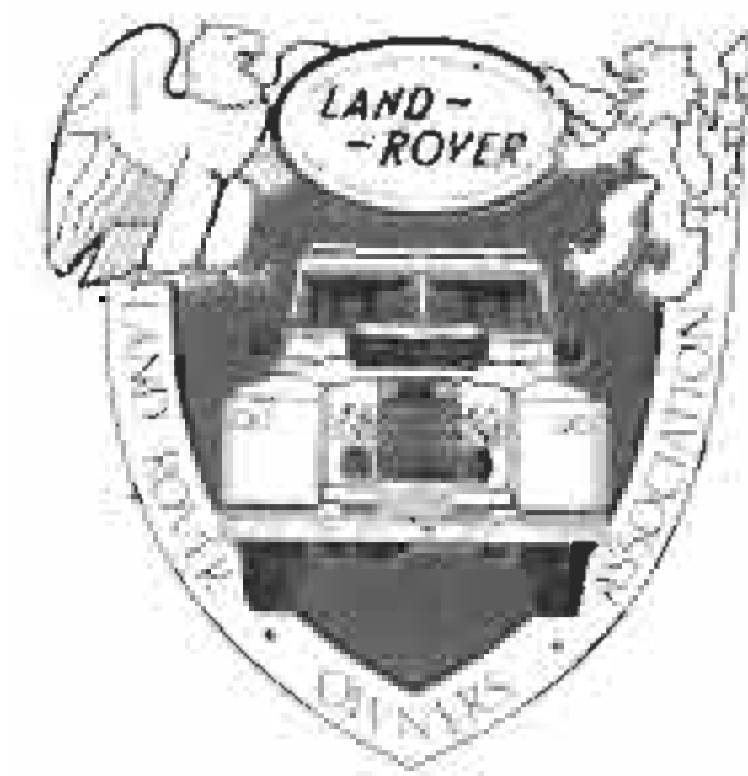
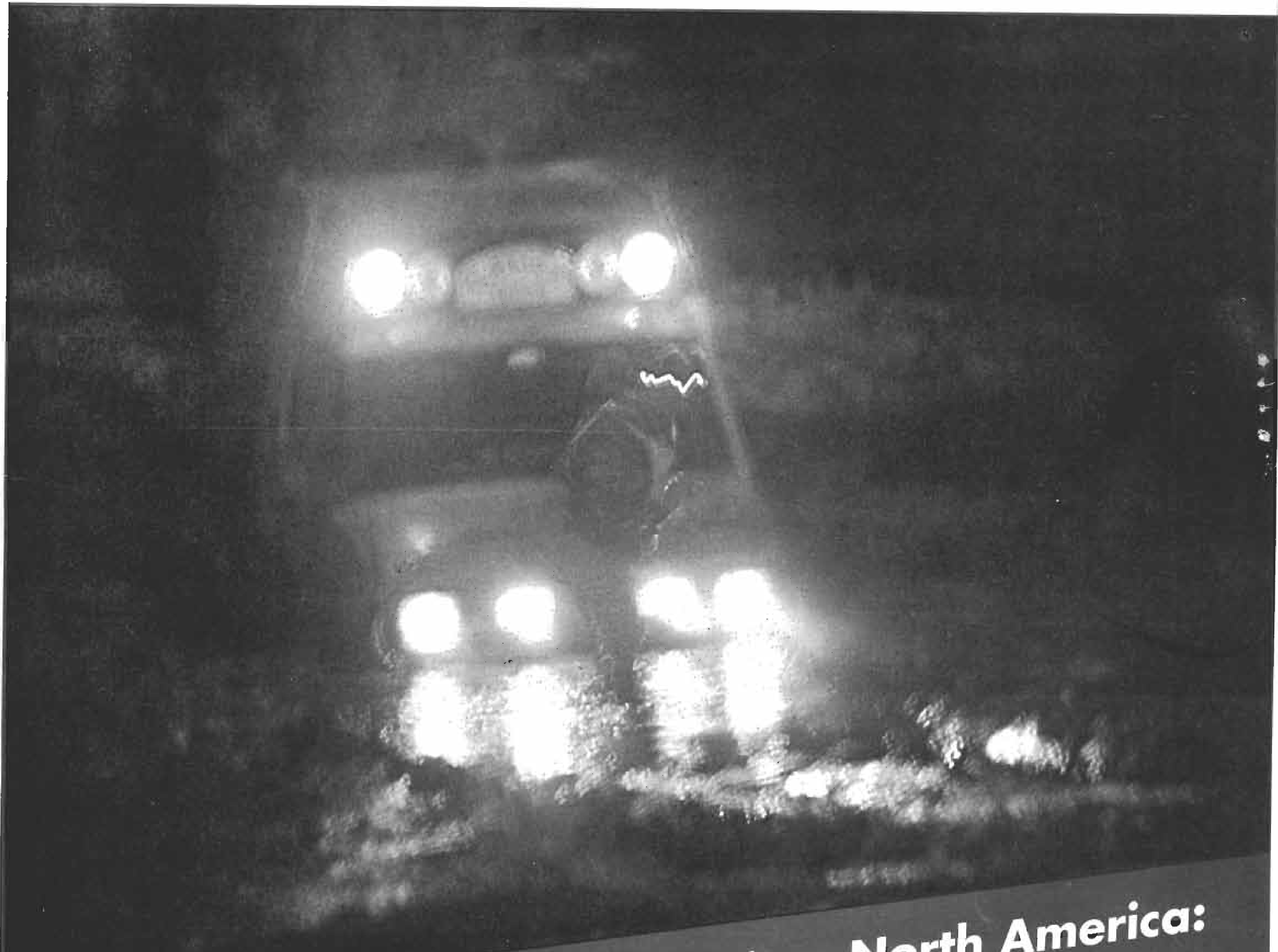


THE ALUMINIUM WORKHORSE[®]



MAGAZINE



Land Rover Owners' Association, North America:
1984 - 1994

FALL 1994



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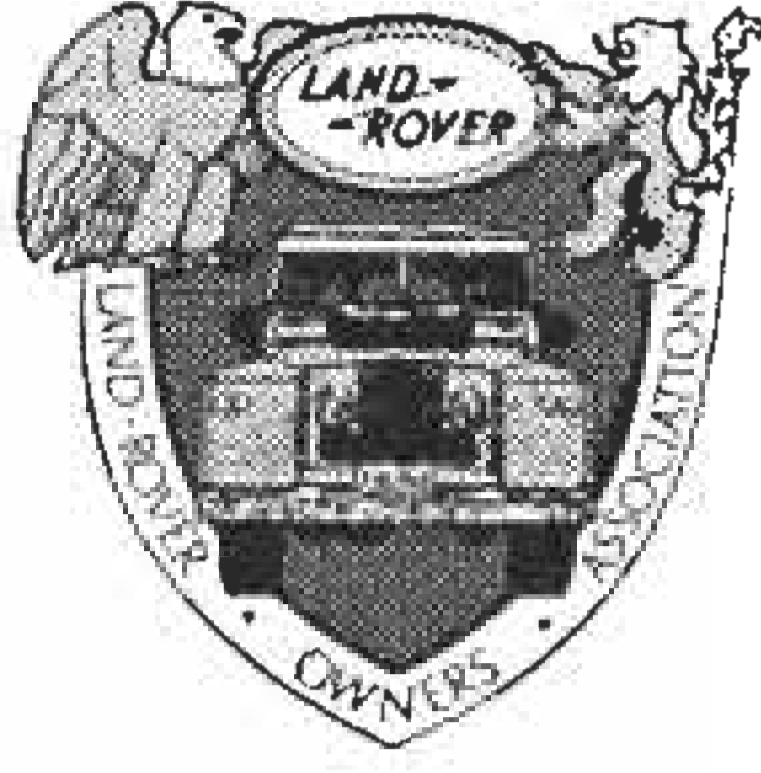


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Deadlines for material: Feb 15, May 15, Aug 15, Nov 15.

