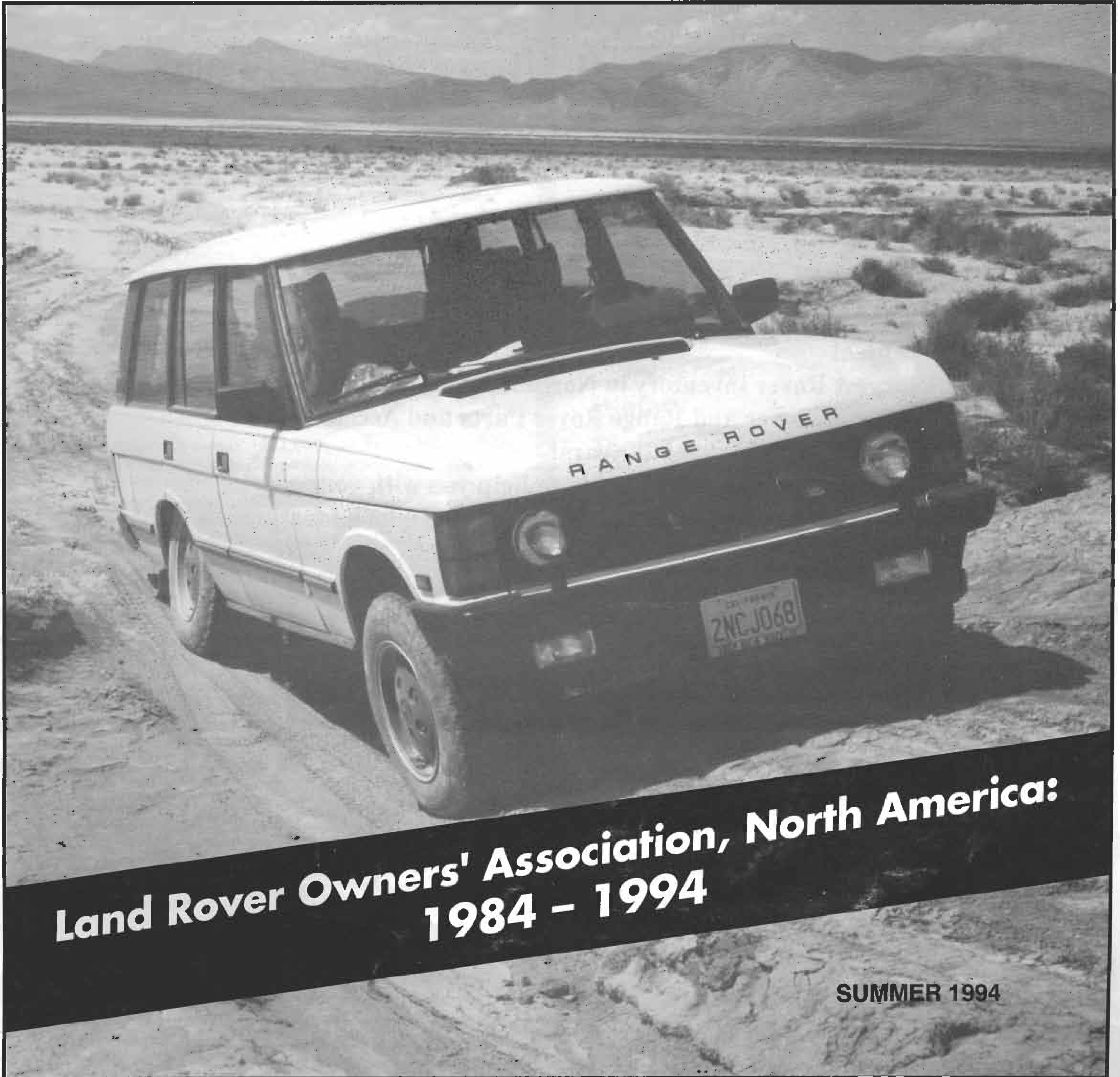


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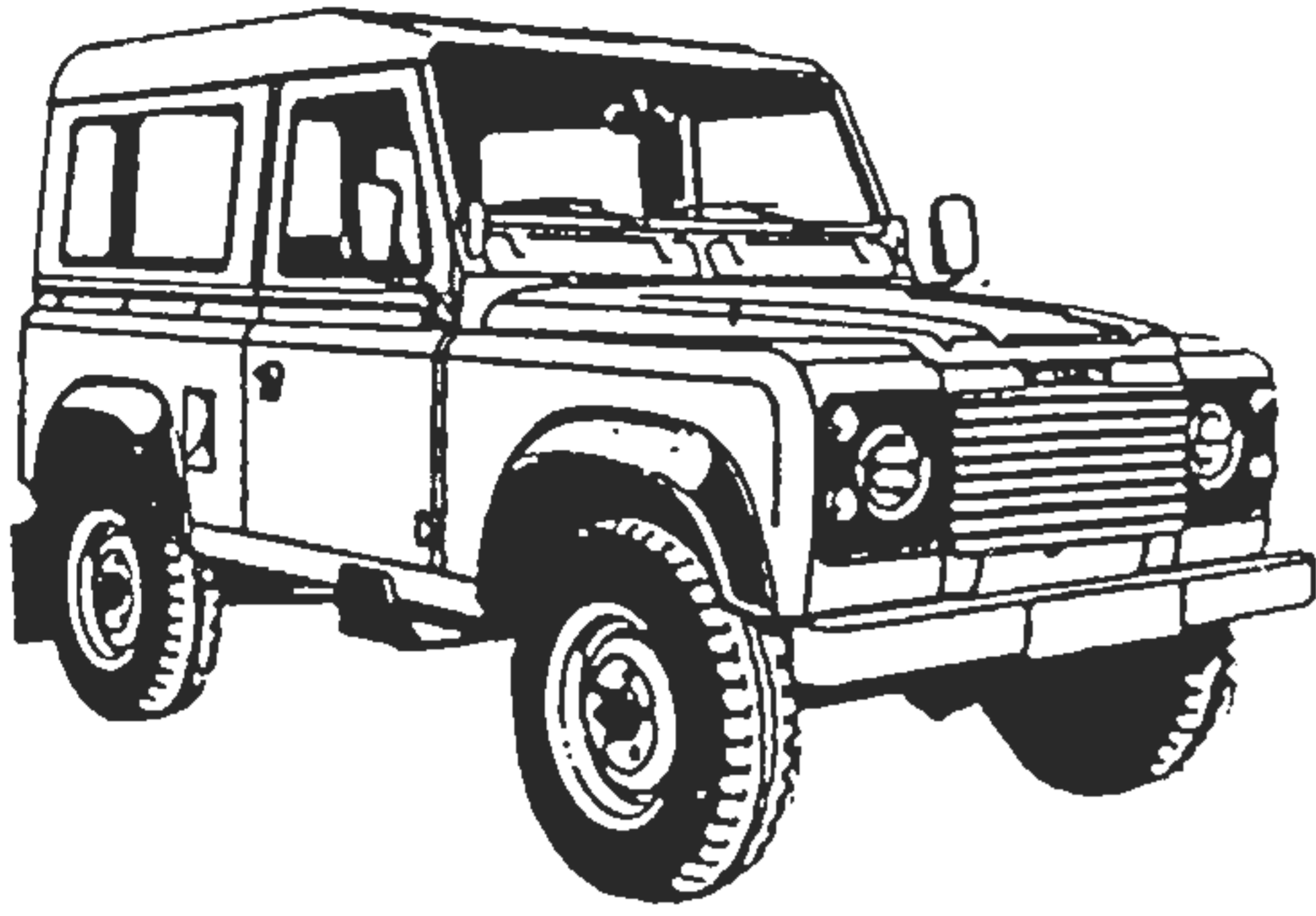
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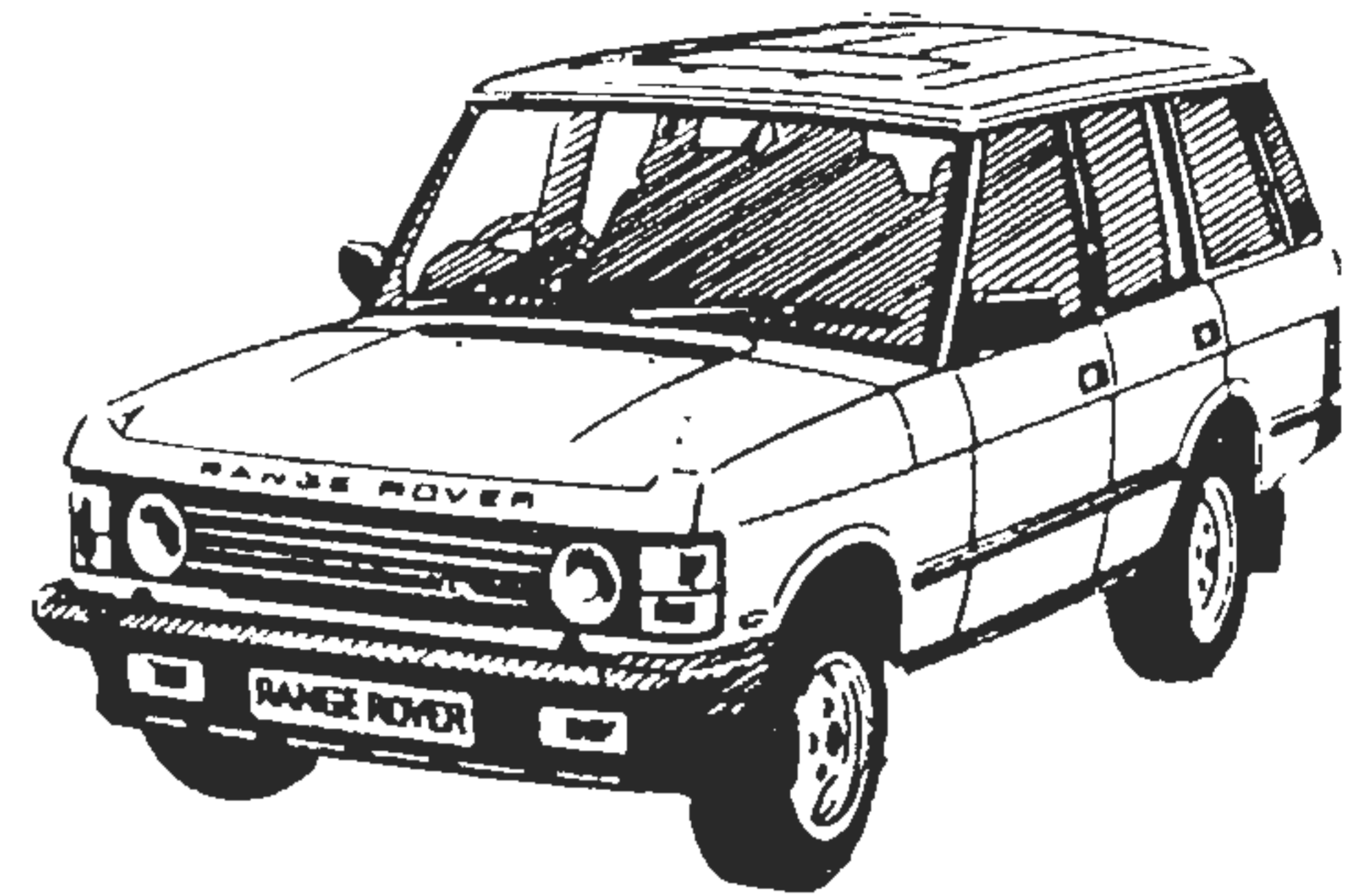
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1984 - 1994**

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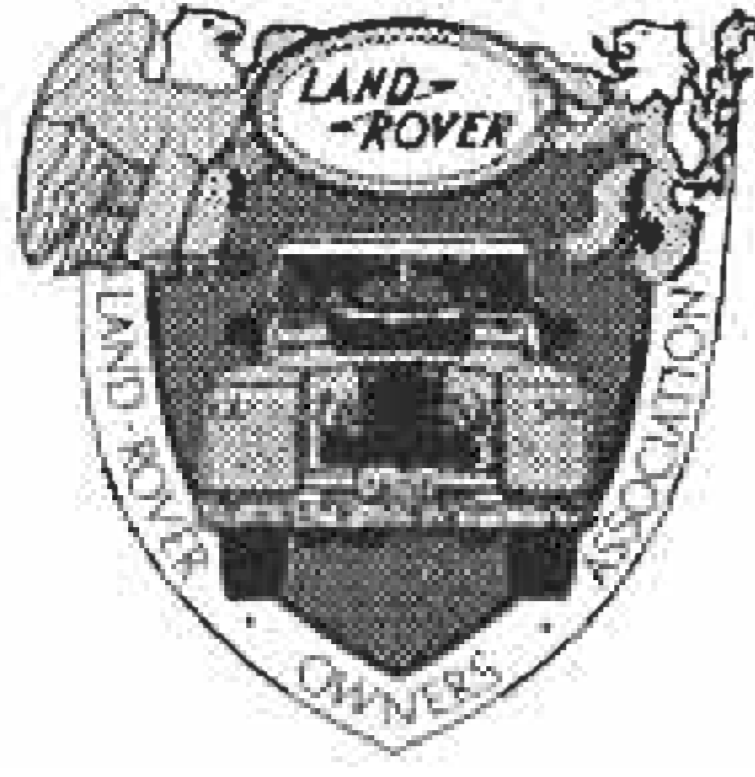
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Deadlines for material: Feb 15, May 15, Aug 15, Nov 15.

Items for publication should be original. If copyrighted, please include permission to print. All contributions: news items, event schedules, articles, tech tips, etc. may be hand written or typed.

The most preferable media is a Macintosh formatted, 3 -1/2" diskette. If using DOS, please save in MS Word, Word Perfect, or as ASCII on 3 1/2" diskette. We can translate to Mac.

The ALUMINUM WORKHORSE is produced using Pagemaker v. 5.0 and Microsoft Word, v. 5.0.

Permission to reprint any material herein is granted to all other Rover clubs as long as acknowledgment is given to the author and publication.

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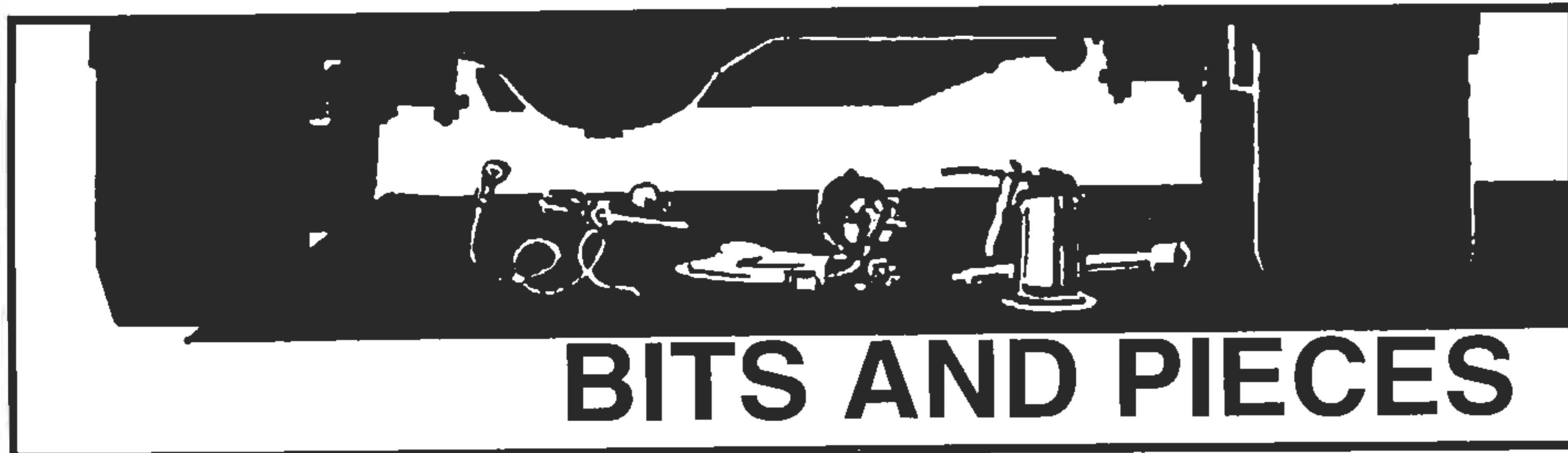
Front Cover: John Brabyn (CA) is a Range Rover owner who *does* wave back! Apparently John has much in common with the Western LROA members, as this photo of his '89 RR was taken in the Black Rock desert some time before he joined our ranks.

