioning it above the thermostat flange to hold it in place. In the 110 and later engines, the bypass port was changed from the larger oval opening in "our" 2 ¼s to a round hole approximately ½" in diameter. This built-in restriction dispensed with the necessity for a skirted 'stat', and on these engines a flat type is standard.



Water circulation through a 2 ¼ liter engine



Double – acting thermostat. Correct type for Series II, IIA & III.



Single – acting thermostat. Incorrect type for Series II, IIA, & III.



# Winch?

David Lowe

Thinking of purchasing a Winch? Apart from all the usual conditions and considerations, check how much spare parts cost. I damaged the motor on my Ramsey R.E.P 8,000 – the quoted cost for a new motor in Toronto was \$370!! The quoted cost from a Buffalo dealer was still \$263.

These motors are permanent magnet type made by Bosch (AMBAC) and are not easily rebuilt. Any suggestions? Give David a call. 416-283-9130

# Boot Lace to the Rescue

Lea R. Magee, CA

On a recent trip over the Sierra Mountains, I was travelling late at night and, yes it was snowing. I had the heater on my '60 88 wide open, trying to imagine that it was putting out more BTUs (British Thermal Units) than it is capable of, when suddenly I had no BTUs! My immediate response was; "What the hell?". No need for any technical queries at this point... first things first. Through my mind, ran major breakdown scenarios on Donner Summit: ruined engine, tow truck, and so on. The only problem with these was that the engine kept running fine.

I looked down at the instruments and saw that the red charge light was on and I had a climbing water temperature. Whew. What a relief – just a broken fan belt. "I'll just get one out of my spares box and be on my way!" No spares box! It had been put in another vehicle. Crisis anew. Several miles back I had passed a gas station with the lights on. I knew I was running out of time. They would be closing soon if they hadn't already.

I could not just drive to the station, as even in cold weather the engine will boil if the radiator and water pump are not working. What to do? All I had were my boot laces. Off with one lace and wrap it around the crank & water pump pulleys. Tied it tight and started driving, keeping the RPMs below 1500.

Made it to the station. They were closed but one guy was still there. I was able to find a belt that fit and be on my way, but it was one good wake-up call on having that spares box and knowing what's in it.

# Use a Strap, Save a Tree

Reprinted from the Tread Lightly Newsletter, Vol 2, #4

Living trees often make the best anchor points when a stuck 4X4 needs a good winching. And there are ways to use trees without hurting them. First, make sure the tree is big and sturdy enough to withstand the pull. Second, always use a wide fabric tree-saver strap or a wrapped tow strap to anchor your winch hook. Never wrap the bare winch cable directly around the tree. That will ruin your cable and the tree. Third, position the tree-saver strap as low as possible on the trunk to reduce the stress on the tree. Finally, have someone keep an eye on the tree during the pull and stop if the strain seems too much for it. Often, anchoring to two trees at once protects them both.



J. Ousterhout put together this push Blade used for re-filling their powerline trench. The winch runs it up & down.

## WE NEED TECH ARTICLES

Got any little "tips"? Write 'em up... maybe draw a picture to go with it, or take a picture. Send it in to us. We'll get it out in the WORKHORSE so that other members can benefit from it.



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Haynes Land Rover D.I.Y. Restoration Guide	\$ 26.00
88" Galvanized Chassis – NRC4642 G	1795.00
Civilian Galvanized Rear Frame Members	145.00
Military Galvanized Rear Frame Members	179.00
Avon 215x16 Range Master Radial Tires	129.00
Canvas Tops, 109 New Military	269.00
British Army Jerry Cans, Fuel or Water, New	39.00
Military Land Rover Fire Extinguishers	19.95
Hub Nut Tools for Land Rover & Range Rover Wheel Bearings	18.50
Raised "Snorkel" Air Intake Kits	299.00
5x7" Exterior Mirror Heads	8.50
Range Rover Front Brush Bars with Lamp Guards	399.00
Range Rover Utility Overmat Sets	30.00
Range Rover Waterproof Seat Cover sets	150.00
Official Land Rover Cover-All Work Suits	69.00
Ex-Camel Trophy 750x16 Road Wheels	39.00
Lucas Girling 10" Brake Shoe Axle Set	23.50
88" Canvas Top Hoop Sets, with all hardware	239.00
109 Sta. Wag. Middle Bench Seat Assemblies, Vinyl or County Cloth. New take offs	190.00

Mention this ad to receive these prices.