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.

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President: Steve Hill (#1, CA)

PO Box 162201, Sacramento, CA 95816-162201
1- 916- 393- 3767

Secretary: Domingo Dias (#115, CA)

PO Box 6836, Oakland, CA 94603-6836

Membership/Treasurer: Bob & Sue Bernard (54, CA)

PO Box 1144 Paradise, CA 95967-1144
1- 916- 877- 5656

Editor: Brad Blevins (#57, CA)

PO box 872, Concord, CA 94522-169
1- 510- 687- 1188

Assistant Editor: Susan McCasland (#198, CO)

Front Cover:

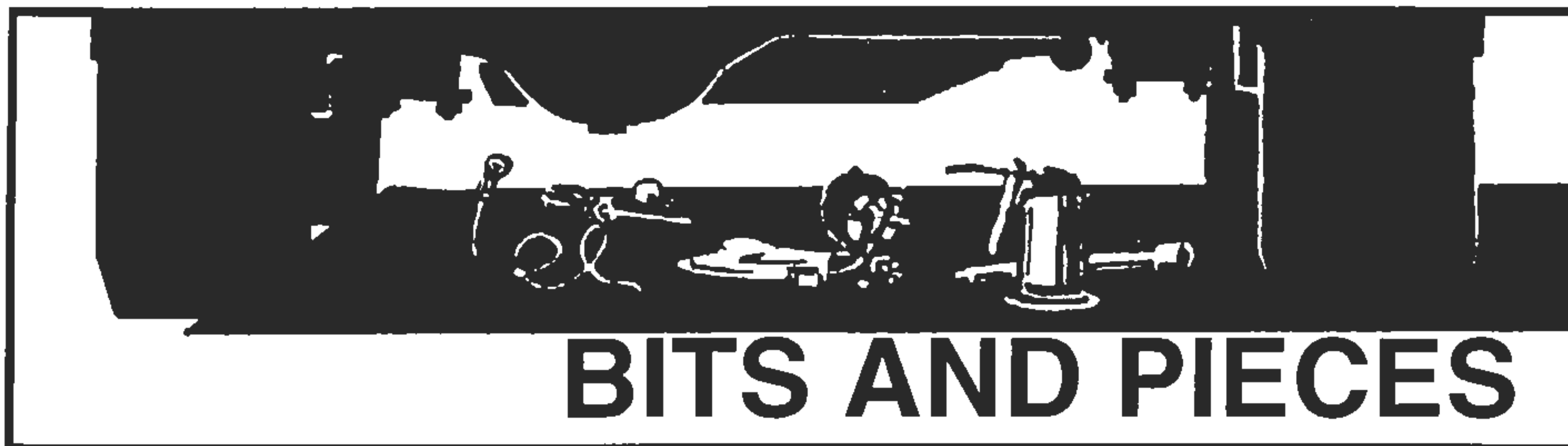
Trials for the 1995 U.S. Camel Trophy team took place in Colorado. Krysta Zongker (DE) was there this Summer for this night shot.

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LROA, PO Box 872, Concord, CA 94522.



• **MOVIE MAKERS IN CALIFORNIA...** sometimes want to use a Land Rover. Creative Automotive Consultants in San Rafael, CA is one of the outfits that they go to when looking for unusual vehicles. You can write to them at P.O. Box 2221, San Raphael, CA 94912 or call at 415-457-1346 for an application form . Who knows...

• **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.

• **NEW INTERNET ADDRESS...** If you are able to get onto the internet, try accessing Majordomo@Chunnel.UK.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...** The address above will get you in touch with a group of Rover folks who don't necessarily have anything to do with the LROA. If you would like to send a message to the Aluminum Workhorse editor through the Internet, try UncleBrad@aol.com and he'll try to get back to you as soon as he can. Have fun!

• **THANKS LRW...** Land Rover World, a fairly new magazine for Land Rover enthusiasts, ran a blurb about the LROA in its Clubs Listing section. They even put a photo of the Spring, '94 cover!

By the way... they are still offering club members a discount on subscriptions. 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

• **MISSED A RUN?...** From time to time some Land Rover folks will plan an outing only a couple of weeks before the event. If you are itching to get some off road time in, or to just get out, call 1 or 2 Rover people in your area or the area you are interested in now & then. Then you have a good chance of getting in on the plans. You might even prompt an outing.

• **RUMOR...** The LRNA press release in this issue mentions that a composite hardtop is now being offered for the Defender 90. We have just spoken with a source who has reason to believe that the 1996 Defenders (or perhaps even the late '95 models) could be offered with an aluminum hardtop which would be painted the same color as the vehicle.

• **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. Mail to: LROA, P.O. Box 872, Concord, CA 94522. Quantities are limited.

Checked your Mailing Label Lately?

Your Mailing Label has information that you should know in order to keep your membership current.

We try to send postcards out to remind everyone about expiration dates, but they are often put aside until too late. What results is a missed issue of the Aluminum Workhorse.

Won't you please take a moment to have a look at your Mailing Label? If your membership is going to expire soon, why not drop a check into the mail right away?



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• OPEN ROADS MAGAZINE... Yep, another new magazine is about to be published. Hatchette Communications, the company that owns *Car & Driver* and *Road & Track* is also the parent company to this venture. Gordon Kallio's good friend, Brian McMahon is going to be the Assistant Publisher. Brian went up to the Black Rock Desert this past summer (he was also at the 1991 Moab Rally) with some LROA,NA members to see whether our style fits in with what Open Roads readers will be interested in. Brian seemed to think that his readers would like to hear about some of the family oriented trips that LROA,NA members take together.

Open Roads is going to focus on the 4X4 family which has become a phenomenon of the 90s. You know – the bikes or kayaks on the top, the kids in the back, plenty of Perrier, and off to who-knows-where for the weekend. It's a huge group of people and a growing market for Open Roads. Many LROA,NA members fit the picture and now have the opportunity to share it.

• OREGON CALIFORNIA TRAILS ASSOC... On the above mentioned Black Rock Desert trip, a group of people there was encountered. These folks were putting out markers along one of the Emigrant Trails which goes through that area. This was, of course, with the blessing of the BLM.

One of these Emmigrant Trails buffs, Milton Otto, spoke about the history of the trails and of the people who used them in the 1800s. Lost treasures, Indian massacres, Greedy land holders – all true.

Many Land Rover owners seem to be people who like history & nature more than the excitement of putting the pedal down to the floor. Trails West, Inc. is the California branch of the Oregon California Trails Assoc. If you are interested in locating one of these groups nearer to you, or finding out how you can join in with the California/Nevada folks, write to:

Milton Otto
P.O. Box 5653
Marysville, CA 95901

• LANDROVER BOOKS... Got a packet from CARTECH, a company that 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.