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Advertising Information:

For advertising rate sheet, please call Brad Blevins at 1-510-687-0955 or write to LROA, PO Box 872, Concord, CA 94522.



BITS AND PIECES

• **INTERNATIONAL DUES INCREASE!**... We have a number of members outside the U.S. But it costs more to produce & mail the AW to those members than the dues they pay. So new members and renewing members outside the U.S. will see a moderate dues hike... \$4 for those in Canada & Mexico, and \$6 for the rest of the world. We are also specifically requesting that dues be paid in U.S. dollars.

• **ROVERS ON THE INTERNET!**... If you are able to get onto the internet, try accessing lro-request@stratus.com and ask to be put onto the mailing list. Next thing you know, you'll be receiving Rover-related messages from around the world. Lots of good stuff there.

• **AW INTERNET ADDRESS!**... Last issue, we mentioned that you can be put onto an e-mail list for Land Rover lovers. The address to get that started is lro-request@stratus.com. If you would like to send a message to the Aluminum Workhorse editor through the Internet, try UncleBrad@aol.com and be sure to put something like "Brad, read me" as the "subject" of your message. All of the Land Rover messages get put into one list on America OnLine so the editor screens them by looking at that "subject" line. Have fun!

• **BACK ISSUES!**... We have some issues from Fall, '90; all 3 issues from 1992; Spring, Fall & Winter of '93; and the Spring of '94. They can be purchased for \$5 each. Make check to Emu design. Quantities are limited.

THE LROA DEPARTMENTS & OFFICERS

Send your mail directly to the person who can make the most of it. You can find the list of Departments & Officers on page 1.

• **LAND ROVER BOOKS!**... Got a packet from CARTECH, a company which sells auto books & manuals. They included their catalogue which has 5 road test books, 6 workshop manuals, 6 parts catalogues, 8 owner handbooks, and 3 restoration books. Cartech has offered that if you mention the club you can receive 20% off your order. Not bad, eh? And to top it all off, they have an 800 number: 1-800-551-4754. Call for their catalogue.

• **PULL OUT!**... The Spring WORKHORSE included the membership list... you knew that, right. What you may not have noticed is that the list was very cleverly bound into the magazine so that it can be pulled out without damage to either piece. They both have independent staples. Just another one of the wonderful benefits of the LROA,NA.

• **ROAV T-SHIRTS!**... Sandy Grice posted a message on the Internet saying that the Rover Owners' Assoc. of Virginia has got some ROAV T-shirts. 4 color club logo on the pocket and a line-art IIA 88 Rag-top on the back with clever sayings. \$20 US will get you one. He only has a couple of XLs and the rest are L. Call him at 804-423-4898 eves. When they're gone, they're gone.

• LROA WINDOW STICKERS

The sticker is black on clear (frosted) self adhesive and measures 4.25" x 5.5". It is printed in reverse so that you can put it on the inside of your window and it will 'read' from the outside. Please send a check for \$1.50 to:

LROA
PO Box 1144
Paradise, CA 95967

• **LROA KEY FOBS!**... we still have LROA key Fobs. 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. That includes shipping. Send a \$4.00 check (made out to LROA) to:

David Ducat
1006 Goshen Hill Rd.
Lebanon, CT 06249



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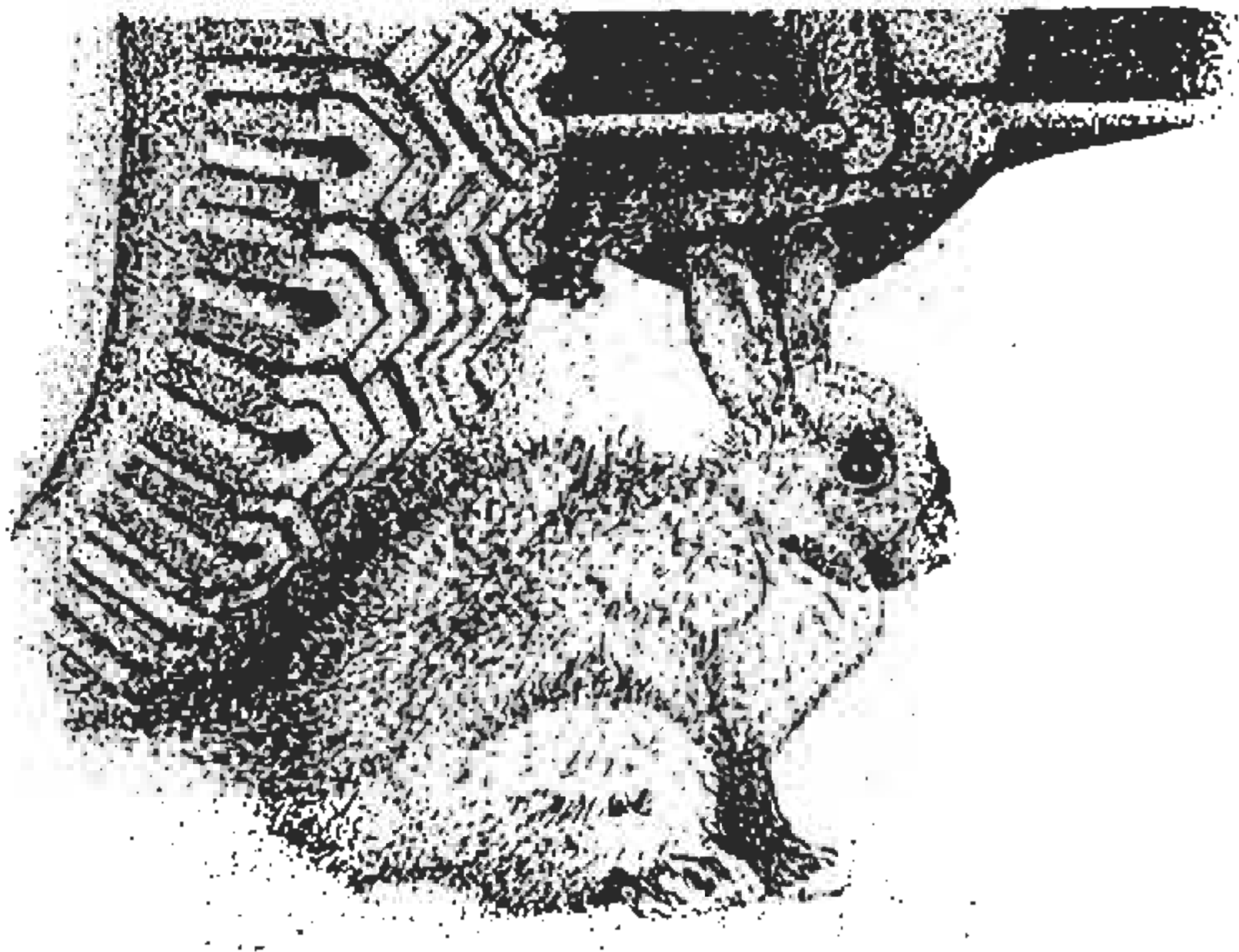
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TREAD LIGHTLY!

I'm not a campfire person.

The perfect end to a day of Rovering for me is to sit back & gaze into the inky darkness of the night sky. I marvel at the multitude of stars which I cannot see at home. I enjoy the mental stimulation of attempting to put into perspective my puny little self in relation to this vast universe. I never succeed. Attempting to comprehend the enormous distances in space is futile, yet fascinating.

I listen to the night, hearing sounds of animals doing their night things. Sometimes I may see a few; mice scurrying about, much to my wife's distress; the lantern-like eyes of a kit fox or bobcat staring at us from a safe distance; or the occasional nighttime insect volunteering itself to become a permanent part of our collection.

But, with a campfire, I'm hypnotized, staring into its flickering flames and orange-red embers. I become night-blind and my whole world shrinks to my immediate surroundings; the boundaries of the light given off by the fire.

This is not to say that I do not take part in the pleasant campfire with my fellow travellers. Many a good evening filled with tales and laughter I have spent around campfires. I have roasted many a marshmallow for my two kids. "Dad, will you do mine? I keep burning them".

In the desert it is easy to dig a pit, enjoy a fire, and fill the pit before you depart, leaving no trace behind. But suppose you've set camp in a grassy or exposed bedrock area. How can you have a campfire without leaving ugly scars in such a setting?

The solution is a mound fire. Lay a tarp over the site of your intended campfire. Spread 6 to 8 inches of dirt, obtained from a naturally disturbed area, over the tarp. Build a small fire. You don't need a bonfire. You're not signaling for help. As the old Indian adage goes; "Indian build small fire, sit close, keep warm. White man build big fire, run around looking for wood, keep warm running".

When you break camp, scatter the ashes (small pieces of wood leave only ashes), return the soil to where you found it and remove your tarp. No blackened rocks, no sterilized soil. You "leave no trace".

John Kirn is the LROA,NA liaison to Tread Lightly

From the President

The club is well into the middle of our tenth year bringing members information about their favorite motorcar, Land Rover, with its extensive model & variant range. To this end the club needs to hear from you, the member.

One has to learn that nothing is trivial in this world. One of the best examples happened to a member many years ago. A dream came true – member John found a reasonably sound Land Rover for a reasonable price. John joined the club for the newsletter, which gave him a list of parts and repair facilities. Then he received the club directory and, amazingly, found another owner in his little town. A few attempts to reach Rich, the other owner, were not good since answering machines were not common in those days. But John did not give up. He called again and was successful. The two talked for hours about a little of everything and decided that the following Saturday afternoon they would load up the wives, kids and dogs, and meet at the Dairy Queen at the edge of town to get acquainted.

On the appointed day, it was soon apparent that John and Rich were both Land Rover extremists. John found out that Rich knew another owner who lived in another town a few miles away. After that contact was made, the group snowballed into a tight group of eight to ten owners, all of whom joined the LROA and continued with their good times for all.

This true story illustrates two points:

1. There are lots of Land Rover owners out there who have not found us yet.
2. Each of us has a story to share.

We are hoping to hear from all of you, with any kind of story of Land Rover significance. Send in a couple of photographs too.

As the years pass, we sometimes fail to realize that the Land Rover Owners Association, North America was founded for the sole purpose of bringing owners, families and friends together – whether at the Dairy Queen, on camping trips, or at national rallies.

Can't wait to hear from you. Keep on Roverin'!

'Till next time...

Steve Hill, President



Tom LaManna's (FL) '72 88 sits in front of the marina where he keeps his 32' Grand Banks Trawler. One classic finds another.

Events

AUSTRALIA

• Aug: 4 weeks in the Outback. Land Rover Owners Assoc. of Victoria has some folks taking this trip through the provinces of QLD, NT, SA and NSW. In the 4 weeks, they will be seeing some of Australia's best.; Carnavon Gorge, Lark Quarry (dinosaur fossils), Hart's Range, Alice Springs, The Olgas, Old Ghan Railway, Simpson Desert Crossing, Meteorite Crater, Arltunga Goldfield, MacDonnell Ranges, Ayers Rock and more. Contact John Hasler by phone: (059) 75-7350.

BLUE RIDGE AREA

• Sept 23,24,25: BRLRC Fall Meet. Thumont, MD - Gettysburg, PA. Hosts: David & Pam Crow, 703-381-1890.

• Oct 1: Shenandoah Valley British Car Show, Waynesboro, VA. Contact SVBCC, PO Box 323, Waynesboro, VA 22980.

• Mid-Nov: BRLRC Winter Meet, Hendersonville, NC. Hosts: Steve O'Neil at 704-693-3996 and Mike & Renee Bross at 704-692-7415.

• Mid April '95: BRLRC Spring Meet, Lake Anna, VA. Tech Session. Contact Denise Craig at 703-895-5589.

CALIFORNIA

• Aug 26-28: Vintage Car Races at Laguna Seca.

• Sept 4: Santa Rosa Concourse.

• Sept 11: All British Meet in Palo Alto. Call Rick at 310-392-6605.

• All Mark Day at Moss Motors, Goleta.

• Oct 2: Sacramento Concourse.

• Oct 2: San Diego Meet at the Del Mar Race Track. Call Dennis at 619-565-8191.

• Oct 3: Santa Monica Meet. Call Rick at 310-392-6605.

COLORADO

• Aug 14-21: *National Land Rover Rally sponsored by LROA, NA, Solihull Society, Blue Ridge LR Club. Mark your calendars now.* Four days of driving are scheduled, from Grand Junction, CO to Moab, UT to Alamosa, CO to the Great Sand Dunes National Monument. There is also a group which will do less driving, and meet with the main group later.

Registration fee is \$40. For information and registration, please write to Rover Rally, PO Box 1238, Durango, CO 81302-1238 or call Matt Tanner at 303-247-0703 or David Ritchie at 304-422-0531.

INDIANA

• Sept 25: Indy British Motor Day, Conner Prairie Settlement, north of Indianapolis. Contact Joe at 317-831-1046.

MASSACHUSETTS

• Aug 28: BSROA Rovers on the Green (Museum of Transportation)

• Sept 24 or 25: BSROA Heritage Pre-Runner II.

• Sept 30- Oct 2: BSROA Fall Heritage III.

Write: Bay State Rover Owners Assoc.

PO Box 342

North Scituate, MA 02060

OTTAWA

• Aug 21: British Car Day hosted by the Kingston Boot & Bonnet Club at Green Creek.

• Sept 16,17,18: British Invasion IV at Stowe, VT.

• Oct: Frame Oiler

• Dec: Christmas Dinner

PACIFIC NORTHWEST

• Sept 3-4: The All British Field Meet at Portland International Raceway, Labor Day weekend. Finally Rover gets it's just recognition. Rover will be the Marque for this year! LRNA is helping out with the "Off-Road Track for those of you who will want to show what your Workhorse can do with you behind the wheel. This might well be the largest gathering of Land Rovers west of the Mississippi! Contact: Glen Enright

21150 Ornduff Rd.

Hillsboro, OR 97123

VIRGINIA

• Aug: The August Rally will be about a mile west of route 15 and 5 or so miles south of the James River. It will be marked with yellow & green ROAV signs. Contact ROAV for more info.

• Aug 19-20: Mid-Atlantic Rover Rally. An alternative to the National Rally in CO, held at the Mc Craig's *Penlan Farm* in Buckingham County. LRNA is helping out and there will be new Defenders, Discoveries, & RRs for your perusal. A Bluegrass Band and volunteer Fire Dept. BBQ Sat evening. Other attractions include: Defender vs Draft Horses, Off-Road Trials course, timed Road Rally, Used Parts Swap Meet, Vendors with new parts, Silent Auction, Carriage Rides, Tech Sessions & more.

\$10 per head for the BBQ & \$10 per vehicle. Call the Rover Owners' Assoc. of Virginia at 804-423-4898.