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# What Tires?

MJM

The most frequent question I get asked is, "What tires are the best for my Land Rover? Not an easy one to answer, as my experience with round, inflated rubber things extends to only three brand names. Half of my roving has been done on Avon Rangers. Much of the other half was achieved with Michelin XCLs.

Avons or Michelins usually came with a new Land Rover so I never had to go shopping. But here in the U.S. I couldn't find them anywhere. Avon's distributor was offering a "Rangemaster" but it bore no resemblance to anything I was used to. I drove my U.S. acquired Land Rovers on whatever they happened to be shod with.

About 5 years ago I was faced with the prospect of having my series III Half Ton

(Lightweight) and my IIA 109 Station Wagon shaking themselves to pieces due, in every way, to the type of tires fitted. The idea of having to spend at least \$1,500 for good new rubber didn't appeal at all.

The half ton still had it's original British Army bias plys in situ. They were perfect for off road use. They had a knobby look with was is called, in the trade, aggressive tread. On the highway it was a different story. They'd start humming at 10 m.p.h.. The faster you'd go, the louder it got. At 45 m.p.h., tire noise drowned out everything else. A half hour drive would leave your butt numb, vision blurred, ears buzzing, and a marked loss of finger dexterity.

I reckoned the whole Rover was slowly but surely shaking itself apart. I recall replacing several strategically placed nuts and bolts, torquing them down properly with split spring washers only to find them missing at the end of a ten mile drive.

I couldn't believe that a tire manufacturer would set out to design such a poor product. Neither could I believe the UK Ministry of Defense would buy them. (Actually, I could) Anyway, despite the fact that the half ton only had 6,000 miles on the clock when purchased, I figured it had to be the front bearings or an out of whack drive shaft. So clever Me proceeded to strip the drive train from front to rear. Everything was good as new. The exercise didn't hurt a bit—greased up bearings, new seals, engine & gearbox mounts, and a hundred other things. The wheels were put back on and off I went around the block. You guessed it—those bastards hummed better than ever. Had they been living things, I'd have ritually slaughtered them. They had to go.

The tires on the 109 were of US origin, but had the same type tread as the half ton. They exhibited all the same characteristics but went one step further—flat spots. Actually two steps—they were elliptical rather than round.

When moving off, the front of the Rover would rise and fall noticeably. The flat spots were something else. Imagine a tire as a loaf of bread. Now cut a thin slice off the edge. Get the picture? The only way to drive the thing was to make the trip in as short a time as possible by gritting ones teeth and driving like hell. These tires had to go too.

I was talking to Rovers North Owner Mark Letourney. In passing he mentioned 'finding' a new tire. As I recall, he had to match a spare tire with the existing four on a military 109. He had discovered the Cooper 'Discoverer'.

The Discoverer is a tubeless design, but I always have inner tubes fitted (the proper ones for the tire, of course), just in case I'm in the middle of Zaire with more than one flat. Once the rim seal on a tubeless is broken, it's impossible to get the thing inflated with a foot pump. Not so with a tube installed.

The half-ton got the Cooper treatment first. What a difference! What a smooth ride! Like driving a Rolls Royce! Seriously! I drove one once!

The 109 got the same treatment the following week. I can't tell you what a pleasure it was driving the thing on it's new Discoverer'. It was a new vehicle. The mileage went from 12 to 18 m.p.g.. The half-ton was returning figures in the upper 20s. The love-hate relationship I had going with my two beasts changed to true love—\$1,500 worth.