• LROA WINDOW STICKERS

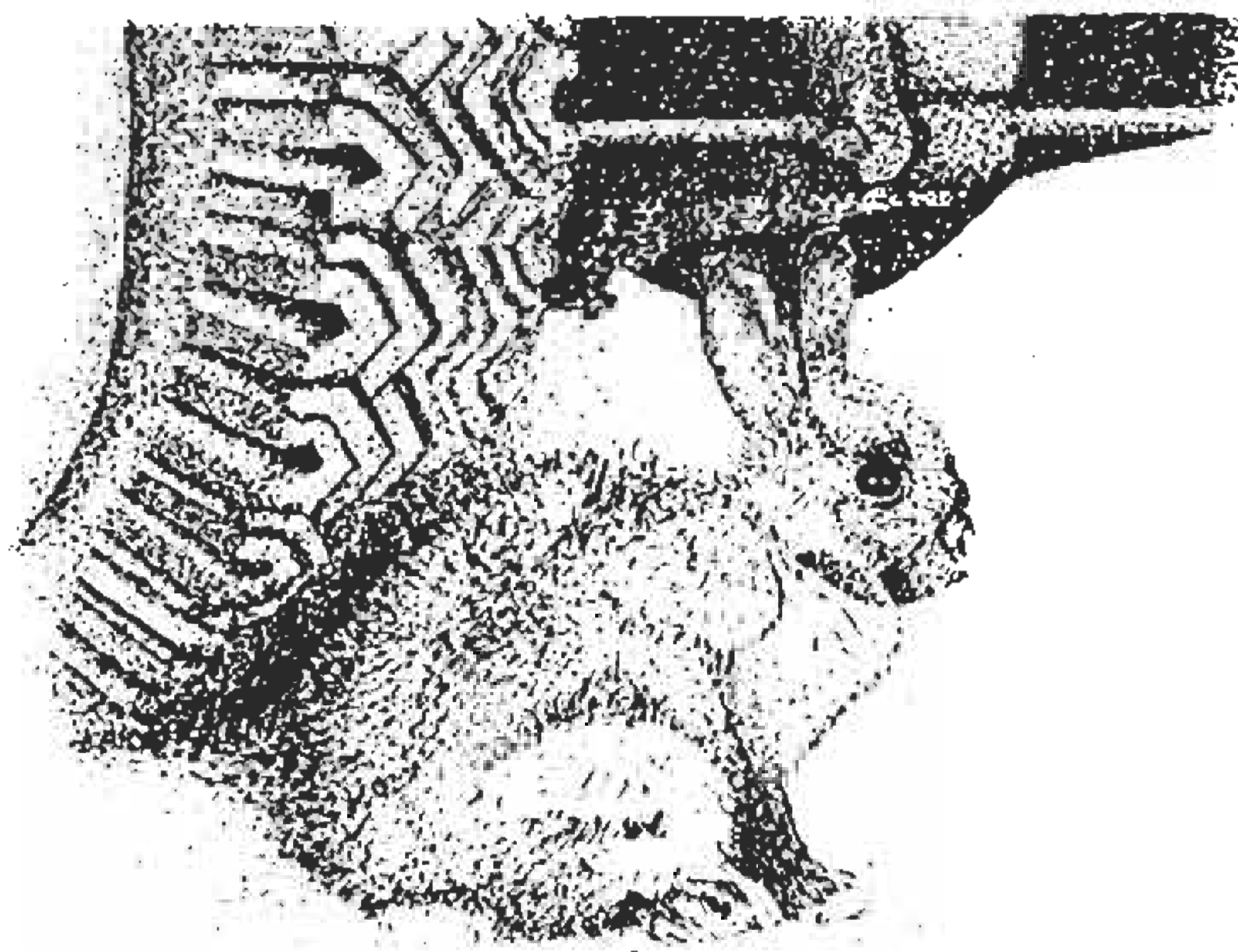
The sticker is black on clear (frosted) self adhesive and measures 4.25" x 5.5". It is printed in reverse so that you can put it on the inside of your window and it will 'read' from the outside. Please send a check for \$1.50 to:

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



TREAD LIGHTLY!

I have just finished reading Marvin Mattson's interesting article of touring the Black Rock Desert with representatives of the **Bureau of Land Management** and **National Parks Service** in the Summer issue of the **Workhorse**. It was a month after that event that Lea Magee organized a Desert Clean-up Run, and I received a phone call informing me so.

True confession time – I wasn't all that thrilled about going to the Black Rock.

What kind of sacrilegious talk is this? It wasn't the trash thing. It was just the fact that I'd been out several times already this year... the last being only weeks before. It's nearly an eight hour drive from my home and... I thought about it – I'd better go. For all the enjoyment the Black Rock area has given me, I can at least make another trip to help care for it. Once crossing the California/Nevada border, all the sniveling ceased. With the scent of sagebrush flowing through the windows, I found myself saying, "It's great to be back".

Now for the other aspect of my "true confessions". All this time I'm thinking, "What good is it going to do for a bunch of us Land Rover owners to come out here and pick up trash when these 'Powers that Be', representing us in the management of our public lands, will probably close the place down anyway. This isn't going to change their minds. And in the end it'll be nothing but an exercise in futility".

"And damn it anyway, this isn't our trash either. For the most part, it probably isn't trash from anyone who'd have to drive over half a day to get here." Not that many people know about the Black Rock, and those who do – who are willing to burn two tanks of fuel to get here – love it too much to trash it. No, the bulk of this stuff originates from the locals. Not the good folks of Gerlach, but the yahoos from the Reno area. After an hour & a half drive they're here, having gotten drunk along the way, then proceed to tear up and trash the place.

So, with a gunny sack slung over my shoulder, these thoughts begin to leave my mind. I'm starting to have fun searching out cans & bottles burried in the sagebrush and sand.

Realistically speaking, there wasn't that much trash to be found, considering the vast spaces we were dealing with. But we did haul out: over a half dozen gunny sacks full of cans, bottles, paper, & plastic bags; a sack & a half of broken glass from what must be the Reno area shooting gallery (it took four of us to lift the full bag); several tires (a couple of which looked better than what some of us have on our Land Rovers for spares; a washing machine top, wheelbarrow, a few chaise lounge skeletons, a ladder, oil filter from a diesel rig, plywood, pipe, and a 5 gallon diesel oil can from the depression era (which may have had some value to a collector of such items as, no doubt, would the empty paper and tin oil cans).

In fact some of that trash had been out there so long that we probably violated the Antiquities Act by removing boards, planks, and tin possibly left behind by the immigrants.

Perhaps you and your fellow Land Rover owners could get together some weekend and scour your favorite playground in your part of the country. I think you'll come away with a very satisfying feeling, not to mention having one of the greatest outings you've ever participated in. We all did.

Incidentally, make a show of yourself dumping your collection off at the local refuse pit. The locals will come to associate you and your good deed along with those strange looking "Jeeps".

John Kirn is the LROA,NA liaison to Tread Lightly

Events

BLUE RIDGE AREA

• 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.

COLORADO

• Oct 11: Solihull Society General Meeting.

• Dec 3: Solihull Society Christmas Party & General Meeting.

*Solihull Society
P.O. Box 916
Colorado Springs, CO 80132*

MASSACHUSETTS

• BSROA Pre-Winter Party. Date hasn't been set yet, but you can get more info by writing to:

*Bay State Rover Owners Assoc.
PO Box 342
North Scituate, MA 02060*

OTTAWA

• Oct 15: Frame Oiler
• Late Oct: Road Building Revisited. A possible visit to the site of the July road build-

ing exercise in Carp to finish the job and do a little overnight camping.

• Dec 3: Christmas Dinner at the Navy Mess on Victoria Island:

*Ottawa Valley Land Rovers
1016 Normandy Crescent
Ottawa, Ontario
Canada K2C 0L4*

VIRGINIA

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.

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Croisier Blanche Rally, France

A winter rally at a ski resort called Orcieres, 80 miles south of Grenoble will offer 150 teams and 100 support vehicles four days of off-road snow driving to remember. The event is open to anyone with £250 (about \$375-\$400) and a four wheel drive vehicle which is in good shape. Mud tires and diamond patterned snow chains are standard equipment for this event. The routes will abound with severe snow and ice.

According to LRO Magazine, there will be three routes running simultaneously each day, the competitors will be split into groups of 15. There will also be a one-night run which starts from the Monte Carlo rally camp at Gap, with the warm up trial covering five Alpine routes.

If you think that you might take a shot at this one, contact David Davenport at Long Range Off-Road, 0483-273786.



A new Defender 90 was loaned to the Newport Beach, California as part of LRNA's public service program.

News and Info

Canadian Sales of 90 So So, Discovery- Up

Sales of the Defender 90 in Canada are not going as well as was hoped, reports Robin Craig of Canada.