WASHINGTON

• Dec 4: Winter Run and Party. Contact Gord'n Perrott, 1-206-361-5766.

• April 16-17: Northwest Challenge '94. The '94 Challenge will be held outside of Portland, OR. Contact Gord'n Perrott, 1-206-361-5766.

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News and Info

New Land Rover Magazine from England

LANDROVER WORLD MAGAZINE, a new magazine from Great Britain is now available. It has received fairly good reviews here in the US. Some say quality is not quite as good as LRO but this writer disagrees. The page layouts leave some white space and the type is lighter with good spacing between lines, which provides a little more 'elegance', if you will. The photos aren't crammed together and overlapped, so the eye doesn't have to work to see what's going on. The captions have arrows pointing to their photos. The paper that LRW is printed on is bright white which adds to the clean look and, perhaps best of all, the magazine apparently arrives on time.

Subscription rates for LROA members are: US & Canada Airmail, £47.00 or £28.80 Surface. The rest of the world: £52.00 Air & £32.00 Surface. These prices are 20% below the regular subscription rate.

Call at 081-597-7335 or write:

LRW Subscription Dept.
Hainault Road, Little Heath
Romford, Essex RM6 5NP
England

Series IIA Wins Warn Challenge

Niel and Manley Hipkinson, two English farming brothers drove away from the Warn Challenge as first place winners last April. They drove away in their thirty year old Land Rover.

The Warn Challenge is one of the many off-road events which have begun to appear throughout the world recently. Many of these events require would-be entrants to undergo trials where only the top contenders are finally admitted, as with the famed Camel Trophy. In the case of the Warn Challenge, the only special requirement is that you have a Warn winch.

The Hipkinson's IIA 88 was competing with 90s, 110s, and other "high end" 4x4s giving lovers of the older Land Rovers something to cheer about. LRO journalist Richard Thomas, however, points out that, "this was a demonstration of how careful thoughtfulness by a crew can guide a seemingly less capable vehicle to victory over 'battle equipped', state-of-the-art, modern vehicles".

Land Rover Discovery Launched in Canada

May 18, 1994 saw the Discovery's official introduction to the Canadian market.

The Canadian Discovery will have only minor changes from the U.S.

model. For example, the Canadian model will be equipped with metric gauges and the labels will be bilingual (French/English).

The Americans seem to be duly impressed with the Discovery so far. The U.S. dealers sold 635 Discoveries in the first 6 weeks of availability. LROA,NA member and Discovery owner Paul Kivett, of Kansas City, MO says, comparing the Discovery with the Range Rover and Defender, "The Discovery clearly gives the most value for the money".

Based on the research, the Canadians will agree. Since 1990, when Land Rover Canada was founded, the Canadians have purchased over 625 Range Rovers and 25 Defenders. Projections for Canadian Range Rover sales in 1994 look even better than last year and the Discovery is expected to outsell it 3 to 1.

Defender 90 Voted 4-Wheeler of the Year

Only a short time after its North American debut, the Defender 90 was named "Four Wheeler of the Year" by Four Wheeler magazine.



The Defender 90, Four Wheeler magazine's favorite.

After many difficult off-road tests, the magazine's report was: "The Defender 90 is unquestionably the best four-wheeler we have ever driven, from any factory anywhere".

LRO Magazine Sold Robin Craig

Land Rover Owner, and sister magazine International Off Roader have been sold to EMAP National Publications of Peterborough.

Richard Thomas will stay on as a consultant for a while, as the new editor Martin Hodder (formerly of Popular Classics, another EMAP publication) settles into the swing of things. Thomas is responsible for bringing the magazine from obscurity to becoming the largest circulation UK 4x4 magazine.

If you have any suggestions as to the direction / content that LRO should have, drop Mr. Hodder a letter and let him know what you think.. He is looking to hear what is right and what is in need of improvement.

The address is: Martin Hodder, LRO
Bushfield House, Orton Centre
Peterborough, Cambs. PE2 5UW
England

Club Reports

This section will introduce you to and keep you abreast of what's going on with Land Rover clubs throughout North America.

Thanks to the Yanks!

Clive MacDonald-Smith (#865, N. Yorkshire, England)

This is an account of a week spent with fellow members of the Bay State Rover Owners Association on their 1993 Pilgrimage tour to England.

I arrived at the A.R.C National Rally site at Eastnor Castle on the Friday evening after a long hold up on the M5 owing to roadworks, booked in and took a quick look round: people setting up caravans, others building trade stands—nothing changes much. I couldn't see anybody that I knew so I drove slowly through the site and back on the road and turned right for the town of Ledbury and the Feathers Hotel, where I was to stay along with the other club members.

I was just negotiating my elderly Series IIA 109 into the narrow entrance to the hotel yard when I was greeted by Bay State's UK rep, Andrew Cutting, who followed me down the yard and then told me all about the visit to the factory which they had all enjoyed the previous day. And the fact that on the way to Ledbury they had managed to take in Stratford-Upon-Avon, Warwick Castle, and the British Motor Industry Heritages Trust's new museum at Gaydon, the old British Leyland proving ground.

I was then taken inside the hotel to book in and there I met Bay State President Jim Pappas and his charming wife, Cathy, and members Paul Lelito, Lisa Kenny, John Hong, and last, but by no means least, Kevan How-Many-Used-Range-Rover-Parts-Can-I-Get-In-My-Hand-Luggage Keegan who had spent the previous day touring breakers yards. (Kevan is rebuilding a written-off Range Rover.)

After a delicious supper and a lot of Land Rover talk and also sharing a drink with the well-known off-road instructor, David Bowyer, whose training centre we were to visit later in the week, we adjourned for the night.

Saturday came all too soon for some of us—still a hearty breakfast soon brought us to life then we set off for the National site in convoy, the Americans taking great delight in the new experience of driving the powerful TDi engines fitted to their hired Defenders Ninety and One-Ten County. On arrival at the site we soon found the Club stand where Andrew and two of his pals had spent the night in their caravan. Soon the banners were out along with the Stars and Stripes and the Union Jack. Jim put up a photo display board and then surveyed the trade and club-stand areas. Opposite us was the Series II club and just to their left was the 101 F/C Register. "Stop drooling, Jim," I said. "Yeah," he said

...
Soon Tony Arnold and Nick Chinnary from the Forward Control Register IIA/IIB turned up and took their place next to our stand—Tony in his award-winning concourse Series IIB and Nick in a workmanlike example of the marque, both working vehicles used every day. The Bay State display consisted of the two Defender TDIs plus Andrew's Ninety County diesel, my Series IIA and Andrew's mate's Rover 2300 SDi.

Jim took the gang on the off-road safari course—a sort of convoy of vehicles which did a conducted tour of the deer park and ploughed through a lot of mud owing to the torrential rain which preceded the trip. About twenty-five vehicles went in all.

In the afternoon I collected a couple of pre-commissioned cartoons from Pete Wilford—the well-known illustrator of Dipstick in Land Rover Owner magazine, these I then presented to Jim on behalf of the UK contingent of the Club to mark their visit. The rest of the afternoon was spent looking at the concourse vehicles in the main ring and touring the trade stands where a character by the name of Bat Fastard suddenly gained a number of overseas fans who bought and displayed T-shirts stating that they knew him.

Eventually we all got back to the hotel for dinner after which the assistant manager was persuaded to install a video recorder in David Bowyer's room and he showed us some very interesting Land-Rover films, including the Camel Trophy.

Sunday morning came and nobody was in a great rush to get to the site, so a leisurely breakfast was followed by a steady drive up to Eastnor in time to watch the trial which went on all day and was thoroughly enjoyed by our visitors. Before our return to the hotel there was a rumor that the overseas clubs may be taken round the Land Rover test course at Eastnor on the Monday. We would have to be there by a certain time in the morning, but still nothing was definite

...
Monday morning came along with another very filling breakfast, then, suddenly a frantic phone call from Andrew on the site. "Can you all be here in 15 minutes to go on the Land Rover course?" "No, we might make it in 20 though." Hastily we checked out and got on the road. On arrival at the deer park we lined up at the top of the hill and whilst Paul went to take photos of the deer we were joined by the Dutch and German clubs and we were asked to move on through the gate and into the woods and wait, which we did. Soon a brand-new Camel Discovery TDi pushed its way to the front and out got Roger Craythorne, a senior Land Rover official and he came down the line to check all the vehicles. He took one look at yours truly and my UK registered vehicle and said "I know you, you are Forward Control Register. This is for European clubs." So I had to explain that I was with the Bay State Club from America and Andrew explained that they were in hired vehicles. So after a check that all the vehicles had their footsteps folded up we were off.

We were later told that the Midland R.O.C hosts of the National were very jealous of us because they hold events

at Eastnor during the year but are not allowed on the LR course. Our journey round the course was a very enjoyable experience with plenty of mud and water to test the drivers' skills. When we returned to the caravan park Roger told me to follow him because he had a vehicle that he wanted me to see. We drove out of the park and across the vain road and into Eastnor village where I was introduced to a chap who, whilst being a vintage tractor enthusiasts was also busy restoring the original prototype Series IIB Forward Control Land Rover, and a very thorough job he was making too, except that he was fitting a 200 TDi engine and five speed gearbox. His son had just rescued a AMF-Harley Davidson trail bike, which is a rare sight these days.

On my return to the caravan park I found the Bay State brigade busy packing up ready for the trip to David Bowyer's Off Road Centre in Devon, and Andrew's pals preparing to take their caravan back to Essex. A fairly uneventful journey was made to Devon, except that with going round the LR course at Eastnor in the morning we didn't have time for a planned visit to the Cheddar Gorge on the way down. We arrived at our hotel—the charming Nichols Nymett House, run by Mr. and Mrs. Pyle—in the early evening, booked in and settled down for the night ready for a flying start the next morning.

Morning duly came and the vehicles were checked for oil and water and all climbed aboard for the three and a half mile trip down narrow Cornish-type lanes to the Off Road Centre. Upon our arrival the first thing that I noticed was a sign saying "Keep off the grass. Offenders will be shot! P.S. Thank you." I began to wonder what lay in store for us, but not for long as we were soon in the yard and David was out shaking our hands and offering a cup of tea. Refreshed, we were ushered into the classroom where David's chief instructor, Keith Hart, went through the theory of off-road driving and then outside in the yard a practical demonstration of the High-Lift jack and using a gravity roller set the principle of the centre diff lock on the Centre's V8 90 station wagon.

Whilst all this was going on David and his assistant were checking our vehicles fitting fording plugs in the transmission and engine timing belt covers ready for going onto the course. Set in about five acres the actual driving course, most of which is on a hillside with the water sections set out along the bottom, the less experienced of these amongst us went round supervised by the instructors whilst Jim, Andrew, and myself, All having "done a bit" in the past were allowed to go on our own. I asked if I could tackle the Steps—perhaps the most transmission damaging section of all, bearing in mind that my 109 IIA didn't have a Salisbury rear axle, I was told "at your own risk." First gear low range and gently does it—I got to the top with lots of spinning and flying rocks but fortunately no broken bones, er...halfshafts. Later Lisa Kenny went up and down in the 90 TDi, after a delicious lunch at the local pub to which we travelled

in "Sybil" David's immaculate SI seven-seater station wagon. In the afternoon John (Lucas) Hong—why do they call him Lucas?—driving the V8 90 managed to get it stuck on a particularly muddy bank. David said "we will tow it out." "No," said John, "I want to recover it with the High-Lift Jack." This he proceeded to do. Meanwhile Cathy Pappas had gotten too ambitious and managed to get the other 90 stuck in some more mud, giving Keith Hart a good opportunity to demonstrate recovery with the Kinetic Energy Rope. This done and some more driving round the course, we then adjourned to the classroom to watch some videos, but it was decided to do this at the hotel instead.

The next morning we all arrived at the centre ready for our trip up to the Exmoor National Park in the adjoining county of Somerset. It was decided not to take my 109 because it had developed a rather nasty oil leak from the rear main oil seal and we didn't want to aggravate it as I had to drive it nearly 400 miles home, so I was to be a passenger in the Defender 110 station wagon for the day.

Booted and spurred, we set off in convoy with David leading in the V8 90 followed by us in the 110, Andrew Cutting behind us in his 90 station wagon and John Hong and Keith Hart bringing up the rear in the 90 TDi, Jim and Cathy Pappas were riding with David and in the 110 was Kevan Keegan, Paul Lelito, Lisa Kenny, and yours truly. Kevan was driving, being an expat Brit, though not being old enough to drive when he left the UK, driving on the left was still new to him too. We spent a long and happy day exploring the highways and byways of Exmoor from Tarr Steps to a point overlooking the Bristol Channel with a stop for lunch at the Crown Hotel at Exford. For some reason, best known to themselves, Kevan and Paul took to sunbathing on the roof rack of the 110 when I was driving along some of the green lanes—perhaps they thought they could make a quick exit if there was going to be any trouble! Coming down the last green lane of the day, for some unknown reason we got to discussion measurement. I was slandering metric and comparing it with imperial which is still used in America, I am pleased to say, and so we went on ... 22 yards = 1 chain, 10 chains = 1 furlong, 8 furlongs = 1 mile and so on. Then I said to Paul, who is a little hard of hearing, it is very easy because 22 yards is the length of a Cricket Pitch, to which he replied "What's a tricky fish?"! Thereby a nickname was born.

We all returned to the hotel back in Devon and got washed and changed and then went down to the village pub in Bow for the final supper and where we were to be joined by David and Keith who would give us our diplomas from the course, and a very enjoyable evening was had by all.

The following morning we all posed for a group photograph on the steps of the hotel and exchanged business cards—guess who had run out of cards after the National—and then they all set off for London and the airport, and me for home in rural North Yorkshire, still nursing a leaking rear main oil seal.

So here's to the 1994 A.R.C. National Rally when, hopefully, we'll all meet up again.

Why title this article "Thanks to the Yanks," you say? Well, I have been going to go to David Bowyer's Off Road Centre ever since it opened, and new, thanks to the Yanks, I finally made it.



CAMEL TROPHY ADVENTURE HAS COME A LONG WAY... WOMEN INVITED TO SHARE MUD, SWEAT AND CHEERS Applications Being Accepted For Central American Trek

SNOWMASS, CO – After 15 years of "Men Only", the annual Camel Trophy Adventure has the welcome sign out for U.S. women who like their mud baths in the jungle, workouts with a winch cable and meat cooked on a manifold. They're invited to vie with males for a spot on the '95 U.S. team if they also find pleasure in rafting rivers and four-wheel driving narrow mountain paths or rutted, overgrown trails – far from posh resorts and most conveniences.

The duo selected will do all that for free for three weeks next spring – as well as swat mosquitoes and drip sweat along with like-minded amateur adventurers from other lands while driving a Land Rover Discovery through the interior of five Central American nations.

The Camel Trophy Adventure annually tackles 1,000 miles or more of some of the toughest trails on the globe. The French and Scandinavian entries each had a woman on their two-person teams on this year's trek across South America. Now, all nations participating in the '95 Adventure are being encouraged to solicit applications from both sexes.

Tom Collins, U.S. coordinator for the event, says, "It's an overdue change in policy but there's no change in what it will take to represent the U.S. We're looking for the best two-person combination of stamina, spirit, and skills to drive a Discovery for 18 days through jungles and mountains in Central America." The rewards for prevailing in what is considered "The Olympics of Four-Wheel-Drive" are primarily psychic – the satisfaction of having done it. Neither Gold nor glory are bestowed on participants.