In the winter of 1990, I loaned the set off the 109 to a buddy in Camden, Maine, who's wife was about to divorce the poor fellow over the performance of the family 109. A quick drive around Lake Megunticook with my tires fitted to their 109 changed her mind and saved the marriage. A word of advice: never loan good tires to a buddy. It took months to get them back.

To sum up, I chose the Cooper Discoverer radial. There are several versions; the LT,



Discoverer STT

Discoverer Radial

Discoverer Radial CTD

MID-COAST MAINE - JUNE 26TH, 27TH, 1993

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"AROUND THE NEW WORLD IN 80 DAYS" EXPEDITION DEPARTS O.H.T.M. AT 4:00 P.M.

CTD, and STT. All are suitable for Land Rovers with 15" and 16" rims. The Discoverer Radial and the Discoverer Radial LT are for all intents and purposes the same (see photo, page 1, Spring 91 issue of AW, or page 15 bottom photo of Winter 92 AW) The GTD Discoverer Radial is a more aggressive tread and offers similar performance to the Radial and Radial LT. The STT Discoverer Radial is the most aggressive tread tire offered by Cooper. It's good for all seasons and especially good in mud, snow and sand. I haven't tried out the STT but I expect it's reasonably quiet on the highway.

I have encountered all kinds of driving conditions with my 'Discos... even spent half a day in the desert (of Maine—yes, Maine has an official desert). All I can say is that they have never let me down, except doin' a few pirouettes on a stretch of ice (but that doesn't count, .. does it?).

I have found that 45 psi all round works well on the half-ton, and 55 psi on the 109. Don't run them less than 35 psi, and I'd ignore the manufacturers recommended 65+ psi. Just find the pressure that works best for you. Most of the locals; Bo Kinsman, Ted Woodward, Steve Hanson now drive on Discoverers—they love 'em! And, although I think I'll try the GTDs next time, I'm so pleased that I see no need to shop around.

NOTE: I'd like to have a word about the half-ton. The British Military operates dozens of Land Rover versions, but there are four distinct types (I should say were four):

- The 'Quarter-ton' is a regular short wheelbase 88.
- The 'Half-ton' is a 'lightweight' SWB 88.
- The 'Three Quarter-ton' is a long wheelbase 109".
- The 'One-ton' is a forward control 101".

All of the above are being phased out of service at the present time. The 90", 110", 130" and possibly the Australian-built 6x6 are the new generation of replacements. I used to think that 'Forward Control' Land Rovers had something to do with battlefield deployment; right in the front lines and all that. All it refers to is the location of the driver; at the extreme forward part of the vehicle (see photo, page 18, Winter issue of the AW). In addition to the 101, which was produced solely for military purposes, there were Forward Control 109s and 110s in the '60s and early '70s which were built for the civilian market as well.

Land Rover's last effort at a military/civil Forward Control was known as the 'Llama'. Alas, it never got beyond 28 prototypes and pre-production models. Robin Craig's military column will, no doubt, be covering this in more depth in future AWs.



**The Howat family took a trip to England toward the beginning of this year and brought back a couple of interesting Rover photos. Shown here is Jim next to a Forestry vehicle in Scotland built up a bit for things like log climbing. Those are 29" rims! And the axles have been extended for clearance too.**



**Ian Howat admiring this Rover mounted on an 'H'-shaped beam with tracks. It has power steering too.**

'61 LAND ROVER 88", trop. locking hubs, dual tank shocks, 2X cassette. H

LAND ROVER 88", 4 cyl. Excellent mechanically - new tires, driven daily - \$12,000

## MARKET PLACE

'66 LAND ROVER 88", Trop. 109" w/ headers & exhaust sys. Interior redone, recent re-paint or trade for 109" PU. LAND ROVER 109", 4 cyl. New paint: green paint, in excellent mechanical condition - \$3200

*Marketplace ads are free to members selling or in search of vehicles or parts for themselves. Please limit your vehicle ad to 2 vehicles.*

## VEHICLES

'65 Series IIA 88 SW. Tropical roof. All stainless body hardware. 16" wheels. Many extras. Very solid. Excellent Rover. \$6,000. Call Chris, 1-209-536-0414 (CA).