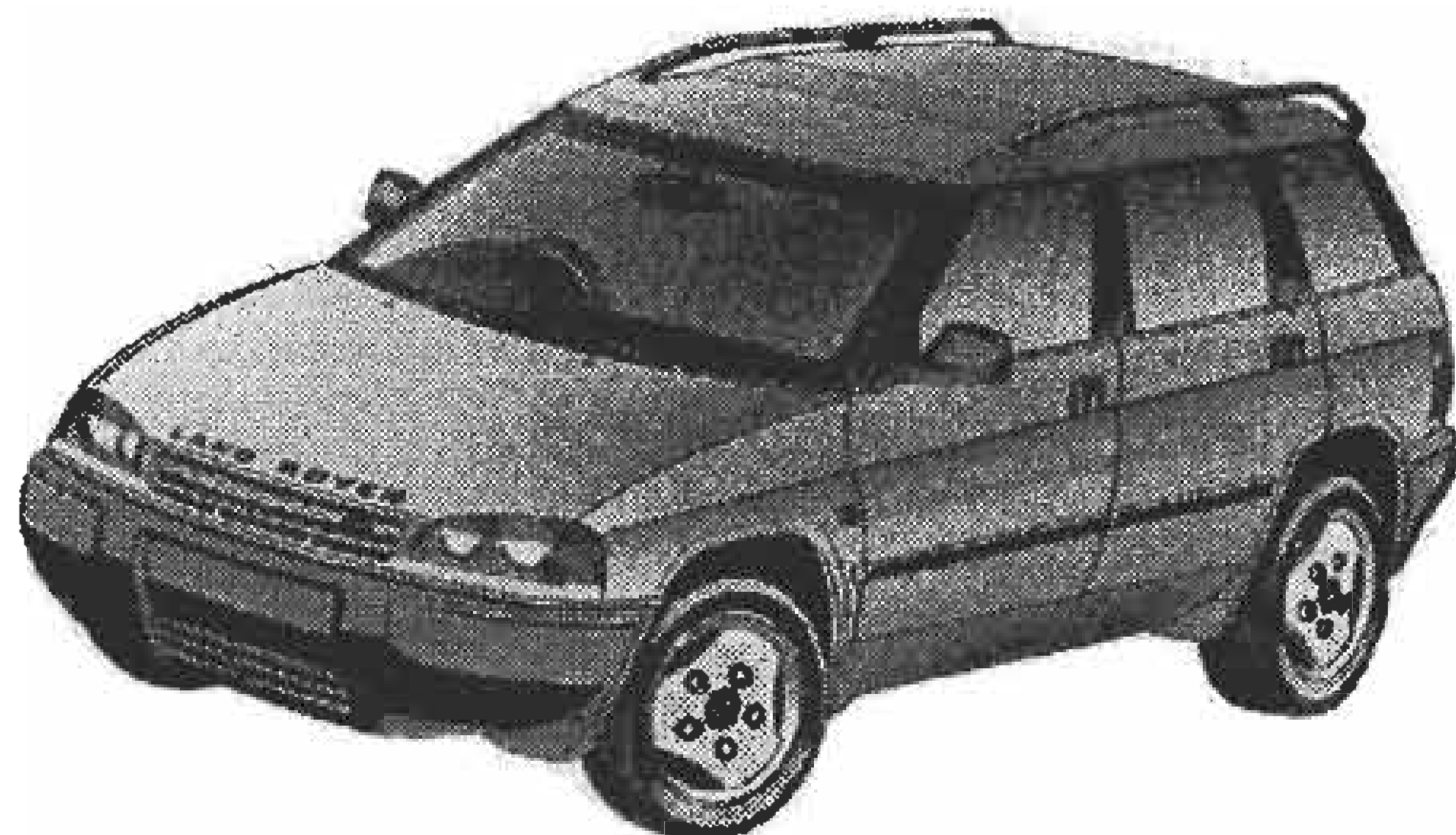
The Defender 90, Four Wheeler magazine's favorite.

On the other hand, Alan A. Manessy, Managing Director of Land Rover, Canada recently stated in a press release that "Although Discovery only launched here in May, Discovery sales have already established the model as a winner. It has also stimulated continuing interest in Range Rover."

The Discovery was launched in the UK in 1989 with a production rate of 270 per week. By late 1993, the rate was 1,050 per week. This international demand has prompted the Rover Group to plan an expansion of the production through a £68 million investment at the Rover plant in the UK.

Land Rover "Odin" launch set for 1997

According to LRO magazine, Solihull is going ahead with a new off-road vehicle. The project, called "Odin", will debut in 1997 and will be "half people carrier and half off-roader".



Concept of the 1997 Adventurer. Thanks to LRO.

The car will be much smaller and 1,000 pounds lighter than a new Range Rover, due in part to a 'monocque' bodyshell (unibody) with subframes under each live axle, and possible aluminum doors & hood. With streamlined body styling, economy is expected to be increased dramatically over existing Land Rover products.

The suspension will likely be similar in principle to that of the Discovery, and may use fiberglass radius arms and anti-sway bars.

The vehicle will probably be given the name "Adventurer" and the targeted price is around £15,000 (\$22,000). No speculation has been made as to whether the Adventurer will be offered in North America.

Rovers Made in China

It looks as though some of the Land Rover Defenders may be built in China as soon as 1996. The folks at BMW have approached the Chinese government about building their 7-series cars at a plant near Hong Kong in southern China. But the Chinese authorities seem to be requiring that 100,000 vehicles be built - a number much higher than BMW had in mind.

If BMW also builds the Rover 800 sedan and Land Rover Defenders in China, the number of vehicles built should satisfy the requirement.

Ditched... A Wifie with a Headscarf

Reprinted from the Aberdeen Press and Journal, Scotland

Driver Stuart MacLeod-Slater realized that he had made a Queen-sized mistake when he forced a woman in a green Land Rover into a roadside ditch. For the lady driver - wearing a headscarf - was none other than Her Majesty.

Ballater Post Office driver Stuart (35) said he was expecting a right royal roasting - but instead, she just smiled back at him.

The aristocratic game of chicken is one more anecdote which did not make a newly-published book about Post Office buses written by Scots journalist, Joan Burnie. But the tale was revealed to journalists at a book launch yesterday.

Stuart, 13 Deebank Road, told the Press and Journal last night that the confrontation happened one day when he was hassled and late with his deliveries. "I was coming along an estate road in Balmoral and a Land Rover was coming towards me driven by a woman", he said.

"I thought to myself: 'I'm bugged if I'm going to move off the road for her'. It looked like a wifie with a headscarf on.

"She went off the road and landed in a ditch and as I passed her I realized who it was.

"She just gave me a smile. She was able to drive out of her own accord."

Guildford-born Stuart has been a Post Office driver in the area for six years. He also drives the Post Office bus between Ballater and Glenshee. He reckons he has come into contact with most of the Royals in his time there. "I have met Diana on the road and I have spoken to Prince Edward," said the father of three. "I was expecting to be put in the Tower after my meeting with the Queen but nothing ever came of it.

"I told all my colleagues at work about it and they couldn't stop laughing."



News & Information

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LAND ROVER ENTERS FALL SEASON WITH THREE MODELS

Record setting Discovery family 4X4, Range Rover County LWB, and Open Air Defender 90 revised, Land Rover Center retail outlets open

Landham, MD—Land Rover North America, Inc., the only exclusive supplier of four-wheel drive vehicles in the U.S. market, continues its ambitious assault on the North American sport utility market in 1995 after a successful launch last spring of the all-new Land Rover Discovery, the world's first family 4X4 to offer dual air bags, side door impact beams and all-terrain ABS as standard equipment. Discovery for 1995 gets additional safety and comfort features and new exterior color choices.

The classic Range Rover County LWB, just renewed in the spring with a new interior and dual airbags introduced, makes its final appearance after 25 years as the benchmark sport utility vehicle. The open-air Land Rover Defender 90, Four Wheeler magazine's "Four-Wheeler of the Year", receives trim revisions, including new exterior lighting, and two new top options, including a composite removable hardtop for improved comfort and security.