To find the right pair, Collins will screen questionnaires completed by hundreds and possibly thousands of applicants, now that it is a coed event. A number of the would-be adventurers are then invited to U.S. trials held outdoors in December or January in Colorado. From these trials, four national finalists are chosen. The final four will be given extensive training before going to International Selections where an equal number of candidates from each nation participating will be tested and evaluated to determine actual team members. Eighteen nations competed in '94 with Spain winning.

Exceptional physical strength is not a requirement, according to Collins. "Stamina and spirit are far more important because both are really tested by long hours of driving and obstacles on the trail. You're usually in sweltering temperatures or a tropical downpour and always in the company of your co-driver and other teams. If you get worn down physically and your patience & good humor go south, so do the camaraderie and cooperation necessary to get the entire convoy to the finish."

Spirit is so important to the event that a special trophy is awarded to the team voted by all participants as demonstrating the best attitude. In addition to the "Spirit" trophy, a "Skills" trophy goes to the team that scores best in a number of tasks introduced along the way to provide an objective measure of each team's driving, orienteering and mechanical skills. Rescuing a transmission sunk in the middle of a river or winching up a steep grade where there is no tree, boulder, or outcropping for an anchor, are examples.

The Camel Trophy itself goes to the team with the best combination of skills and spirit. However, Collins note, "If you have to win one of the trophies to make it worth going, very likely you won't and the Adventure will be a waste of your time."

The convoy of Discoverys will be supported by supply, medical, spare parts, communications and staff vehicles and is patrolled by a helicopter that serves both as scout plane and as medivac rescue.

To be eligible for the '95 Camel Trophy Adventure applicants must be 21 years of age or older, a United States citizen, hold a valid driver's license and never have held a professional race or rally license. Applications can be obtained by sending a self-addressed envelope to:

Tom Collins, Coordinator
U.S. Camel Trophy
P.O. Box 587
Snowmass, CO 81654

Collins has set a deadline of October 1 for receiving completed applications. The Camel Trophy Adventure is sponsored by Worldwide Brands, Inc. of Brussels, Belgium and Land Rover, the British four-wheel drive vehicle manufacturer. The event promotes Camel Trophy brand wrist watches and actionwear.

Gallery

Venturers Search & Rescue Land Rover 127, used as a command vehicle in England. No 127s (also known as Defender 130s) are known to be registered in North America.



The Dixieland Rover gang. Stu, Steve, Cody, Abe, Moldy, Richard, & Maggie.



Some Land Rover owners from the Chicago area.

Glen Foster's (MA) Range Rover following Brad Blevins' (CA) '67 109 on a trail in Baja, Mexico.





John Kirn's (CA) 109 has beautiful, well planned cabinetry eliminating all that camping clutter the rest of us are so used to.

Doug Shipman (WA) easing through a section of the Rubicon Trail in California's Sierra Nevada Mountains.



Lea Magee (CA) contemplates a cup of coffee before breaking camp.



Will Wilson (CA) owns a '69 88 & a '62 88. The '62 was recently purchased at a heavy equipment auction.

Robert Gauger spotted this Land Rover at one of Egypt's many Bazaars.

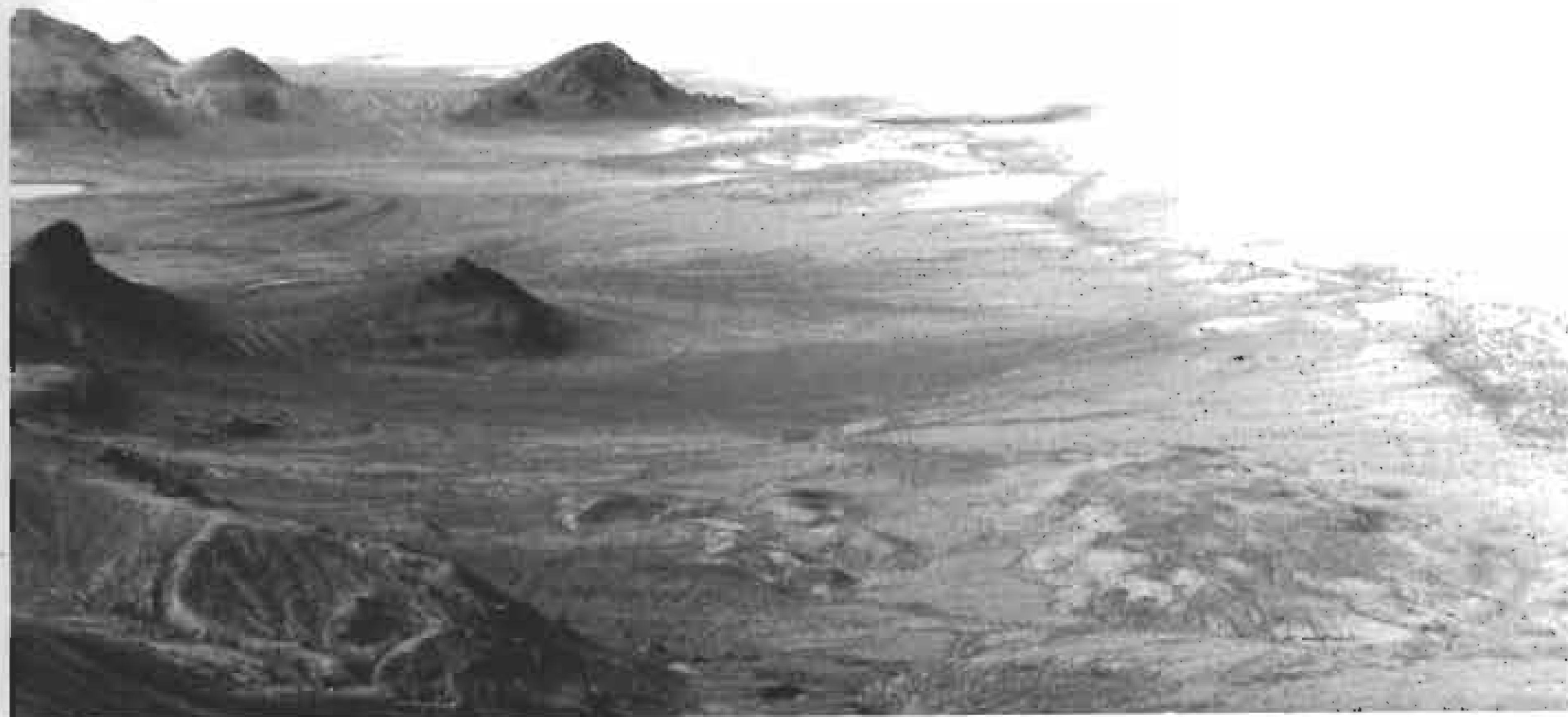


Articles

Bureau of Land Management Field Tour, Black Rock Desert/ High Rock Canyon

Marvin Mattson (NV)

The following is an account of the events that occurred on June 11th and 12th, 1994, on a field tour of the Black Rock Desert. Fifteen vehicles... approximately forty people... visited areas of historic significance along the Lassen-Applegate Emigrant Trail. It became evident, at the introductory meeting, that government employees greatly outnumbered the handful of "civilians" present, and that each party had their own agenda for being on the trip.



The Black Rock Desert. Black Rock Point, shown at the edge of the lighter colored "flats", was a major land mark for the wagon trains heading for California & Oregon during the mid-1800s.



Two 88s belonging to the author & Lea Magee with the imposing Black Rock Point in the background.

The area in question is described in detail in the Aluminum Workhorse, "Black Rock Primer," (Volume II Number III, June/July 1985). After an uneventful trip across the playa, our contingent paused north of Rabbit Hole Springs. Peggy McGuckian, Archeologist for BLM, described modern disturbances to the remains of the Emigrant Trail. Jere Krakow, representing the National Park Service, proposed marking the area with radio transmitters broadcasting historical information, as well as artificially-colored rocks.

Our route took us through Sulfur and west along the railroad tracks. After making a right turn at the Trails West marker, we spread out to avoid "eating" too much dust. Susan Lynn, a BLM representative specializing in National Conservation Area status, called on BLM radio frequency to report that she had missed a turn (Susan's vehicle was designated "rear sweeper" to make sure no one got lost.)

Since BLM vehicles were only equipped with FM radios (shortwave), they could only communicate amongst themselves. Therefore, a "liaison" vehicle was required to keep everyone on track. Fortunately, our Land Rover was equipped with both CB and shortwave capabilities, enabling us to communicate with all parties.

Our next venue was Black Rock Point. Here there was some discussion about controlling use of the playa. It was suggested that camping on the playa should be limited to designated areas to avoid being "run over" by vehicles traveling across the playa. Also presented was the BLM proposal of controlling the Black Rock Springs by installing walkways, fences, and "signage" to protect tourists unfamiliar with the desert. The goal would be to limit vehicle travel, camping, cycling and hiking in the area.

Five miles north, at Double Hot Springs, Hugh Bunten, Archeologist for the BLM, suggested controlling the area again, with fences and walkways to protect tourist from themselves. A story was related regarding the unfortunate soul who either fell, jumped, or slipped into the hot springs and died a terrible death. No one is certain of the date, identity, or sobriety of

...continued on page 15

Two Snivellers do The Mojave Road

Land Rover Winter Trip-December 1993

Captain Camo

Vancouver British Columbia, Canada

Now listen up you snivelling scum suckers! While all of you were whining, debating schedules for a winter trip, dreaming about Anza Borrego, getting your vehicles together, dealing with the holidays, working, or whatever else got in your way, Lynn Helm and I were out there driving our Land Rovers around the Mojave Desert. We missed most of you. So did Zig Zag, Lynn's pooch. A serious effort was made to recruit you, but everyone had a problem. "Snivellers" was indeed a well-chosen name for our whimpering gaggle.

Using the rationale outlined in my letter of November 8, 1993, we tackled the Mojave the week after Christmas. Lynn had replaced his frost plug by this time. Why he had to replace it was answered in the most recent issue of the Workhorse. He had also taken the time to put his truck into some kind of reasonable running condition, after punishing it with thousands of miles of benign neglect. The starter which puked in the Baja was replaced. Even the oil was changed. Shut his shop down for two full days to do all this he said! Good on ya Lynn. About time! You are a true "shoemaker's" child.

I fitted some new brakes. Serviced the winch and cable. Cleaned the tape deck heads. Replaced the boot on the front drive shaft and packed all necessary survival gear. Unfortunately, the batteries on the aircraft emergency locator beacon and the trusty strobe were konked out. Ah, what the hell. We like to live dangerously don't we?

True to the requirements of Rover travel, the 109' was loaded high with all kinds of gear, both necessary and unnecessary. Winter gear, of which Canadian campers have lots. Winter-weight sleeping bag. Long underwear. Warm head gear. Anti-freeze. It gets real cold on the Mojave Road in winter with the altitude ranging from 490 feet at the start on the Colorado River to 5,167 feet at the Head of Cedar Canyon. Our water froze over every night. It froze solid one night.

The smartest thing we did was to "chat up" Neil McCasland. Sue McCasland has already written a fine story about the Mojave Road which appeared in a previous Workhorse. With assistance from Neil, we were put in touch with Dennis and Joanne Casebier who have written a series of comprehensive guides to the Mojave Road and the East Mojave Heritage Trail. Susan and Neil sent the guides (which they had carefully tabbed at all the important points) to John Kirn in Cloverdale who promptly sent them to me in Sonoma. Thanks to Susan and Neil for getting us off on the right track! Meanwhile, I had several conversations with Joanne about the possibilities, the seasonality, and the organization Dennis heads up as Chairman.

It's called The Friends of the Mojave Road. The dedication of this guy and his organization



is unbelievable! Get the books. Take the trips while you still can. Much of it is gonna be locked up..

When I got back to Canada I called and thanked Dennis for his marvelous contribution to outdoor folks like us.

On December 26th I inched toward the "summit" of Altamont Pass east of Livermore, a place that many Snivellers have passed before with the great anticipation of Land Rover adventures ahead. . . lotsa hours ahead. And lotsa hours we did have ahead. Missed the rendezvous in the snot-thick fog and thanked the CB radio for its usefulness as Lynn and I found each other on channel 7 in the goo. Somewhere in the whiteout Lynn sent the right message: "Let's go to the desert." We were, in fact, headed south for the end of the Mojave Trail. The Guide starts in Needles, California and is written from east to west, terminating in Barstow, California after its start, 138 miles earlier on the Colorado River. Making Needles would have meant at least 12 hours behind the wheel. So with the limited daylight of December, we figured that Barstow would be quite enough for day one.

We settled for an estimated 10 hours of boring asphalt, and agreed to make a decision

in Barstow about driving further to the start of the trail. The alternative was to travel the trail in reverse, from west to east, travelling from Barstow to Needles. This was a key consideration.

Highway 5 is a monotonous mark on the California road map. We took the time imposed on us to listen to our vehicles for the strange Rover noises that we felt they were certain to send out. And, we weren't disappointed.

Sticklemouth had forgotten that on the "Tampon Tech Tip" trip to the Blackrock in October he had removed the rubber washer from his radiator cap to release the pressure from the puking cauldron that his radiator had become.

We pulled into one of those anonymous gas stops and checked under the hood since Lynn's poor 88" was telling him that it was too hot. "Please Mr. Helm, I've treated you so well, and you abuse me so," it seemed to cry. If belching green froth is any indication of a radiator problem, it's good we stopped.

After only 10 minutes, even though I'm mechanically disadvantaged, I deftly snapped the washer back on. Since Lynn had remembered to save it, we were laughin and soon on the road again.

Thirty five miles south of Bakersfield, take the Arvin cutoff, (223), over to the Tehachapi Pass and then Tehachapi. 223 is a wonderful little segway to the big grade into Mojave, which is eight hours into the burn.

In Mojave, go past the 747's mothballed in the desert, pass the "Home of the Voyager" sign, and proceed through all the Edwards Airforce Base stuff. It's an open road to Barstow where we pulled into a \$25.00 a night motel at about 7:00 P.M. to study the maps and take a shower. This is 10 to 12 hours away from the Bay Area, depending on your rest stop schedule, Rover model and power.

We had lotsa alternatives as we spread out our maps and books and telephone notes to make a decision on where to go next. From Barstow, highway 15 turns northeast to Las Vegas and highway 40 turns southeast to Needles. And in between is all the Mojave you could ever want. It's shown on all the roadmaps as the East Mojave National Scenic Area.

If you do look at a map, it's big and green on some, illustrated like Death Valley to the north and Joshua Tree National Monument to the south. The 5 books that comprise Dennis Casebier's library on the area will put you on a route that you won't forget. Just pick one, while they last. We decided that we would do the Mojave Trail itself, following the start of the Mojave Road Guide from Needles, rather than the Fenner to Needles route on the East Mojave Heritage Trail "group" which we had originally targeted based on Joanne Casebier's recommendation of warmer weather to the south. Sound confusing? It can be.

The East Mojave Heritage Trail system is likely to be locked up in a new National Park, so if you go you should do the Fenner to Needles trip or:

Ivanpah to Rocky Ridge

Rocky Ridge to Fenner

Needles to Ivanpah

Complete 200+ page guides are available for each of the above routes. These are marked off in tenths of a mile. And many Land Rovers are pictured, often in color. The Fenner to Needles trip starts close to the Friends of the Mojave Road Headquarters at Goff Schoolhouse which has an impressive Museum. This is 40 miles or so west of Needles. It is much touted, and has some unique pieces.

Arriving in Needles we went directly to the BLM office which is a partner in the Mojave Road effort. We bought some maps and told Elaine DeRieux, a not unattractive BLM staffer, that we would call her when we were off the trail. Telling someone about our plans was new for us. Never had we checked into or out of anyplace that Sticklemouth or I could remember. (We're either getting older or we're getting wiser.) We heard the trail was impassable at certain points, so I called Casebier to check it out. He said to go for it and we were off.