'74 Series III 88. 40K. A real gem that's been meticulously well maintained and in excellent condition. Includes fresh professional British Racing Green/ Limestone paint job, new rubber on 16" wheels, Warn hubs, and all new seals up front. Has a complete new brake system, clutch, seals and much more! Considered a sacrifice at \$9,750. Call Paul at 1-414-662-2536 (WI) eves for a list of details.



**1968 Land Rover 109. Carawagon interior.** New 2 14 liter engine. New trans... too much to list. \$10,000. 1-510-635-1111 days, 1-510-569-8879 (CA) eves. Ask for Dom.

'65 Series IIA 88. Bare Aluminum body. Safari top with beautiful interior. Overdrive, Rear tailgate, Free wheeling hubs. Recent clutch diaphragm and engine rebuild. Reliable, good running vehicle. Looks great. \$5,500. Call 1-904-422-1325 (N.W. FL). Ask for Ken.

'71 Series IIA 88 hardtop. Rebuilt, rust free bulkhead & frame. New brake system, exhaust system, wheels & tires. Body, top and interior in good condition. Runs and drives great. \$5,500. Call Jeff Case at 1-207-363-6407 (Maine) eves.

\*68 series 2A 88". Green w/white top. Five General Grabber AP radials, recovered seats, Warn hubs, Ramsey winch. New brakes. Runs well, body fair. Mark, eves, 206-759-6856 (WA).

\*65 Land Rover. Good condition. Mike, 816-763-3797 (MO).

\*66 109" DOORMOBILE. Owned since 1969. Only 79,000 miles. Ex. cond., new brakes, master cyl, regulator. General overhaul. Options include undercoating, folding side/rear steps, bonnet spare w/locking pillar, rear mount spare, free wheeling hubs, hand throttle, radio, recirc. heater, front lift/tow rings, exterior sun visor, rack, jerry cans front bumper (factory), locking hasps, locking bonnet, locking fuel filler, gaitors (front swivel pin housings). Shop manuals. Metal jeep trailer, spare tire. \$11,500 or best offer. Ray, 619-239-0191. San Diego, CA.

\*73 series 3 88". Excellent shape. Free wheeling hubs, new tires on recently sand-blasted & painted rims. Overdrive. Opposing seats in rear. No rust. \$5,500. Richard Vories, 904-376-5857 (FL)

## WANTED

Middle seat for a 1966 Series IIA 109 SW. Must be rust free and restorable. Mike, 1-916-363-3211 (CA).

\*Oversized fuel tank for Range-Rover. 20ga. tank is just too small. Ken Fritz, work 916-989-4112; Fax 916-989-4624.

\*2 1/4 diesel motors. Complete or parts. 2.6 liter, 6 cylinder motors complete or

parts. Koenig winches PTO or crank driven complete or parts. Also in need of a Toro overdrive new or used. Richard Dudek, 201-694-9014 or 201-696-1028 (NJ).

## PARTS

2 liter Diesel engines. Have two. Both operational. \$300. Lea Magee. 1-408-625-2761 (CA).

2 Range Rover Differentials. Near new - 29K. \$400 each or \$750 for both. Possible parts trade for good complete overdrive for Land Rover. Gord'n Perrott. 1-206-361-5766

\*80" Series I parts and body parts. Also, PTO (center) complete and parts. Darryl Townsend, 1-717-724-7411 (PA).

\*Soft top for 88". Jim Bogner, 216-221-3645.

\*Full safari roof for 88. Has alpine windows, & vents, 3/4 sides with sliding windows, rear door (safari). \$400 obo.

Fairey capstan winch w/ heavy duty bumper and PTO. \$500 firm.

Kodiak heater complete. Excellent working condition. \$200.