"The launch of Discovery was the most ambitious and successful product introduction in our history", said Charles Hughes, president, Land Rover North America, Inc. "Along with the adventurous Defender 90 and the Range Rover County LWB, Land Rover offers sport utility buyers a versatile line of the most capable premium four-wheel drive vehicles available".

DISCOVERY

The Land Rover Discovery debuted in April 1994 with the most advanced safety package available in a compact sport utility vehicle. In addition to standard four channel, four-wheel all-terrain anti-lock brakes (ABS), Discovery has driver- and passenger- side airbags and side door impact beams as standard equipment.

For 1995, Discovery receives minor trim changes including two new exterior colors, a new alloy wheel finish and fatigue-reducing adjustable driver- and passenger- side lumbar supports. Side door impact beams are also added to the rear passenger doors, joining those in the front, to give full side impact protection.

Discovery is available with seating for up to seven passengers thanks to stowable jump seats in the rear cargo area. Other standard equipment includes air conditioning, power windows and mirrors, central locking with keyless entry and alarm system, alloy wheels and electronic cruise control.

Like all Land Rovers, Discovery has permanent four-wheel drive, aluminum body panels (except roof), long travel coil spring suspension and a 14-gauge steel box-section, ladder-design frame for ruggedness. A 3.9 liter aluminum V8 engine develops 182 horsepower and 232 lb-ft of torque to give Discovery exceptional performance in all conditions. Discovery offers a choice of the all-new R380 five-speed manual gearbox or an optional ZF four-speed automatic transmission.

Optional features further separating Discovery from the rest of the compact sport utility market include dual electric glass sunroofs with tilt and slide feature, rear air conditioning system with individual passenger vents and auxiliary controls, Connolly leather for seating areas and rear area occasional seats for seven passenger capacity.

RANGE ROVER COUNTY LWB

The award-winning classic Range Rover County LWB remains the "Gold Standard" of the sport utility market. Introduced as an early 1995 model in April 1994, the County LWB has dual airbags, side door impact beams and an all-new interior featuring separate driver and passenger temperature control system. County LWB, with its longer 108" wheelbase, has a 200 horsepower, 4.2 liter aluminum V8 engine, an exclusive electronic air suspension system and traction control.

The luxurious interior of the County LWB has been well-received by owners since its debut in the spring. Designed for enhanced ergonomics, fascia located controls have been integrated for more convenient placement. The dual temperature control air conditioning system allows driver and passenger to select individual temperature levels depending on personal preference. Connolly leather seating areas and burl walnut wood trim for the dash, door panels and center console areas maintain Range Rover's position as the sport utility leader in comfort. With over 39.7 inches of rear seat legroom, it is the most comfortable Range Rover ever built.

Production of the County LWB will end with this model year. It is destined to become an enduring classic. The 1995 Range Rover County LWB has a base price of \$52,500.

DEFENDER 90

The Land Rover Defender 90 continues as the only open-air V8 powered sport utility available in the U.S. Four Wheeler magazine's "Four-Wheeler of the Year", Defender 90 is now available with an optional dealer-installed composite hardtop for added security and comfort. An all-new R380 five-speed transmission was a mid-year addition. Besides lighter action for smoother shifts the rugged gearbox has a revised shift pattern and reduced clutch effort.

Besides the hardtop option, Defender 90 also gains a new design standard fastback top. Side door windows are also included as standard now. New front and rear lighting equipment enhances Defender 90's rugged appeal and the audio system has been upgraded with more power and improved ergonomics.

Defender 90 is equipped with the proven 3.9 liter, 182 horsepower aluminum V8 engine with 232 lb-ft of torque. It has more than ample reserves of power for any situation and a power-to-weight ratio comparable to many sports cars. It is also the first Defender model to be equipped with standard four-wheel disc brakes.

With Land Rover's hallmark permanent four-wheel drive system and long travel coil spring suspension, a compact 92.9 inch wheelbase and minimal front and rear overhangs, Defender 90 is among the most capable off-road vehicles.

"Our research shows buyers of Defender 90 to be rather adventurous and able to afford the sort of activities that the Defender 90 supports so well. In a word, buyers love it. They see it as a direct link to the great Land Rover heritage of African adventure lore", said Hughes.

Defender 90 can be tailored for anything from scientific field research and extreme off-roading to toting surfboards to the beach or mountain bikes to the Rockies. Standard equipment includes reclining bucket seats, an AM/FM stereo cassette entertainment system with four weather-resistant speakers and a lockable security cover, center cubby box, 265/75 R16 BF Goodrich tires on styled steel wheels, and a rear-mounted swing-away spare tire. Accessories include air conditioning, full carpeting, a convertible top, five-spoke alloy wheels, and an 8,000lb Warn winch. The hardtop, which can be retrofitted to previous Defender 90s, is expected to cost less than \$2,000.

Defender 90 has a manufacturer's suggested retail price of \$27,900.

Club Reports

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

11th BMC Day, Georgia

Jack Walter, GA



The Eleventh Annual British Motorcar Day was held on May 21 at the Chateau Elan Winery about 45 miles northeast of Atlanta and drew about 410 British automobiles including the largest contingent ever of Land Rovers to show up at this event. By the end of the day we had seen 13 Land Rovers, a Range Rover, a new Discovery and two Rover passenger cars at the event as participants. Two Land Rovers were also spotted in the spectator areas bringing the total Rover contingent up to 19 for the day. Four Land Rovers that had preregistered for the event were unable to attend but we had an outstanding turnout that gets better every year. Next year we hope to have at least 25 Land Rovers as we get together for the Twelfth Annual British Motorcar Day on May 18, 1995.

Among the Land Rovers at this year's event were a new Discovery looking very elegant in black with a tan leather interior, Jim Shurling's 90 Defender in Conniston Green, and a 110 Defender with an extra spare mounted on the roof rack looking very expedition ready. The Defender 90 drew a lot of interest and envious looks from some of the owners of older Land Rovers. Plots were being hatched all around to relieve the truck of its door tops, rear cargo compartment mat and the swing-away rear tire mount. If you haven't taken a close look at the door tops on a new 90 Defender you might want to make a special trip to the dealer and notice that these new door tops eliminate the @#*\$! fuzzy strips that seem to need replacing every three years on our older models plus the forward glass panel slides back for improved ventilation instead of being fixed in place. These will bolt right on a Series IIA or III Land Rover and are a major improvement over the originals.

Other participants included a couple of clean SIIA 88's in marine blue and desert tan, a very nice 1965 Rover P5 saloon, a 1980 3500S SD1 and several other late series IIA and III 88" Land Rovers. John Door's 2-dr 109 with a full length canvas top and my old 1966 diesel station wagon were the only 109s in attendance. Don Moore brought a very nice mid 60s limestone SIIA 88" station wagon with a tropical roof that he had just completed doing a full frame-off restoration. It looked gorgeous, but he said he'd think twice before doing any more restorations on anything with an aluminum body.

My old SIIA diesel 109 wagon made it up to the event despite its efforts to avoid the affair after experiencing transmission problems over the winter. With only two weeks to go before British Motorcar Day the Jungle Truck had decided to stick itself in fourth gear. I was scrambling around trying to borrow an engine hoist to remove the gearbox since I couldn't round up any warm bodies to help extract the lump with a bwana pole. Removing the

top plate of the main gearbox had revealed a broken synchronizer assembly but after removing the gearbox I discovered that the needle bearing between the input shaft and mainshaft had disintegrated causing some chipped teeth on the top gearset and chewing up the nose of the (still almost new) mainshaft that I bought in England ten years ago. With only days to go before the event and no time to rebuild the gearbox I decided to install the gearbox from my SIIA 88 pickup that is currently undergoing a complete restoration. I had only driven the 88 about 100 feet since I bought it last October. I had started dismantling it almost immediately to do a complete frame up restoration so I didn't know if its transmission was good or not. This gearbox (with no overdrive of course) was sitting on the floor next to where I was scattering 109 parts about with great abandon so it seemed like the easiest solution was to swap gearboxes. Time was too short to swap the overdrive so the 88's gearbox was just dropped in place and the floor bolted down. Luckily everything worked without making any new funny noises and we were able get to the event without further adventures but I have had the overdrive on the diesel 109 for so long that I had forgotten how slow one of these things can be without it. The trip to Chateau Elan was made via the backroads at a very leisurely 45 m.p.h..