Finally on the trail, we were hit by the most important piece of learning we can pass on to you if you journey to the Mojave Trail. Bring a navigator!! Yes, the directions on this trail are detailed beyond your wildest expectation. And large piles of rocks called cairns mark the trail all along the way. You'd have to be really inept to get lost.

However:

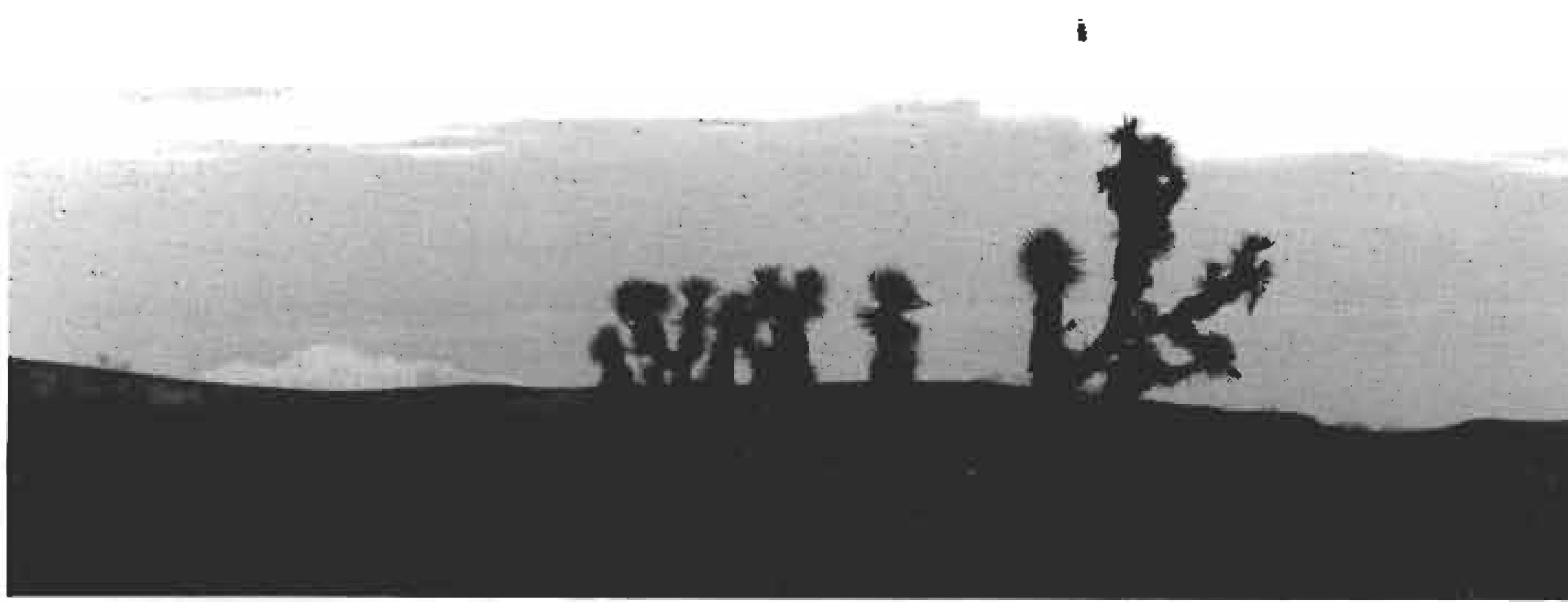
You can not enjoy the interesting and detailed information that this trip offers while reading the guide (with reading glasses) keeping your partner(s) informed of all the neat stuff to see, navigating the genuinely four-wheel drive road, and generally keeping an older Land Rover tracking. Alone. So don't even try it.

Bring along your favorite navigator, or go in a group with a navigator or two.

Because we didn't have a navigator, we were immediately lost, wishing to hell we had brought along our favorite navigator. (Lynn's favorite navigator is The Tolerator, Lynne LeRoy. I have no favorite navigator, but I'm taking applications after this trip). We pondered the guide, trying to distinguish between power lines, telephone lines and gas lines. Having a compass helps because the Mojave Road heads true east and west all along its path. The cairns and the compass lead the way, and you're never going to get too far off course.

Nevertheless, we sought directions from a bird hunter we mistook for Marvin Mattson. This guy was shooting out of the sky all the birds we were trying to identify in the Guide! But he knew where he was, and we didn't. So, instead of pointing out the debatable social value of his hobby, we admired him, his truck, his dog, and his firearms. And then we admired his choice of a hunting location. Soon, he had us back on the trail again, and we cruised into a marvelous desert wilderness scene which reminded us of the Baja; except for the Joshua trees which symbolize this part of the country. They were on both sides of the road as we tunnelled our way further west.

We had been bouncing around for about 10 hours when the sun started to set and the moon started to come out with that magic sequence we all lust after in our Land Rovers. Pulling into one of a million dry washes I lunged for my cameras to catch the moon rising through a Joshua tree. This made my day.



Scenes like this are one of the many lures of desert camping.

Both sides of the General Service vehicle were piled high with bone-dry oak. Yes, it was once again time for the big campfire, the sea of stars, and the mandatory critique of the day's driving highlights. So, we built the kind of fire you Snivellers who were marooned in your holiday madness could have only dreamt about.

Sticklemouth decided to fulfill a lifelong dream that night. Apparently, he had been thinking about this for years. It's something he always wanted to do although he had never shared it with anyone. I had no idea that this was so important to him.

When the coals started to settle down nicely, Lynn started waxing philosophical about cooking something over his radiator grille. But we had no African meat of any kind. No wildebeest, no gazelle. And cooking something wild and fresh over a Land Rover grille was the image that Lynn had in his mind as he removed the big screws that secure it to the vehicle. We carefully placed the grille over the glowing embers and wondered how we would live up to the image. I looked over at Zig Zag and raised my eyebrows. No Zig, I wasn't that hungry for fresh meat! But you

would have fit neatly across that grille! And then the answer came to me. Jiffypop popcorn, the kind in the nifty expandable aluminium foil bag with the little handle on it. Not exactly lion food, but it really hit the spot.

We didn't really know where we were in the morning, owing to the mad dash for a camp spot at dusk the night before. But we kind of knew where we were, and there was really no other choice but to fumble around with the maps, stumble along the trail, and glance about for identifiable points to get oriented.

So, that's what we did until we knew exactly where we were, at the Goff's VOR navigation station which I have flown over many times in the middle of the night as a pilot of Marine Corps aircraft of various models. Navigating across this stretch in an airplane from nav fix to nav fix is a whole lot easier than duelling with the dust at ground level. Perhaps Rover or now BMW will come out with an aeroplane.

Along the way there was an exquisite old Ford bus sporting hundreds of bullet holes. After many years of stopping to photograph vehicle hulks in the desert, this one was the best. Its faded green color was so appropriate. Big fat flat tires. Sprung up old hood. You could go inside and smell it! It defined "the rusted out vehicle in the desert" thing.

At mile 41.5 we paused to deposit our pennies in the "Penny Can" which, at the moment, is a couple of Pabst Blue Ribbon beer cans suspended on a wire from a Joshua tree branch. This is traditional and we didn't want to risk the bad luck which we thought might befall us if we didn't respect the tradition. Now in the Lanfair Valley, it was getting toward lunchtime as we descended into Watson Wash and Rock Spring. John, "Rock Spring owes its historical importance to its strategic location in this pass through the Providence Mountains. In crossing the East Mojave in an east-west direction over countless years of prehistory, the Indians used this pass and, of course, they used the water at Rock Spring." The Providence Mountains were one destination you thought we should consider for a "Winter Rover Trip." Well, even though I blew off this spot as being in a park in my November 8 letter, we ended up in the Providence Mountains anyway! Nice spot actually. But Camp Rock Spring was a lonely U.S. Government Army post from 1866 to 1868. It boasted one of the highest desertion rates of any Army Camp.

Lynn spotted some non-Land Rover explorers having lunch at the "springs" where the water is supposed to be at Rock Springs. Of course there was none. But it provided a place for lunch and some talk. The head of the group, Darrell, was a nice guy who said we could follow him and the four other vehicles under his command. He and his gang were from Los Angeles.

We agreed to tag along with Darrell and his crew since we thought this would allow us to relax a little bit and enjoy the trip. Wrong. They were off in a cloud of dust in their big Chevys and Toyotas with their enormous tires. We had no interest in going as fast as they were, but we hung in there since Darrell had been across the trail about 20 times. He didn't hesitate, like we would have, when it came to the dozens of changes in direction, detours, and deviations north and south of the east and west heading of the Mojave Road.

So, we made a lot of miles that third day. We all paused at the Mail Box where there is a journal and everyone signs in. Then we continued the rally along the trail. Darrell called out the odd landmark and we were particularly impressed with an area far to the south he identified as "Devils Playground." It's ominous from a distance, but it looks like a place we should all go to play in the sand. It looks like the "Dunes" in Death Valley only it's more remote, and thus more attractive. Access is via one of the many roads described in the East Mojave Heritage Trail books. And this area will surely be locked up in the future. Motorized vehicles, including Land Rovers, will be banished forever.

Later in the afternoon we were down in third gear, low range, pushing very hard to keep up with the L.A. gang in deep sand, flying along a dry river bottom. And suddenly we were boxed in, in a box canyon at a full stop. It was a classic box canyon which had been selected as the night's camping spot. Now, Lynn and I didn't quite know how to react since we hadn't been behind the wheel for 10 hours yet. We thought it was some

kind of mistake. But Darrell said no, this was it for the night.

And, we got used to the idea quickly because it was early enough to still have some life left in us. This group liked to stop at three or so in the afternoon, which I highly recommend to all you people who have never seen the daylight at the end of a day of Land Rover driving. You know who you are. Learn a lesson from these vanilla-flavored off highway lads from La La Land.

Shooting practice was soon announced. I seized the opportunity to once again demonstrate my marksmanship with the Defender, insensitive as it was to the bigger sound of the precious solitude which otherwise enveloped us. Somehow I get a kick out of dressing in SWAT team gear. Even the otherwise "peace loving" Sticklemouth yanked out his 45 and plinked a couple of cans that night.

But soon the attention turned to chow, and I turned to the food supply left over from the Baja to fill the void. On this trip, once again, I proved that it is possible to have good-tasting food in cans ready to eat at all times. Cans of all kinds of tasty stuff can be left indefinitely in one's Land Rover and taken out and eaten at anytime, anywhere. Tonight it was gonna be Spam. Yes, Spam. Cooked over almost anything Spam is better cooked than Spam not cooked at all. And we fried the hell out of our Spam, smothered it in mustard and gobbled it down. And ya know what? We loved it.

Having devoured all that Spam, I was feeling more like a genuine "off highway" dude than I ever had before. It was only right that we should throw large logs on the L.A. gang's fire and entertain them with Rover lore. Lynn looked on in a full camo gortex survival suit, adding an



Captain Cammo making the traditional deposit into "The Penny Can".



Lynn Helm relaxes next to his trusty 88

authentic backdrop (although he was weaving around a lot) as I retold the Tampon Tech Tip tale, the Baja bull, Tales of The Black Rock. I'm starting to believe this stuff myself.

The next morning we were into the deep sand of the Mojave River Flood Plain. It was deep and soft and it went on and on and on. In third gear, low range, with only 20 pounds of air, it was "pedal to the metal" for hours on end. Fishtailing ahead of Lynn for all that time through the river and the mud and the muck, on the edge of losing momentum in countless spots; it was not an experience everyone would voluntarily like to have. And had we not been following the L.A. gang we would have never ventured into this area. It was just too deep and too treacherous for too long. Nothing to winch to. Nothing into which to get so much as a decent hold with a deadman. It was purely a power trip, in third gear low.

Well, it seemed the trip was suddenly over. Afton Canyon at mile 121 was blocked off by the BLM to preserve some of the scenic splendor which had been ripped up by those renegade wheelers treading not so lightly. We could have continued on the trail to the end at mile 138, but chose a peaceful BLM Campsite a few miles away to say adios to our friends from Los Angeles. We then collapsed after congratulating ourselves for putting our trucks through such a punishing ordeal.

I'm sure it was 70 degrees that afternoon of day 4 as we kicked back for a half a day of R&R and plotted our respective returns to the Bay Area.

Lynn headed for Death Valley the next morning. On New Year's Eve he then drove from Death Valley to Richmond in one day, so he could toast 1994 with the Tolerator. This was some kind of distance record for those of you who know the route.

I did Barstow to Sonoma in several legs totalling thirteen hours.

For those of you seeking more information on the great guides to the Mojave Road, as well as news about other special projects, I highly recommend that you write to Dennis Casebier at: Friends of the Mojave Road

Goffs Schoolhouse

37198 Lanfair Road

P.O. Box 7

Essex, California 92332-0007

Over and out , Captain Camo



The author's 109 at a watering hole in the Mojave.

Manji's List of Murphy's Laws as Applied to Vehicles & Other Machinery

- "Simple" repairs never are.
- The likelihood that a fastener will be lost is proportional to how important it is.
- The number of problems preventing a vehicle's return to service will increase according to how soon & how urgently it must be back in service.
- The more important the fastener, the harder it will be to find a replacement when it is lost. Also, important fasteners are always the most easily damaged.
- Any hose or wire cut to length using the old one as a pattern will be too short.
- Expensive or hard-to-get hoses or wires are always the ones that are cut too short.
- The likelihood of a screw extractor successfully working is directly proportional to how good the access is.
- Where parts are needed for repair, the chance of running short increases as the number of open parts stores decrease.
- Any part or supply purchased on sale which is not immediately needed will be the wrong one, and this fact will not be discovered until the time when it is needed, at which time the store will either be

BLM continued...

the individual, yet policy bent on controlling the area is based on this sketchy incident. This land, however, is still privately owned, and therefore not subject yet to BLM jurisdiction.

Hardin City, the site of legendary silver strikes and deception, was a place visited only by a few hardy souls who respect the area and found it worth the search. BLM signs now clearly mark the site for any "city slicker" driving his Volvo in search of that archeological find to adorn a bookshelf. Ironically, there was some lamenting about the damage done to the Hardin City site due to vandalism.

Next stop was "Murder Rock," in Clapper Canyon, murder scene of Peter Lassen. Peggy Mc Guckian, Archeologist for the BLM gave a brief account of the crime. All parties agreed that a small, unobtrusive plaque would be appropriate to mark this area.

Sunday morning found us all assembled at the Emigrant Trail near Fly canyon. Peggy McGuckian, with BLM reviewed efforts to mark the wagon traces and preserve emigrant graffiti found along the trail. There was a brief exchange between Peggy and Marvin regarding the advisability of camping at the High Rock Hilton Hot Springs because of the presence downstream of the Desert Dace, a species of small fish indigenous to this area. Peggy's goal is to "protect, control, and manage" the area. The definitions of "protect, control, and manage" were not clarified.

At Big High Rock Canyon various and sundry maps were displayed showing current and proposed wilderness study areas. This was somewhat confusing to those of us not using BLM maps in our normal off road travel. Ideally USGS maps should be used to show all proposed areas to be controlled, giving all interested parties a clear picture of the impact on existing access.

At this point vehicle travel into High Rock canyon was limited at the request of Hugh Bunten of the BLM. Vehicles that did enter the canyon were parked at "last supper cave" and use of the canyon was discussed over lunch. The idea of constructing walkways, radio-transmitted history lessons, and "signage" was revisited. Some individuals pointed out erosion to existing roads due to vehicle use, and in the same breath, bid good day to the fully armed BLM ranger on regular patrol of the canyon via ATV quad runner.