Call Tom Searles w- 619-457-7700 h- 619-929-9161 after 6:30pm PST.

\*Fuel can racks, tire/fuel can rack, 109 frame, 88 frame, body parts, engine, Webber carb w/ manifold, Transmission, axle. Much, much more. Cleaning out the garage, and it's a big garage! Call Geoff Tobin, CA. 707-448-3370

**Include a photo for \$10!**  
Just write out your ad (we prefer 7 lines or less), put it and your photo in an envelope with a check to LROA for \$10. We will take your photo & reduce it to fit in one column, and include it with your ad copy. It will run for the usual 2 issues unless you renew it or cancel. That's all there is to it!

# Land Rover Clubs In North America

These are clubs you may be interested in joining. We will add and subtract information as it is furnished.  
Please help us keep it up to date.

Association of Rover Owners, Canada  
Unit 185, 1450  
Johnstone Rd., White Rock, B.C.  
V4B 5E9  
Canada  
Attn.: Harrold Huggins

Bay State Rover Owner Assoc.  
PO Box 342  
North Scituate, MA 02060  
Attn.: Jim Pappas

Blue Ridge Land Rover Club  
PO Box 507  
Parkersburg, WV 26102-0507  
Attn.: Cheryl Ritchie  
Ph. 304-422-0531

Canadian Series 1 Club  
RR 5  
Bracebridge, Ontario  
P1L 1X3  
Canada  
Attn.: Dave Davey  
Ph. 705-639-2518

Island Rovers  
2685 Otter Point Rd.  
RR2,  
Sooke, BC  
V0S 1N0  
Canada  
Attn.: Ron Low

Land Rover Annual Picnic Club  
8 South 18th Ave. West  
Duluth, MN 55806

Land Rover Club of Florida  
3324 Pine Hill Trail  
Palm Beach Gardens, FL 33418  
Attn: Tom La Manna

Land Rover Owners' Assoc., North America  
PO Box 6836  
Oakland, CA 94603

Land Rover Owners' Assoc. of Manitoba  
PO Box 331  
Powerview, Manitoba  
R0E 1P0  
Canada

Land Rover Register of Alberta  
PO Box 1299  
Gibbons, Alberta  
T0A 1N0  
Canada

Land Rover Register of Canada  
945 Marine Dr. #311  
West Vancouver, BC  
V7T 1A8

Maritime Organization of Rover Enthusiasts  
RR1  
Kingston, Nova Scotia  
B0P 1R0  
Attn.: John Cranfield

Newfoundland Rover Register  
#2 Holden St.  
Mt. Pearl, Newfoundland  
A 3H4  
Canada  
Attn.: Kevin Burton

Northwoods Rover Group  
2547 152nd Ln. NE.  
Hamm Lake, MN 55304  
Attn.: Bill Osterhelm

Ottawa Valley Land Rovers  
1016 Normandy Crescent  
Ottawa, Ontario  
K2C 0L4  
Canada  
Attn.: Mike McDermott  
Ph. 613-24-8300

Rover Car Club of British Columbia  
2671 Secheit Dr.  
North Vancouver, BC  
V7L 1N9  
Canada

Rover Owners' Assoc. of Michigan  
415 Longshore Dr.  
Ann Arbor, MI 48105

Rover Owners' Assoc of Virginia  
1633 Melrose Parkway  
Norfolk, VA 23508-1730  
Attn.: Sandy Grice

Rover Owners' Club  
844 Garfield Pl, #A3  
Arroyo Grande, CA 93420

Royal Range Rover Society  
PO Box 1363  
Paramus, NJ 07653-1363

Sollihull Society  
Box 916  
Monument, CO 80132

Southwest Land Rover Owners' Assoc.  
1409 Santa Rosa Dr.  
Santa Fe, NM 87501

Toronto Area Rover Clubs  
47 Squires Ave.  
Toronto, Ontario  
M4B 2R4  
Canada  
Attn.: Tom Tollefson  
Ph. 416-825-8062