Next year we plan to be at British Motorcar Day in a completely restored 1967 Series IIA 88" pickup. This Land Rover is the same one that I had owned from 1973 until 1978 and was one of the only cars among all that I have had that I wished I had never sold. The pickup has been through at least five different owners since 1978 and I have been trying for years to get it back but I finally succeeded and hope to have it ready for the show next year.

The Land Rover owners in the Atlanta area are invited to meet at the Sonic Drive-In on Alpharetta highway just at the southern edge of the Alpharetta city limits on the third Thursday of each month. The drive-in is just north of the turnoff to Harry's Market on the left. If you would like to know about our upcoming events, please feel free to call me at 641-0147.



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Gallery

Lynn Blevins was in Costa Rica this past Summer and, at her Rover-loving husband's request, got bus drivers & tour guides to stop at the sight of any Land Rovers around. Judging by the stack of photos now in your editor's possession, it's a wonder that she saw anything else. Here are just a few...



Green on green – well gray on gray here. What's left of a Series I sits with no drive train, and the steering wheel in the back.



If there are Land Rovers, there are repair shops.

Plenty of the older ones around. Most have tropical tops. Note the Series III 109 with tropical pickup top at right.



Hood ornaments & decorative trim seem to be popular on Costa Rican Rovers.



A Personal Land Rover History

Jack Walter (GA)

I fell for the lure of the Land Rover fairly early in life as a result of our family's traditional Sunday drives. My father would load us and a picnic lunch into our Ford station wagon on weekends and drive about three hours north of Atlanta to explore the dirt roads in the foothills of the Appalachian mountains. We would explore every available back road in an entertaining game of trying to see how lost we could get and still find our way back to civilization by dark. We would go as far back into the woods as that old Ford could without getting stuck but we always had to turn around just as it began to get really interesting. I have always wanted something that could go farther back into those deep tree shaded dirt roads.



Jack Walter is one of those very enthusiastic Land Rover owners. A good example is the above project. It started out as a simple brake job. Somehow he "accidentally" disassembled the whole vehicle.

I don't remember any details of the first Land Rover I saw when I was about ten years old, other than the part of the nameplate that said Four Wheel Drive Station Wagon. I always liked station wagons because of the associations with those family outings and I remember thinking that it was exactly what I wanted in order to explore some of the areas in the back country of north Georgia, Tennessee and North Carolina. Something about the chunky profile of the Land Rover just made a deep impression on me that I have never been able to shake and I still have the toy Corgi 107" Land Rover pickup that I got back in the early sixties.

At the age of fourteen a friend and I had decided that his mother's new car should be a Land Rover. We worked on her with all the persuasive powers that a young teenager looking forward to getting his hands on his parents wheels is capable of. We used to ride our bicycles down to the dealer in Atlanta and scrounge literature to further our arguments about how practical the Land Rover was as a family station wagon. Despite our best efforts she bought a new 1965 Chevrolet Malibu.

Six years later, I finally bought my first Land Rover. It was a grey 1961 88" station wagon that had a Ford 260 V-8 mated to a Jeep truck transmission and was a most entertaining device capable of four wheel burnouts and very un-Roverlike acceleration. A good friend still recalls a night that I visited him and after he walked out to the Land Rover with me he said it just disappeared. He said he just blinked and the next thing he saw were taillights about half a mile down the road. I'll never forget the look of astonishment on the face of another Land Rover driver who I challenged to a drag race up Peachtree Street. Laughingly he accepted the challenge only to be left in a cloud of tire smoke as the light changed. I bought this truck in 1971 and drove it for two years until it succumbed to terminal rear frame rust. Old time Land Rover enthusiasts might remember that the 1961 models in particular

had a bad reputation for developing frame cancer to the point where the rear spring shackles would collapse up through the frame rails. This would leave the Land Rover listing like a ship on its way to the bottom and make it handle real funny. After a local welding shop patched it back together using large c-channels and other pieces that looked they might have come from a used bridge, I unloaded that turkey and went looking for a real Land Rover that hadn't suffered the indignity of having a bastardized drive train stuffed into it.

I saw an ad for a 1967 88" Land Rover Pickup that advertised it for \$1000 or trade for a tractor. The owner, a sweet young thing named Connie, said that she and her boyfriend were renting an old farmhouse in north Alabama and that the Land Rover was being used to pull a plow but that it wouldn't turn tightly enough to turn the plow around at the end of the garden. I offered to trade my Volvo 122S with an aerodynamic brushed paint job and \$400 for the Land Rover. This new Land Rover was painted a metallic green but spots of bright yellow were showing through from underneath the green paint. I had heard that the state of Florida had used some Land Rovers in their DOT and DNR departments and the tropical fan and minimal heater on this truck showed that it had been ordered for a hot climate. I stripped it back down to bare metal and repainted it Corvette chrome yellow which pretty closely approximated the original color. The Land Rover was my daily transportation for the next five years as I used it to explore dirt roads in the North Georgia area and tow a friend's IMSA race car to the track at Road Atlanta. The distinctive little yellow pickup was well known around town and everybody that rode in it remarked that this was not a good vehicle for anybody that was uncomfortable with being the center of attention.

Once in downtown Atlanta, as we waited at a traffic light with the top off, the windshield folded forward and both my passenger and I wearing bush hats and motorcycle goggles, we became aware that we were being stared at by a line of people waiting on a bus. Jamie leaned out and in his best British accent, inquired "Can anyone tell me the way to Nairobi?" Everybody was still laughing as we pulled away from the light.

Out in the woods it would routinely go places where other four wheel drives couldn't. There was a particularly steep hill back in one of our trails that had a big tree root across it about halfway up a 75 foot climb. The ground had washed away leaving an eight inch tall oak

...continued on page 12

Land Rovers in the Movies

Wendell R. Cotton

Myles J. Murphy's article in the Spring '94 issue of The Aluminum Workhorse, "The Ultimate Land Rover Movie", made me take notice. I have to say I agreed with just about all of his review of the movie "Killer Force". It may be the ultimate Land Rover movie. The only exception I find is that it is not by far, the worst of the genre.

At the end of his article Mr. Murphy asks for other movies that have Land Rovers acting in them. As this has been a small hobby of mine for some time now, here is my list along with some of my own categories and opinions. Some of these movies I have only heard about.

Oldest

The oldest movie I have found is one of the best. The 1953 movie, "Mogambo" starring Clark Gable and Ava Gardner. Unfortunately the open-topped Series One is only seen in the beginning of the film.

The Most Land Rovers

As mentioned before, "Killer Force" (1975) seems to have the most. If you counted up the Land-Rovers in the motor-pool alone you might top a hundred. Another movie with a lot of various Land Rovers in it, is the 1988 dog "Skeleton Coast". It has around fifteen or twenty various types and configurations of Land Rover in it. Unfortunately, most die horribly.

Lip Service

Like many other Land-Rover owners, I have often visibly winced at the uninformed calling my truck a "Land Cruiser", polite corrections usually fall on deaf ears. In the movies, it seems the opposite applies. Such is the case with "The Serpent of Death" (1987), where someone is heard to say, "If you are going to use the Land Rover while I'm away, you must water it (The snake in the back of the truck, not the "Land Rover") daily." The "Land Rover" unfortunately is a Toyota.

Stewart Granger, in "The Last Safari" (1967) speaks of the fate of the Great-White-Hunter,

"Years ago the hunter used to be a man of guts, intelligence, integrity. What is he today? A collection of well paid hired hands, for the trigger happy tourists. The expert of that savage beast of the jungle, the Land-Rover."