The group made its way on foot to the area where wagon traces are worn in a granite hillside. Hugh Bunten spoke about preservation of these tracks by eliminating all travel over this area. His proposal is to cut an alternate road in the hillside. There was, however a great deal of debate as to whether these were the actual emigrant wagon traces, or whether they were caused by freight wagons hauling hay in the 1920s.

The trek on foot continued to the mouth of Pole canyon. Due to the distance on foot in midday sun, the Mattson children, age 2 and 6, were unable to walk the entire way and waited by the trailside with their mother. The Pole Canyon entrance area has been managed by BLM controlled burn as described by Roger Farschon, producing lush green foliage without overgrowth. This effect, as observed by a local rancher in the group, can be produced by normal cattle grazing, which has not been permitted in the canyon in the recent past.

The return trip down the canyon was made pleasant for the Mattson kids and mom by a trip in an air-conditioned BLM Suburban. Discussion during this trip included the fact that although Death Valley is developed and controlled, and that many areas are protected, there are still very desolate areas where one can find solitude. However, you can only camp in the designated campground after making reservations and paying fees.

The trip ended at the mouth of Little High Rock Canyon, where Roger Farschon described the "last Indian massacre" which occurred in 1911. Consensus was that when next we meet, each group will have a better idea of the other's position and know

exactly what areas are being discussed... whether that next meeting be an informal organization meeting or public hearing.

Although many differing points of view were presented on this trip, the following should be considered: rather than designated historical areas with electronic devices and "loud" visual markers, why not "quiet" markers such as footstones or Trails West markers already in place... or better yet, why not provide a BLM historical marker map, simply listing areas and their significance? Regarding the definition of the words, "protect", "manage", and "control," this terminology can be easily interpreted by any self-serving special interest group.

On the issue of designated camping areas, one might argue that controlled camping would protect many areas. But designating a camping area implies increased amenities to attract an expanded population... "If you build it... they will come!" Picture if you will: 40-foot motor homes with hook-ups at High Rock Lake... concession stands, souvenir shops, ranger campfire shows, reservations required 1 year in advance to enter the area, sani-huts dotting the landscape. Does this sound ludicrous? One needs only to look historically at areas that QUIETLY became National Parks without realizing... Yosemite Valley, Death Valley... to have a clear view of what the future might be.

All we ask is that the status quo be preserved for those of us who already "Tread Lightly" on the land we love and who are accountable for our own actions. This land does not belong to the Bureau of Land Management or any other agency. It belongs to the citizens of the United States.

While on the BLM tour, Marvin Mattson & Lea Magee did some "desert cleanup". While this may not be your idea of "fun", this type of activity is exactly what will help keep our open spaces "open".



Lea begins to tackle a large pile of debris.



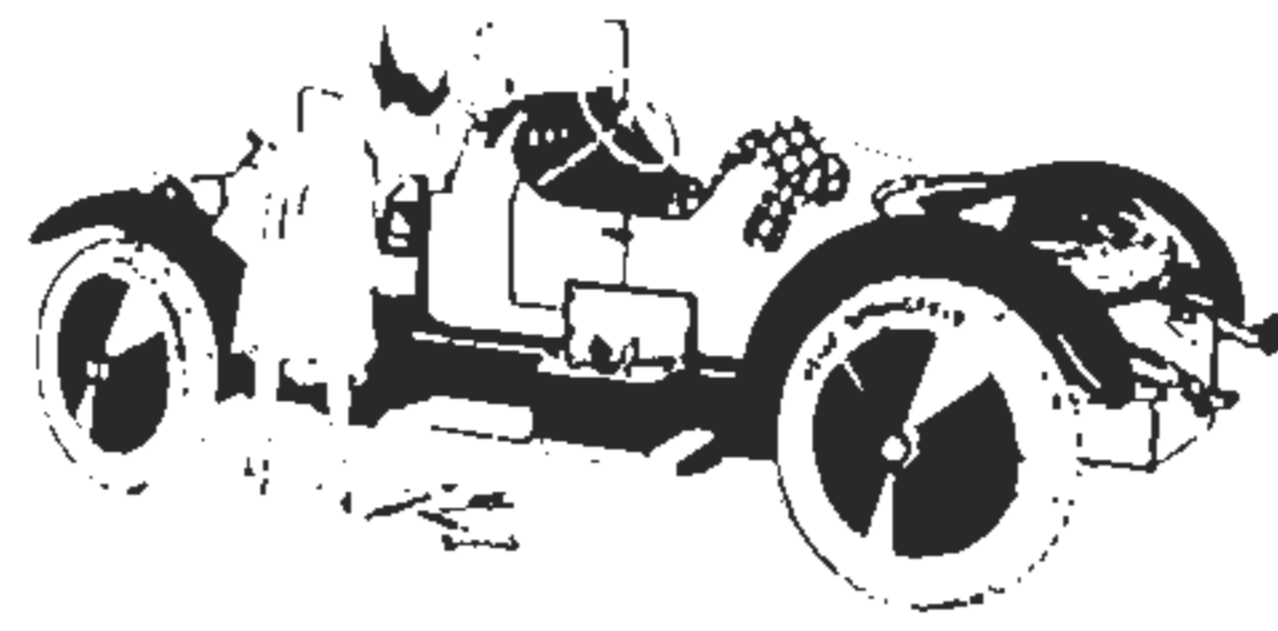
Desert springs attract the desert campers. A lot of trash is left in & around them.



Land Rovers are used for the darndest things! Back in 1971, Brad Blevins & pal used Brad's first Land Rover to haul their hang-glider back to the top of the hill for their flying fun.

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	CLAIM TO FAME	NATURE OF NOTE	BIGGEST THRILL	DOWN SIDE	HOW TO PLAY	MACHO FACTOR	VITAL GEAR	BEST SEASON	WANT MORE?
MONUMENT RESOURCE AREA IDAHO	The Sun Valley Ski Area is located on BLM and Forest Service land in the town of Ketchum. Sun Valley has become internationally renowned as a year-round center for a wide variety of outdoor recreation activities.	Sun Valley is actually on the edge of a sunny "high desert". A world class snowmaking system guarantees skiing, but you may be surprised by the excellent trout fishing, big game and birds of prey which are easily viewed in the sagebrush and open spaces.	Skiing the black diamond run "Exhibition" in the winter, and hiking to the top of Bald Mountain National Recreation Trail in the summer.	Things can get crowded during the peak of ski season and mid-summer. The many celebrities who vacation in Sun Valley are considered "locals". Don't ask for a guided tour to the homes of the rich and famous.	A fun way to check out many of the area attractions is the Wood River Trails System. Rollerblade, bicycle or cross-country ski for free on over 30 miles of paved trails that have been called the finest urban trail system in the country.	The Great Rift (deepest known crack in the earth's surface) and expansive lava flow lies just to the south of Sun Valley. This huge area is proposed wilderness and one of the most isolated and least visited places in the lower 48 states.	Sun screen, BLM "Shoshone District Recreation Map" or "Guide To the Great Rift and Snake River Plain" (both \$3.00).	Year round with the exception of about one month every spring when many roads and trails are closed because of mud.	BLM Monument Resource Area. PO Box 2-B, Shoshone ID 83352 (208) 886-2206.
HURON-MANISTEE NATIONAL FOREST • MICHIGAN	Four of the rivers on the wild and scenic river system combine to provide the greatest spring Steelhead and fall King Salmon runs in the lower 48 states.	The Great Lakes of Michigan and Huron, and a wide variety of fish and wildlife including Steelhead, Salmon and Brown Trout, Black Bear, Sandhill Crane, Bald Eagle, Wild Turkey, Kirtlands Warbler and Elk.	Hooking into a large Steelhead on one of the remote tributaries of the Pere Marquette River.	The large number of forest roads provide great access but decrease the sense of solitude in the wild lands.	There is something for everyone including OHV trails, National Scenic Hiking Trails, four rivers, snow mobile trails and a dunes wilderness area.	This is a rough and rugged area as typified by the historic Lumbermen's Monument in the Tawas Ranger District.	Drift boats or canoes for the rivers - jackets, wind breakers and hiking boots for those with a sense of adventure.	April through November is the best part of the year for most outdoor activities, but we offer year round adventure.	Supervisor's Office, Huron-Manistee National Forest, 421 Mitchell Street, Cadillac Michigan 49601 (616) 775-2421 or 1-800-821-6263.

The Military Page

In future issues, this page will be a regular feature page with material provided, for the most part, by Robin Craig of Ottawa, Canada. Robin is very knowledgeable about Land Rovers in the military and we appreciate his offer to share it with us.

Steve Neter (CA) spotted this military diesel 110 while in the Central American country of Belize. The device on the side is an antenna mount.



Australian-built 6x6. This Land Rover is 6" wider in body and track than the standard 110. Engine options are a petrol V8 or a 4 cylinder 3.8 liter direct injection Isuzu turbo-diesel. Photo taken at a Land Rover 45th Anniversary at Black Duck Valley near Brisbane, Queensland. Thanks to Myles Murphy.



Dutch military spec. Turbo-diesel 90 believed to be a concept vehicle built to Dutch specs for evaluation purposes. The Dutch Army operates series IIIs, Lightweights, & 110s. Thanks to Myles Murphy.



Series III 88 with military bumperettes front & back, gearbox skid plate, and convoy light just above rear bumperette. The most unique feature is that it's a 4x2! Photo, Belgian Tank Museum via Robin Craig.



Tech tips

Off-Road Tool Storage for Range Rovers

by John Brabyn (CA)

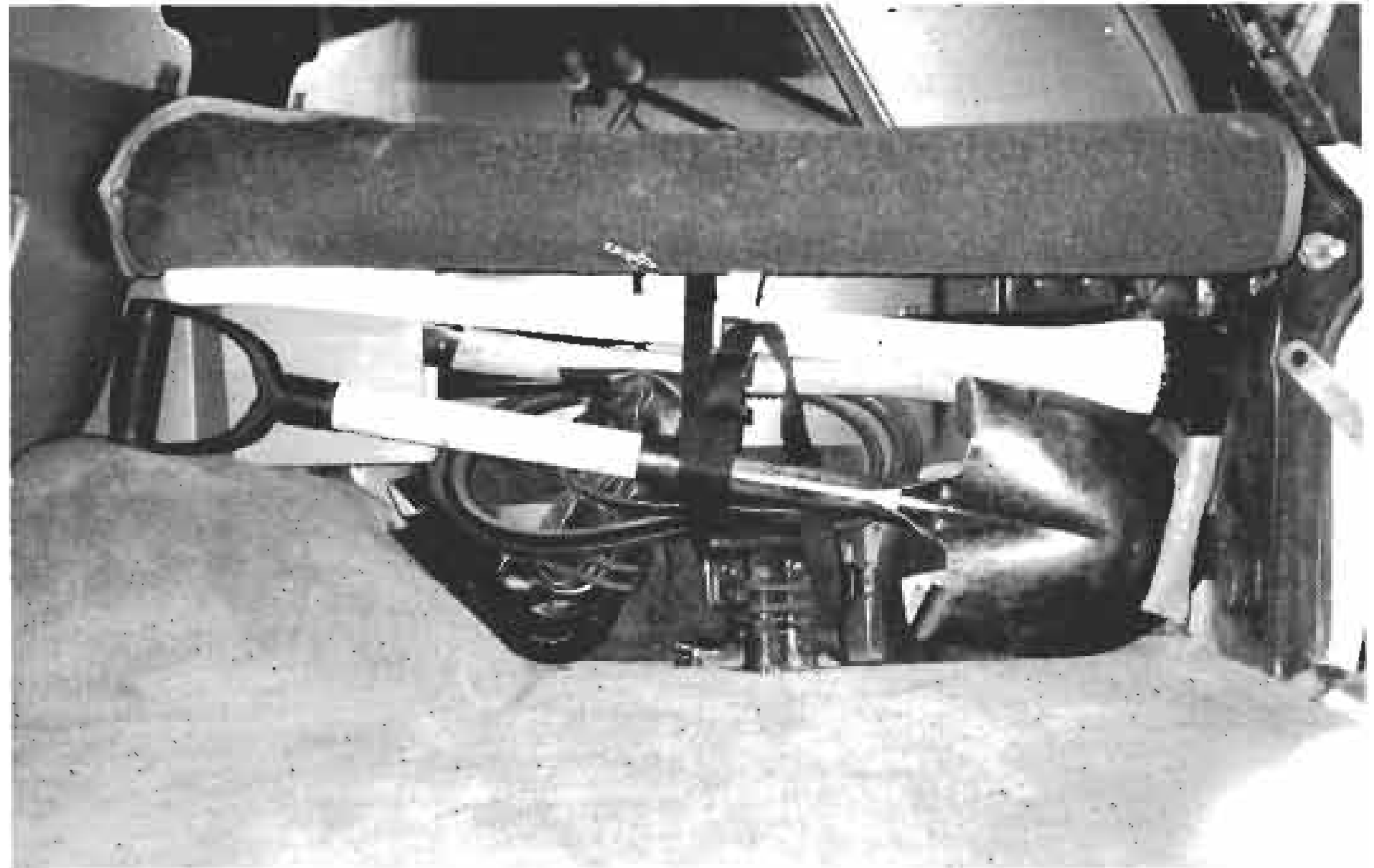
Finding a place to store such awkward items as a good-sized shovel, axe, pick, and pry bar can be a problem in any 4x4. Even the Best 4x4Far might occasionally require manual assistance (don't tell anyone) and such tools are essential for anyone who puts the Range Rover to its intended use. Many off-roaders—not Land Rover owners, of course—solve the problem by carrying only wimpish tools like a folding trenching shovel (one size up from a teaspoon) and, possibly, a hatchet. Anyone who has had to assist passage of a vehicle by digging or other brute-force methods would prefer to have more substantial implements on hand. Carrying them on a roof rack during an expedition is only a partial solution since the tools are unlikely to be left there for other occasions when you may need them. Wearing them as decorations on tailgate- or hood-mounted brackets as practiced by our sister Land Rover models would be possible, but few self-respecting Range Rovers would allow themselves to be seen in public adorned with such appendages.

A convenient solution to this dilemma, and one which allows such tools to be permanently stored in the vehicle without intruding on passenger or load-carrying space, is to use the area inside the right rear quarter panel where the jack, wheel chocks, and tool kit are stored. This spot, behind the hanging flap of carpet in the load-space compartment, contains a fair amount of underused room, at least in non-CD-equipped Range Rovers.

A 30-inch wrecking bar can be conveniently substituted for one half of the hydraulic jack handle, using the same mounting clips. (The supplied jack appears to be designed for lifting railway locomotives, and does not seem to require the leverage provided by the double-length handle.)

A 2 1/4-lb axe with a 28-inch handle (one step down from full-sized) sits neatly beside the pry bar and jack handle, with its head, protected by a home-made cardboard cover, resting on the wheel arch and the haft resting on the wheel chocks.

Next, a full-sized digging shovel of the variety which employs a spade-type handle can be adapted to fit in a diagonal position with the top of the handle abutting the rear seat back. Implements with an overall length of 36 inches can be accommodated in this manner; a standard-



Arrangement of tools showing shovel, pick, and axe still leaving room for things like jumper cables & bottle jack.



The tools are neatly concealed behind the carpet flap in the right hand side of the load space.

sized shovel has only to be shortened by two inches to fit. This is easily achieved by removing the plastic handle, cutting two inches off the wooden shaft, and reshaping the latter to allow refitting of the handle. Strips of adhesive-backed rubber or foam protect the inside sheet metal where the shovel blade makes contact.