Yankee Rovers  
1006 Goshen Hill Rd.  
Lebanon CT 06249  
Attn: David Ducat  
203-642-6903

## LROA Regional Coordinators

### BLUE RIDGE

Pam Halgh/Win Sharples  
RR1 Box 537 A  
Round Hill, VA 22141  
703-554-2111

### MOUNTAIN STATES

Bill Davis/Kerry Oldham  
360 N. 10th W.  
Salt Lake City, UT 84116  
801-363-2390 (Bill)  
801-964-2388 (Kerry)

### NEVADA

Jeff Stitt  
230 N. Mt. View  
Yerington, NV 89447  
702-483-2011

### N. CENTRAL

Peter Donnelly  
1271 Taylor  
Highland Park, IL 60035  
708-831-2208

### N. GEORGIA

Jack Walter  
1325 North Point Way  
Roswell, GA 30075  
404-641-0147

### NW. COAST

Cliff Johnson  
Rt. 2, Box 436 G  
Smith Lake Estates  
Warrington, Oregon 97146  
503-861-1538

### NORTHWOODS

Bill Osterhelm  
2547 152nd Ln. NE.  
Hamm Lake, MN 55304  
612-434-8144

### OREGON

Doug Shipman  
945 NE. 188th  
Portland, OR 97230  
503-661-5123

### S. GEORGIA

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

### TEXAS

Chuck Willis  
1121 Forrest Dr.  
Arlington, TX 76012  
817-461-9280

### WASHINGTON

Gord'n Perrott  
10537 Interlake Ave. N.  
Seattle, WA 98133  
206-361-5766

**CHANGE OF ADDRESS**

If You move, fill in this form and send it in to us. Thanks.

NAME \_\_\_\_\_ MEMBER # \_\_\_\_\_  
 OLD ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 NEW ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 OLD PHONE # \_\_\_\_\_ NEW PHONE # \_\_\_\_\_

SEND TO :  
LROA  
P.O. Box 6836  
OAKLAND, CA 94603

**BUSINESS ADVERTISEMENT INFORMATION**

Ads will run for 1 issue. Payment in advance.

Feel free to place it for a year at a time.

Please send your ad to us ready to go... artwork and everything actual size and camera ready.

Any ads submitted to us that have L/R or R/R copyrighted material will not be printed unless accompanied by a letter of permission from LRNA's legal department.

**NEW RATES PER ISSUE**

FULL PAGE.....\$60

HALF PAGE.....\$30

1/4 PAGE OR LESS....\$15

**MEMBERSHIP INFORMATION**

Memberships are \$20 per year (Feb. 1 to Feb. 1). If you join mid-year, just pay for the number of quarters left till Feb. As a member, you will receive a subscription to our quarterly magazine, THE ALUMINUM WORKHORSE, the membership directory (updated semi-annually), and the opportunity to attend as many of our outings and other events (locally and nationally) as you wish. Tech sessions are held from time to time and cover a wide range of topics. All events are family oriented. We strive to make them safe, fun, and planned well in advance. We don't carry insurance. For one-time national events we are able to get a very limited liability policy but it doesn't cover members or their vehicles, so be sure to carry your own!

**APPLICATION FOR MEMBERSHIP**

SEND TO :  
LROA, P.O. Box 6836, OAKLAND, CA 94603

NAME(S) \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_

PHONE (\_\_\_\_) \_\_\_\_\_

OCCUPATION(S) \_\_\_\_\_

ACTIVITIES/INTERESTS \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

DATE \_\_\_\_\_

ROVER INFORMATION

YEAR \_\_\_\_\_ PETROL \_\_\_\_\_ DIESEL \_\_\_\_\_

MODEL \_\_\_\_\_ LIC # \_\_\_\_\_

ORIGINAL \_\_\_\_\_ MODIFIED \_\_\_\_\_

EXTRAS \_\_\_\_\_

\_\_\_\_\_

OTHER \_\_\_\_\_

\_\_\_\_\_