Later in the same film Kaz Garas, speaking to Granger says, "Look! No zebra-striped plane! No lobsters up my sleeve! Just the necessities, a fully equipped Land-Rover, a truck, equipment, men..."

A great endorsement, if you overlook the fact that his safari vehicle is a rather POSH Land Cruiser. I may be wrong, but close inspection of the aerial views of the Toyota driving along, might actually be a 109, saving the Toyota for close-ups. Maybe, they spent all the money on the zebra-striped Lear-Jet.

... continued on p. 12

Land Rover Lovers' Movie Guide

Title	Yr.	Type	Notes
1950's			
Mogambo	1953	Advent	Oldest Movie so far
High Flight	1957	Advent	
*Giant Behemoth	1959	Sci-Fi	
1960's			
Ice Cold in Alex (Desert Attack)	1960	War	Time warp Land Rover
*Guns at Batasi	1964	Drama	
*633 Squadron	1964	War	Time warp Land Rover
Born Free	1966	Drama	
*Deadly Bees	1967		
The Last Safari	1967	Advent	Lip Service, Lightweight?
An Elephant Called Slowley	1969	Advent	Not on Tape
1970's			
Sudden Terror	1970	Suspense	
Happy Birthday Wanda June	1971	Drama	Land-Rover in NY Apartment
Omega Man	1971	Sci-Fi	
Living Free	1972	Advent	
The Beast Must Die			
(The Black Werewolf (Video))	1974	Horror	109 w/ missing side panels
Gold	1974	Advent	
The Man With the Golden Gun	1974	Bond	
Killer Force	1975	Advent	
*Christian the Lion	1976	Advent	Should have Land-Rovers
Gold of the Amazon Women	1979	Advent	Really Horrible
1980's			
The Gods Must Be Crazy	1981	Advent	Find 2nd LR
Octopussy	1983	Bond	Open Range Rover
The Right Stuff	1983	Biog.	
The Treasure of the Four Crowns	1983	Advent.	109s , maybe Santanas???
Red Dawn	1984	Action	
Romancing the Stone	1984	Advent	
Alice to Nowhere	1986	Advent	Series I's in the Outback
*Codename: Wildgeese	1986	Advent	
Jake Speed	1986	Action	
*Last Frontier	1986	(TVM)	
Quiet Thunder	1987	Action	One Forward Control
The Living Daylights	1987	Bond	
The Serpent of Death	1987	Advent	Lip Service
The Serpent and the Rainbow	1988	Horror	
Skeleton Coast	1988	Advent	Horrible, but many Rovers
*Red Scorpion	1989	Advent	
1990's			
American Ninja IV	1990	Action	
Navy SEALs	1990	Action	
*White Hunter Black Heart	1990	Advent	
*Dark Horse	1991	Drama	
*Deadlock (Rutger Hauer)	1991	Action	
*Late for Dinner	1991	Comedy	
Point Break	1991	Action	Same LR on 2 Continents
Patriot Games	1992	Action	Armored Car at roadblock
Barbarians at the Gate	1993	Drama	Range Rover in hunting scene
??? Unknown Year ???			
*Escape from Paradise	TVM??		
*Pyrotechnics			
*In a Faraway Place			
*Passion and Paradise			

* =I Have Not Seen this Movie

movies, continued...

Land Rovers in Strange Places

(I know they were built to be in strange places.)

The strangest setting for a Land Rover in a movie has to go to "Happy Birthday Wanda June" (1971), where the Land Rover is in an adventurer's trophy room in a New York City apartment. Unfortunately this movie is not yet out on video.

An old battered and stripped down 109 is used as an old fashioned tide-stake in the previously mentioned "Skeleton Coast," making the Land Rover truly a vehicle of execution. As the tide comes in on the Land-Rover and the man chained to its steering wheel, I couldn't help but wonder why he at least didn't try to drive it up the beach. Even if the engine wouldn't start, low range, 1st gear, and crank the starter, is better than being beaten to death by a surf-riding Land Rover.

James Bond

At least three of the James Bond movies have Rovers in them. "The Man with the Golden Gun" (1974) with Roger Moore, has a nice 109 SW "Hong Kong Police" in it, although I could swear the scene's location started out as Macao. "Octopussy" (1983), another Moore film, opens with an open topped Range Rover towing a horse-trailer containing Bond's Microjet. Then there is the Timothy Dalton film "The Living Daylights" (1987) with Bond fighting the villain while careening down the rock of Gibraltar in a military 90. Or is it a 110?

Anachronisms

Land Rovers can be anywhere, anytime. Most of you probably thought the first Land Rover was made in the late forties. If you look at such films as "633 Squadron" (1964), and "Ice cold in Alex" (1960), you will find them working almost behind the scenes in World War II.

The movie "Point Break" (1991), has a Land Rover in the background of a California beach party. At the end of the film, the same Land Rover seems to be an Australian Police van.

The movie, "The Last Safari" has two or three Land Rovers in the background. One of them looks like a Lightweight. The movie supposedly came out a year before the first lightweight.

Brad Blevins mentioned the movie "Navy Seals" using an 88 that seems to switch its headlights from fender to grill.

Starring Role

This category is for those flicks that a Land Rover can be considered a significant star. Everybody's favorite, "The Gods Must Be Crazy" (1981) has the Series I "The Antichrist". Elsa the Lion, in the movies "Born Free" (1966), and "Living Free" (1972), likes to use the soft-top for a hammock.

Another movie where the Land Rover is a co-star is "An Elephant Called Slowly" (1969), made by the people who starred in "Born Free". They named their old not-so-trusty Land Rover something like "Mr. Mogambo(?)" after the agent who rented it to them.

Worst

I shudder just thinking about some of these. "Killer Force" is actually a pretty decent movie compared to "Gold of the Amazon Women" (1979). Unless you really need to see Anita Ekberg as the Amazon queen, (If you do, you should seek professional help). Stop watching after the Land Rover gets destroyed. It's really not worth it, even to see a Rover. This one is real bad. "Skeleton Coast" is another where they wasted a lot of film. There were many Land Rovers in it though. Someone has suggested that "Giant Behemoth" (1959), is a runner up, but I haven't seen it. Besides, just about any 1950's Sci-Fi is bad.

Possible Land Rovers in Movies

I seem to remember seeing Land Rovers in several old movies, but can't find a copy to check it. "Sudden Terror" (1971), seems to have ended in a car chase with either the Land Rover being pushed off a cliff, or maybe it was the Rover doing the pushing. In the British movie "A Boy Ten Feet Tall" I seem to recall Edward G. Robinson as a Great White Hunter, driving a Land Rover. Though I haven't seen them, movies like "Christian the Lion" (1976), "Hatari" (1962) and "Africa - Texas Style" (1967), should have at least token Land Rovers in them.

Questions

I think any Land-Rover user looking at the bus crash in "Romancing the Stone" (1984) has wondered why they at least could have tried to drive the Land Rover off the bus and down the road. I mean any guy as resourceful as the hero should be better at self recovery. They still could have kept the mud-slide scene for later. Has anyone else seen the hidden Land Rover in "The Gods Must Be Crazy"? If that's not a Lightweight in "The Last Safari", what is it?

This list ought to keep the counter person at your video store busy for a while. Unfortunately, some of these movies are not available on video, but might be lurking about on Late-Night Television. In the meantime, please keep me informed of any titles I have missed. Old English movies will do, along with your own opinions of them. I agree with Myles Murphy, let's get a Land Rover video club going.

personal history, continued...

speed breaker running horizontally across the trail. I watched a CJ-5 Jeep try to climb the hill about four times without success. Each time he would make it as far as the tree root but would lose all his forward momentum getting his front wheels over the root. After that all he could do was spin his wheels as he tried to get enough traction to start from a dead stop on a 40 degree hill. His big V-8 and wide tires just wouldn't allow him to grab some traction and get any farther up that hill. After his fourth attempt he looked over at where I had stopped to watch and he must not have liked the obvious smirk on my face as he allowed me to try it. With second gear, low range engaged I crept up the hill to the root and slowly eased my front wheels over the root and stopped. The Jeep driver started to say something but I put it down in first gear and from a dead stop proceeded to idle up the rest of the slope. I did stop at the top and offer to come back down and tow him up the hill but I don't think he liked that.