Finally, a combination pick and mattock, of substantial construction and about 35 inches long, sits conveniently atop the shovel. The mattock blade is inserted upwards into the small gap between the load-space cover edge and the rear inside body wall, locating the pick and allowing it to rest on tip of the shovel. A cardboard cover is fitted over the pick tip for safety and rattle avoidance. To protect the wooden pick handle where it rests on the edge of the shovel blade, place a piece of split rubber tubing over the side of the blade.

The entire arrangement is secured in place by a nylon webbed utility tie-down, attached to the load-space cover support bracket at the top and the anchor point for the jack retainer at the bottom. The carpet flap conceals the whole with nary a bulge, and no annoying rattles are heard to intrude upon the tranquility of the Range Rover interior. The tools are there when you need them, but the outside world doesn't need to know you might!

LAND ROVER CROSS REFERENCE LIST

We are compiling a list of non-Genuine Land Rover parts numbers for later publication. The response has been pretty good so far, & it looks like we will have a good list for you soon. If you know of any parts numbers, please let us know so that this list can be the best possible.

**LROA
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Vintage Wisdom

by Mark Ohno

In the bygone days of early motoring even an average motorist might accumulate a valuable store of vehicular folk wisdom, tricks, and skills. The desire to possess this type of knowledge is disappearing. Technology—oxygen-sensor, IC-controlled complexity—presents people with something they are unlikely to fully understand, diagnose, or repair. Resigning oneself to vehicular helplessness is often the result. A lack of utilitarian skill becomes almost stylish. Would the average urban or suburban American today have a clue about how to turn a live chicken into dinner? Actually this does have something to do with Land Rover ownership, particularly the pre-1975 truck owners that fill this association's membership roster. In many ways these are "retro" vehicles—acquired, viewed, and valued as such. It is part of the mystique—of the image of a Land Rover on a pristine African plain. Ironic and perceptive in equal measure is a competitor's RV ad showing a Land Rover bumping along in this setting as part of their pitch that Mom needs their car-like Japanese 4x4 creampuff for trips to the grocery store. Early Land Rovers aren't anti-technology, but do embody counter-technology values that prioritize simplicity, functionality, longevity, maintainability, and lack of redundancy.

Vintage vehicular wisdom used self-sufficiency to keep uncomplicated vehicles in motion regardless of challenging road conditions and without depending on outside help—and during the Depression, i.e., without money. One controlled situations, including breakdowns. All good reasons to hunt down, acquire, own, and use pre-80s Land Rovers and put up with minor inconveniences like somewhat fragile rear axle half-shafts, self-destructing interior trim, and those pesky water leaks.

Vintage wisdom, such as backing up a hill you didn't have the horsepower to go up in forward gears, seems dated—until the way home is up a steep hill and you have a misfiring cylinder. Early rural

forward motion depended on tire chains as a mainstay for tough conditions, particularly muddy quagmires, frozen ruts, and deep snow. Since most people now depend on someone else to deliver clean, clear pavement as a public "right," tire chains are out of style except on garden tractors. Any analysis of severe-duty off-road equipment, like logging skidders, tells the real story: when the going gets really tough, only tire chains get you going. European light truck chains use a diamond pattern, as do heavy-impliment chains, which is superior in off-camber terrain. Side-to-side pattern chains are a lot better than no chains, however. Rural people with farm backgrounds knew that you could gain extra traction and side-hill stability by filling the tires with water or alcohol, just as you did on the tractor (not for high speeds). And many a northern winter's eve could be spent turning short screws into a tire's tread blocks. It was always said rubbing a windscreen with an onion helped to keep ice from sticking. Big fat "balloon" tires transformed Model T vehicles into desert buggies early in the century, but everybody knew that what floated on top of mud and sand wasn't worth a damn on snowy highways. This sixty-year-old truth is lost on tens of thousands of today's novice 4x4 owners whose stylish extra-wide tires owe more to the '70s Pismo Dunes look than anything else. They float right into the nearest ditch at the merest dusting of the white stuff.

Early roads rattled or fatigued parts to failure, so a dab of paint or fingernail varnish on the threads kept things together. Your repair kit had bailing wire and metal pipe for those rubber hose splices. People knew about separating water and gas by decanting gasoline off the top, leaving the heavier water and dirt below. Glass gravity traps and sight bowls actually let you catch water and you could see when you had caught enough water and rust to make draining worthwhile. Everybody knew that gravity was a normal way to get gas from point to point, and

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was what you resorted to when a clogged fuel line or holed pump diaphragm bedeviled you. A gas tank leak could be plugged with a softened bar of soap or a rubber band, and a radiator leak with oatmeal or a potato. A matchbook cover could serve as an expedient feeler gage for setting points. A failing coil could be kept going by cooling it with wet rags. A distributor rotor could be made with a cork, thumbtack, and tinfoil. A balloon would make a distributor or coil water resistant.

A holed piston or broken connecting rod could be removed through the pan to allow running on the remaining cylinders. If the head needed to come off but had no lifting bolts, then eye bolts welded to the base of spark plugs made dandy lifting points. An engine left sitting until the rings froze could usually be freed up without breaking the rings by poring diesel fuel down the plug holes to soak for a few days, or, if still stuck, could be persuaded with hydraulic pressure.

One mated a grease fitting to a spark plug base and pressurized the cylinder by pumping in grease. An air fitting welded to a spark plug base allowed pressurizing a cylinder to keep its valves from falling while you removed the keepers and changed stem seals.

An axe or hatchet and rope was normal equipment, because cutting a long pole gave you the leverage to get a light vehicle out of a chuckhole, cutting several poles made an engine lifting tripod, and cutting a bunch made a raft-like corduroy road over a bad spot. When a hydraulic brake line or wheel cylinder failed or fractured it could be isolated by folding the line back on itself and hammering it flat to maintain pressure and function in the rest of the system. If you got mired in sand, you took out the plugs and used the starter crank handle to walk the vehicle in gear back up onto the surface without the tires digging in. You patched rock-punctured sidewalls with a tube and thick rubber patch called a boot, carried flat metal "spoons" for removing tires from the rim, patched tubes instead of replacing them, and, if the tire stuck to the rim, used a second jack between bead and vehicle frame. An overfilled spare tire doubled as an air pressure source, as did a "chuffer" pump that screwed into the block in place of a spark plug. A wooden ball between axle and frame took over for a broken spring.

If you wanted to live dangerously and heat-repair a gas tank (here "live" is the operative word), you filled it with water to displace the explosive fumes. A reluctant electric starter got a whack with a hunk of wood to bounce it off the dead spot. Early Ford generators could be modified to provide AC power.

Two or three logs wrapped in chain could be dragged as dead weight behind a vehicle to restrain it when descending a dangerous, muddy slope so as not to slide out into a

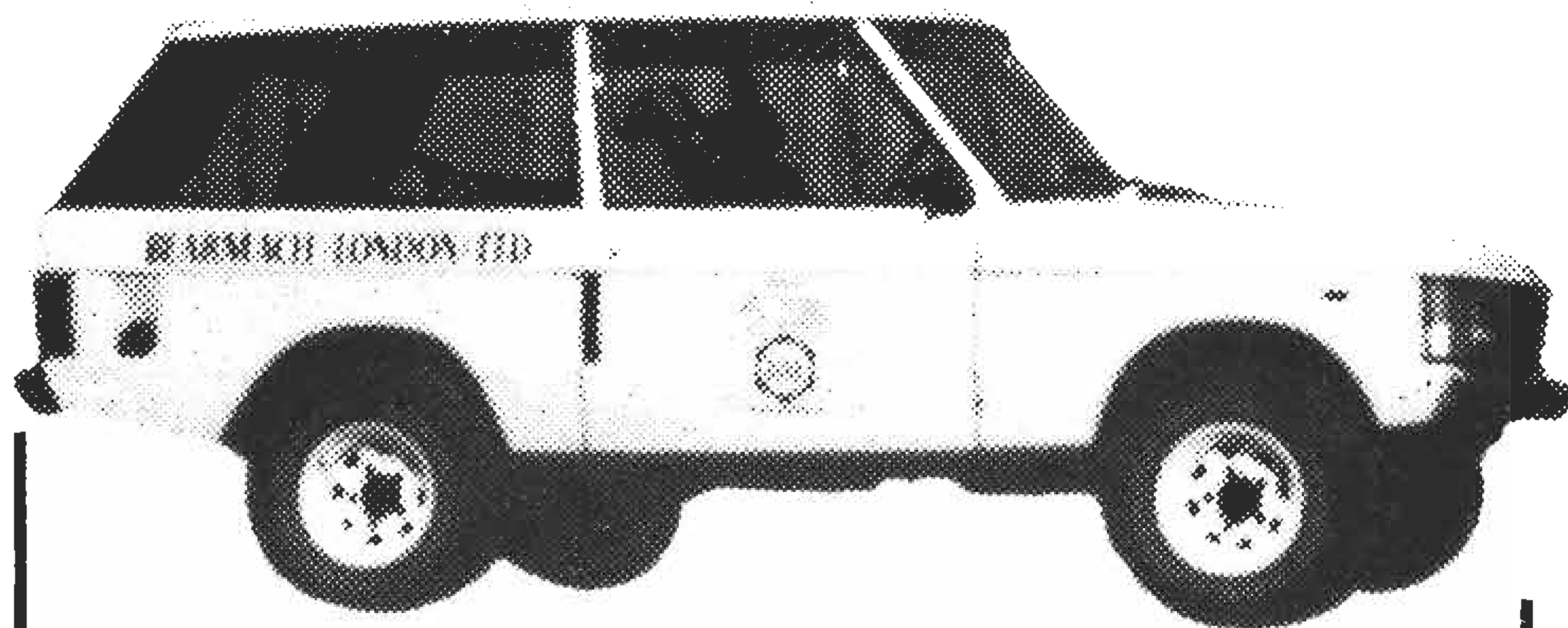
ravine. A light bulb under the hood facilitated cold weather starts, as did parking over a big steaming pile of fresh manure or parking on the top of a hill. And you never parked in ruts where the tires could freeze in place.

Used motor oil was saved to spray on the car bottom to prevent rust, to spray in the road in front of the house to keep down the dust, to smoke out hole-dwelling critters, and to splash along the fence to poison weeds (pre EPA).

A simple device could be affixed to the drive wheels to turn them into a form of winch

drum for self-extraction when traction was lost, or even as a hoist with the wheels blocked up. Many a vehicle became a stationary engine running saws and such off the rear axle via a drum and belt.

Vintage vehicular wisdom celebrates ingenuity and self-reliance, commodities of value in a pinch. Countless expeditions and military use refined early Land Rovers into a good vehicle for the self-reliant and adventurous. If you and your vehicle are adventurous, vintage wisdom may be for you.



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Do You Have That Special Tool???

by Doug Shipman (OR)

Sometimes—actually many times—people come into my shop and have a hard time figuring out that I actually do other work besides Land Rovers. When I first went into my own business six years ago it was for marine and industrial hydraulics and compressors. Having acquired some rather special tools for this work, it only followed that I should be using them on Rovers too. Although I've been around Rovers for about 20 years, I didn't work on too many other people's trucks until I had my own shop. It was then I realized that I must have been using the wrong tools and equipment to work on my own. The following is a list of some of these discoveries. I'm sure that all of you have little secrets, and that by printing this I'm letting some of them out.

- Chisel and hammer. A very well-used combination as every other truck that I remove hubs from has had them tightened with one.

- Pipe wrench. Who needs the right socket or spanner when one size fits all.

- 600-ft-lb torque wrench. I've used mine many times, but was surprised at all the other owners who must use theirs on Land Rovers (not mine).

- Sledge hammer. The bigger the better. By the size of some of those hammer marks I'd say a good 10-pounder was used.

- Tin snips. We all have tried putting that extra wire or cable through the hole that was too small. Well, with tin snips you just cut slices and bend the metal away. Voilà! the hole is big enough. After you push the wire through you bend the metal back.

- Rat-tail file. Similar uses to tin snips, but can make a better-looking, out-of-round hole.

- Saber saw. Now talk of a hole maker! Every back-yard mechanic's dream—You want a hole how big??

- Silicone. The old saying "if a little is good a lot must be better" is practiced by an awful lot of owners.

- Bailing wire. Sure I carry some for emergency repairs, but do you have to hold the whole truck together with it?

Other very useful items which I obviously don't use enough of: vise grips, bungee cords, super glue, body filler, ...

Now, don't get the wrong idea. I'm not meaning to chastise you for using the above methods. We have all done what we had to do at one time or the other. But before you do it again, look down the road at the whole picture and see what you may have screwed up or made almost impossible to correct.

Clutch Master Cylinder Replacement Without Pain (or maybe just a little)

by Will Wilson (CA)

After soaking my feet for two months in brake fluid, I decided to bite the bullet and replace the clutch master cylinder. The manual says to remove the left front wing. Now, I'd repaired one twice—a rebuild that didn't take—and finally installed a new one. That was on a '69 88. I had managed to do it in situ. Scuffed knuckles, a cut-down 1/2-inch open-end and some contortions, and it was done. The patient in the current case, however, was a '62 88. Trivia question: What is the difference? Answer: The wing on the older unit is wider where it joins the bulkhead!! What to do? Manual says "remove wing." I hate it when it says that. I removed the mud shield and steering box mud shield. I can see the master! I can touch it! But can I fix it? Screws come out of the top okay. Tube fittings undo okay. Now the dilemma—how to affect repairs on the thing when I can't reach the lower fixing or the shaft fixing. Dad gum it!

Plan B. I removed the return spring, undid the six bolts holding the thing fast to the top of the foot well, and ... bingo! The whole shootin' match lifts out over the exhaust pipe with a slight counterclockwise twist. I stand over it like Hemingway over a fresh kill. Now I get to do it the easy way—maybe even paint it while I have it out. So don't remove the wing! And for goodness' sake don't resort to the sawsall-and-piano-hinge approach.

4-Wheeling America's Equipment List

by Bill Burke (CO)

Area map & compass

First-aid kit

Matches

Pocket knife

Drinking water

Toilet paper (biodegradable) & small refuse shovel

Rain gear/cold-weather gear

Litter bag

Blanket

Food

Extra socks & other personal comforts

Fire extinguisher

Flashlight w/ good batteries

HiLift jack & board

Toolbox with:

screwdrivers, pliers, locking

pliers, adjustable wrench,

tape (duct & electrical),

assorted nuts, bolts, screws,

socket set (optional),

wrenches

Tow strap

Lug wrench

Shovel

Gasoline

Heavy gloves

Flares

Siphon hose (for gas)

Rope, tie downs, shock-cord, etc.

Spares of:

fuses, spark plugs, distributor

cap-rotor-points, spark wire,

hose clamps, belts, air filter,

radiator hose, heater hose,

oil, anti-freeze, brake fluid, u

joint, etc. (and a tractor-trailer

to haul it all!)

Tire aids:

inflator (air compressor,

canned sealant), gauge, plug

kit (tubeless type), tube repair

kit, hose for transferring air,

tire chains, small cookstove,

an axe or bow-saw

Common sense

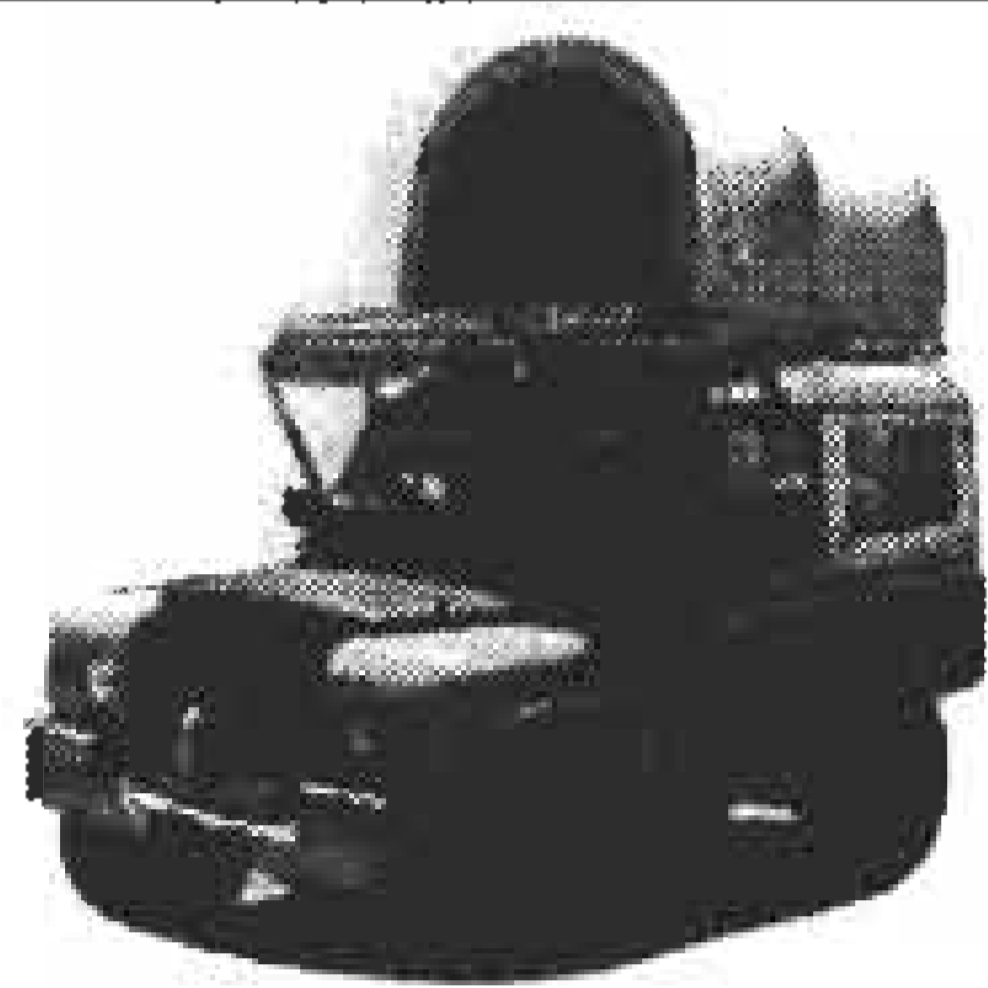
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Respect for environment

Marketplace

Marketplace ads are free to members selling or in search of vehicles or parts for themselves. Please limit your vehicle ad to 7 lines. Ads with * ran in the last issue also.

VEHICLES



'72 88. 8,000lb Warn Winch, Roof Tent, Overdrive, Chevy 6. 45 ga. fuel, C.B., Wide Tires, lots of extras. Scotty has gone through Trans., Both Diffs., and rebuilt Brake System less than 2 years ago. \$9,000. worth of work done. Asking \$7,200. Call Marvin at 702-972-0748 (NV).

'67 IIA 109 SW, NADA Version. 2.6 liter engine - runs well. Tropical Top, Warn Hubs, New Brakes, New Clutch Master, New Exhaust. Good Body, Chassis, Firewall, Tires, Poor T-Member. Needs Paint & some minor work. \$5,000. Gerald, 503-681-0845 (OR).

'71 IIA 88. Original Owner. Petrol. Tropical Roof, Aluminum Rack, 3 point Safety Belts, HD Alternator & Clutch, Extra Fuel Tank, Smiths Rear Defroster. White. No Rust. \$7,000 U.S. Not Delivered. Call Patrick at 303-271-1298 (CO).

'55 Series I. 2.5 Pontiac 4 cyl. 3.54 diffs. No Leaks. Completely Overhauled including Wiring, Upholstery & Paint in 1990. Featured in the Spring 1991 AW. Excellent Condition. Ray, 810-484-2262 (CA).

'67 IIA. 109 Safari Wagon. Restored on Excellent Frame. Rebuilt 2.6 liter engine. New Clutch, Brakes, Radiator, Alternator. Hoses, Belts. Repainted inside & out w/ Polyurethane. New Seats, Door Panels, Headliner, Window Channels, Weather Stripping. Many parts re-galvanized, etc. etc. \$14,000. Steve, 206-934-6427 (WA).

'65 IIA 88. Beige with White Top. 7:00x16 Military Tires, Free-Wheeling Hubs, Rear Seats, Front Lift/Tow Rings, Hood Spare. Richard Vories, 904-376-5857 (FL).

*74 88 Station Wagon. Green w/ Limestone. Many extras plus some spares. Asking \$4,000. Call Steve at 206-687-5502 (WA).

'73 Series III 88. Original Owner. Original British registration & plate. O.D., Deluxe Roof, Forward-Facing Rear Seats, Galvanized 16" Wheels, Michelin XC4s, Two-Piece Rear Door. Many more Extras. Straight & Clean



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*'68 Series IIA 109 Pickup. Military. Rebuilt Perkins 4-203 Diesel engine, Range Rover 3.54 Diffs, Overdrive, Custom 16" Wide Track galvanized Wheels. New Tires, Heavy Suspension. No Rust, Body Near Perfect. Needs Paint. Terrific Mileage with Lots of Power! \$7,500. Also have similarly equipped 109 with full top & galv. roof rack, \$5,000. Oliver, 714-548-5659 (CA)

*'61 109 pickup with 3/4 canvas. RHD, Chevy 250, many extras & spares. Asking \$9,500. Steve, 916-393-3767.

*'67 109 Ambulance. RHD, 2.25. \$6,500.

'66 109 Pickup. LHD, 2.25 petrol. \$4,500. (Hard top available)

'72 88 hard top. LHD, 2.25 petrol, \$3,500. (pickup & soft cab available)

All 3 run well & are ready for daily use. They do need paint & some body work. Prices negotiable. Dan, 916-257-6869 (CA).

*'57 Series I. Crossflow motor (frozen), transmission, transfer, rear prop, diff, tailgate. Needs front swivels, some body work, doors & windows, 2 wheels, dash work, upholstery. But hey, no rust! \$1,000 obo. Gene, 408-338-4759 (CA).

*'73 88. Series III. Original Owner. Has been parted out. Good body, frame, all external engine parts (4 cyl). 15" rims, new tires. \$3,000 obo. Gene, 408-338-4759 (CA).

*'72 Series III. Poppy Red. Complete professional restoration on new galvanized frame, 1992. 41,000 original miles. Everything in car new or rebuilt with genuine LR parts. Complete photo-documentation of rebuild. Professional references. Driven regularly. Over \$16,000 invested. Asking \$11,900. 207-594-2097 (ME).

*'64 88 LHD. Ex. condition. MOT approved. Pre-smog, pre-EPA. \$4,999. Will special order Land Rovers to your specs. John, 916-938-3392 (CA) eves.

*'85 Range Rover Vogue 4-door. Automatic, a/c, new suspension. 60,000 miles. Immaculate. \$9,500 obo. Jimmy, 818-360-7863 (CA) wknds/ eves.

*'60 88. Series II. 36,000 original miles, 2nd owner. Never driven off road. No dents, frame solid. Can still see welder' soapstone marks on front frame horns. Capstan winch, original tool kits, books, paperwork. Also have about \$1,000 of factory spares. 6 new 16.5 tires. Very original vehicle. Would like to see a real enthusiast own it. \$8,500 obo. Call or write Jim Alexander, PO Box 319, Rt 107, Pittsfield, NH 03263. 603-435-6709.

*'63 88 pickup. Lots of extra parts. \$1,800 obo. Andy, 916-587-1163.

*1960 88. Series II station wagon. Overdrive, hubs, 109 springs, alternator, tropical top. Can rack swings out and down for sleeping. Rear wiper, washers, front & rear, tach, stereo, hand throttle. Low miles on tires plus 10 oversized wheels w/ tires. Rebuilt engine, gearbox, brakes, swivels.

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1962 109 Safari Land Rover Station Wagon. "The Tank" featured in Spring '94 AW. 2.25 petrol w/9 yrs on rebuild - still excellent. Excellent all-round. Many new parts, new paint. Marine Blue w/ Limestone. £5,000. Shipping not included. Phone Halifax (0422) 355347 (England).

*'72 88 Series III. Mechanical restoration by Rovers North. Safari top, roof rack, bull bar, overdrive, locking hubs, twin fuel tanks. County cloth seats with forward facing rear seats, inertial belts. Many extras. \$11,400 invested. Asking \$9,500. Stephen, 703-671-4831 (VA) eves/ wknds.

PARTS

Motor. Series IIA. Complete with Zenith carb, new generator. Oil pressure - 50psi when hot. Guaranteed good motor. \$650 obo. Alan 314-243-1354 (MO).

Used; Chassis 109" regular civilian (could be modified to fit 109" s/w) excellent condition, no rust, \$1200. Salisbury 109" rear end 4.7 new May 1990 w/o brakes, \$800. intake/exhaust manifolds 2 1/4, \$50. Core water pump (rebuild & carry as spare), \$10. Flywheel series III 9 1/2", \$50. Clutch cover 9 1/2", \$15. Distributor 2 1/4 (non emissions), \$30. Mounting bracket 2 1/4 for delco alternator, \$10. Crankshaft pulley 2 1/4, \$20. Canvas top set & tailgate & hardware (no canvas) 88", \$400. Tool locker under LH seat w/battery tray, \$35. 90/110 type all plastic tail lights, \$10. Plain black seat cushions 3 backs & 1 base, \$20 ea new. Door latches series III antiburst RH only no lock tumblers, \$50. Timing chain set for P6B/3500S (all 3.5 V8's?), \$20.

*Warn electric 8,000 lb winch, roller fairlead & bumper. Very good condition. \$4550. Warn snatchblock, never used, \$40. Set of tow rings, \$45. Inertia seat belts \$35. Military soft top & hoop set, very good condition, \$475. Call Tom, 203-496-8542 (CT).

*Michelin 7:50 x 16 XCA radials. Set of 4 mounted & balanced on rims (part # 231601). Low miles, \$400. Replace those 15 inchers on your 88. It's like having an overdrive. John, 707-894-5367 (CA).

*2 barrel Weber carb. with Pierce intake manifold K & N filter, exhaust header. \$300. Lea, 408-625-2761 (CA).

*2.6 radiator. Will trade for hand throttle or oil bath air cleaner. Laine, 801-571-5541 (UT).

2.25 petrol, 2.5 petrol, gearbox, Salisbury axle, winch, 88 galv. chassis, pickup cab, high ratio transfer box, wings, seat cushions, 88 soft top sticks, tailgate, etc. Fair prices. Dan, 916-257-6869 (CA) keep trying.

WANTED

'68-74 88. Good to very good condition. CA or Oregon. Under \$5,000. Brad Davis, 510-254-3115 (CA).

Advanced Adapter's Muncie 4 speed transmission to Land Rover transfer case adapter. Barry, 801-359-2454 (UT).

Land Rover. Must be in very good condition. Will trade 1974 BMW 2002Tii. Very collectable sports

coupe in excellent cond. Value approx. \$6,500. Mark, 503-667-1921.

*2.25 diesel motors or 2.6 motors, complete or parts. Koenig winches, PTO or crank driven, complete or parts. Also need Toro overdrive for series IIA, new or used. Richard Dudek, 201-694-9014 (NJ) am or Fri/Sat eves are best.

*Pickup cab, complete. Must be in very good condition. Brad, 510-687-1188 (CA).

*Key Fobs from Land Rover Dealers for collection. Mark Ohno, 81 Pond Hill Rd., North Haven, CT 06437.



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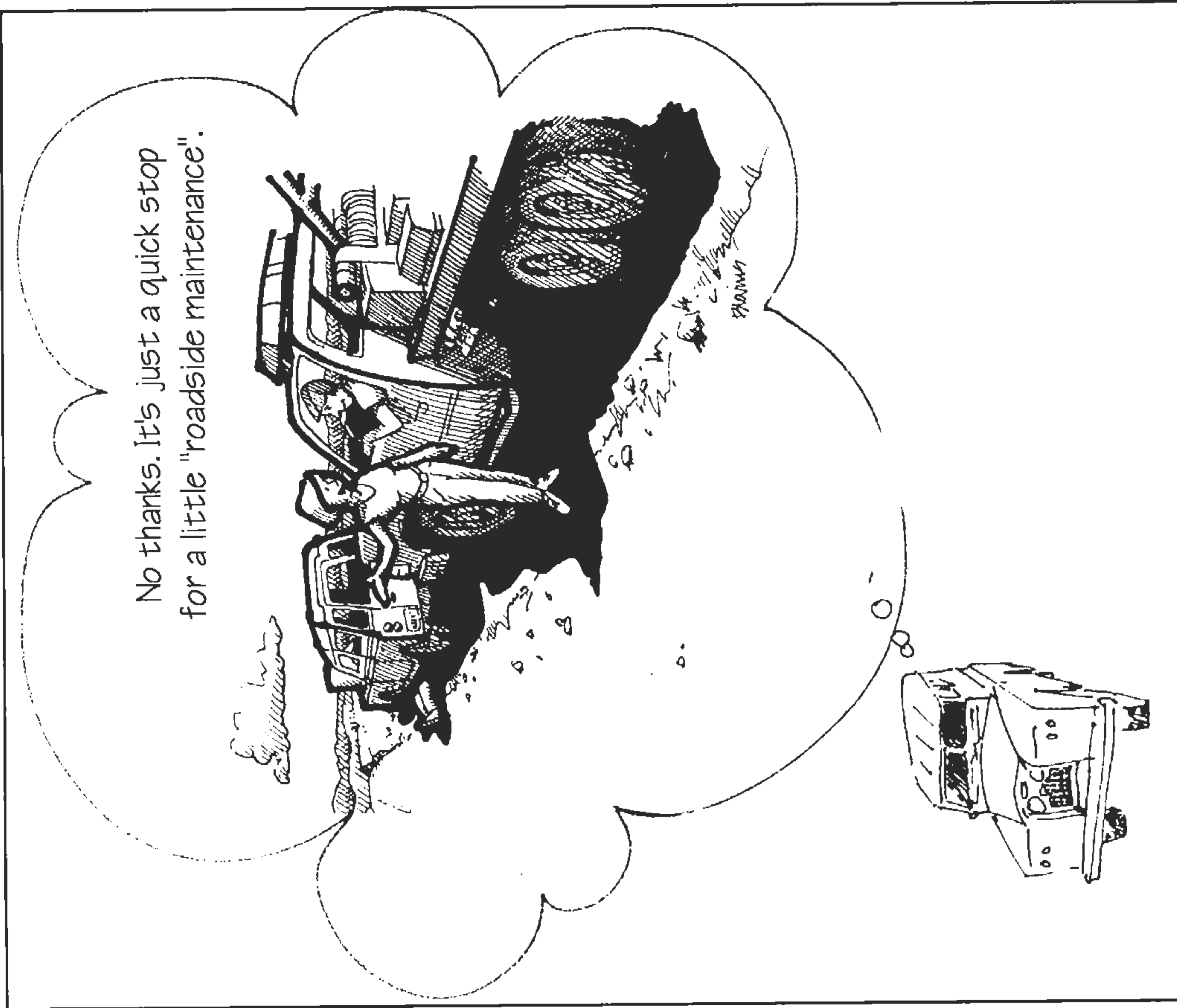
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