During the time I owned the 88" pickup I had the opportunity to buy a very early RHD Series I Land Rover 80" with a hard top body. The frame was almost totally rusted and the engine was missing but the Land Rover was either a 1949 or 1950 model with the headlights behind the grill. Painted on the sides of the hard top panels was a yellow two man submarine superimposed over a picture of the Loch Ness Monster and the words Loch Ness Expedition above it. I think this vehicle was used in the National Geographic sponsored search for Nessie in the 1950's. I'd like to know how this Land Rover wound up in the parking lot of an apartment complex in north Atlanta and where it went from there. I could have dragged the old thing home for \$150 but at that time parts for Series I Land Rovers were almost impossible to find and we didn't know enough about very early Land Rovers to realize how rare they were. Somebody told me they thought it went to the Macon, Georgia area. I hope somebody managed to rescue this old derelict from the crusher; I'm sure there is a very interesting story behind it. Unfortunately I didn't think to take any pictures of this old Series One but I have often wondered what became of it.

When an opportunity came along to go to Europe for the summer of 1978, I thought that I might be able to bring back a 109" three door hardtop from one of the British military auctions so I reluctantly decided to sell the 88" pickup. By departure day the Land Rover hadn't sold so I made the mistake of leaving it with my parents and telling them to try and sell it but not to take less than \$1500. Once I got to England, I found that the nicer ex-military 109s were selling for around \$3000. This was about \$1000 more than I could afford due to the need to ship it back to

the United States. I called home to tell my parents not to sell the Land Rover but they had already sold it for only \$1200. I always regretted selling this particular Land Rover because it was such a nice clean little truck with a straight non-rusty frame.

When I got back from three months in Europe, I had to have something to drive and somehow I wound up with a VW type 181 "Thing". I had driven the Thing up to Detroit to visit some friends and somebody in traffic next to me leaned over and asked if it was a Land Rover. After it had tried to kill me a couple of times by trying to jump into a ditch sideways I decided that I had to have another Land Rover. I tracked down a 109" diesel station wagon in Chattanooga and spent the better part of a year negotiating with the owner, a local real estate tycoon and millionaire who was one of the most entertaining and colorful characters that I have ever met.

Robert S. Long had at least three Land Rovers and pieces of several others in the somewhat overgrown back yard of his estate on Long Avenue in the center of one of the nicer residential sections of old Chattanooga. My future vehicle was not very promising at first sight; it had a tiger stripe style camouflage paint job, dented front wings, no sill panels and a big Mr. Natural "Keep On Trucking" sticker in the rear window. Mr. Long said that he had bought the 109 from a schoolteacher who used it every summer to explore the United States and that it had probably been back and forth across the country eight or nine times. He had used it for the last few years in his real estate business in the mountains surrounding Chattanooga to show property to clients. The 109 had about 225,000 miles on the original, heavily smoking engine and had no brakes to speak of. He said that he would take \$2800 for this rare and somewhat timeworn treasure. I had searched all over for a long wheelbase diesel without finding any other

candidates so I decided to try to pry it away from Mr. Long.

One Sunday afternoon in October, 1979, a friend and I got my dad's 3/4 ton Ford pickup, a tow bar from my first Land Rover and all the money I had (\$1600) and headed for Chattanooga to try to drive or drag home the 109" station wagon. Mr. Long is one of those characters that is best described as larger than life; he was a tall white headed man who was much more entertained with the wheeling and dealing in a negotiation whether for a multimillion dollar piece of real estate or an old Land Rover. His first words when he met us to negotiate for the 109 wagon were "you know you're going to get screwed" to which I replied "yeah, but let's see how bad". We spent some time going over the Land Rover, freeing it from the kudzu vines that were trying to engulf it and killing every mosquito within 1/4 mile, then we set off on a tour of his home which had been in the family for several generations. There was a mural in the front hall depicting Chattanooga around the early 1900's and a large collection of "stuff" that included some "souvenirs" that he had liberated from a German command post in WWII. In his kitchen he offered us some drinks and proceeded to entertain us with a variety of stories of losing and making fortunes in various deals throughout his long career. A quarry that he owned in Chickamauga, Georgia had literally filled up overnight when workers dug into an underground stream that flooded the entire quarry. He described it as a million dollar fish pond complete with two bulldozers and some other equipment on the bottom. He also told us about an old high school buddy that had dropped out of the eighth grade and some years later was seen in a new Cadillac wearing a \$300 suit and lots of jewelry. When he asked him what the secret of his success was the friend told him that he got by on making 4 percent profit at his roadside steak house. "Yep" he said, "I buy

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steaks for a dollar and sell em for \$5 so I make four percent off each one". Mr. Long said his friend was never very good at math in school but he did learn to always try for that four percent profit.

We would talk for an hour about a variety of subjects and then for five minutes we would fiercely negotiate the price of the old Land Rover. His price was slowly coming down as I was inevitably forced to offer more but as the evening wore on into the late night I got the feeling that if we stayed there long enough he would just about have given the truck to me. Unfortunately we had to get up the next morning for work and we still had to tow the 109 back to Atlanta so when he got down to \$1600 we wrapped it up and hit the road. We got back to my house about 2:30 in the morning and we didn't even bother to unhook the Land Rover from the pickup. My dad's reaction to my new prize when he saw it the next day was a bemused look that sort of said "my son is an idiot" but I still feel that the experience was worth the price. This old Land Rover now has about 325,000 miles on it and 15 years later I still think of Mr. Long and his four percent every time I walk by it in the driveway.

I spent the next few years fixing up the 109 wagon, rebuilding the engine and gearbox, installing an overdrive, and painting it dark blue with a yellow band along the window area in remembrance of my little 88" pickup. My friends have always said that they could see one of my vehicles coming from six blocks away. A 109" Land Rover Station Wagon painted up like a refugee from a circus is another vehicle in which it is impossible to be inconspicuous especially when it has a plastic lion on the tow bar as a sort of hood ornament. About two years after I got the 109, my old pickup came up for sale in a nearby suburb of Atlanta but the current owner wanted about \$1800 for it and I didn't have that much spare cash to retrieve it. It disappeared shortly afterwards and I wasn't to see it again for ten years. I sorely missed having a short wheel base Land Rover that could be used as a convertible.

A few years later I bought a marine blue 1971 Series IIA 88" hardtop out of a field from a guy that had two 71 models. He sold his red one to someone who lived in an apartment complex and would have been unable to take the parts car. When I dragged home this prize this time it was my wife that gave me the "my husband is an idiot" look. I stuck this treasure in my barn as a future restoration project and later added a very dilapidated 1954 model Series I 86" to the things to do list. The barn



The return of an old friend.

was now full of two old Land Rovers and two 356 Porsches that all needed restoration. The Series I was passed on to a Land Rover owner in Alabama that was restoring another 86" and needed some of the mechanical parts. He later told me that it broke in half as he unloaded it from the trailer. The 1971 SIIA was resigned to waiting until I had the time and money needed to do a proper restoration. Six years later a friend of mine bought a red 1971 Land Rover that turned out to be the former sister car to mine.

Sometime in October of 1985 as I was driving down one of the streets in north Atlanta I saw a new 1985 Range Rover Vogue in traffic ahead of my Land Rover. The dealer plate on the back was from Townley Cross Country Vehicles, a Land Rover dealer in the southeastern suburbs of London I had visited on several occasions to obtain parts for my 109 wagon. I followed it into a parking lot and talked to the owner who had just had the Range Rover imported as a grey market vehicle. This was the first Range Rover I had seen in this country and I didn't know at the time that through a strange set of circumstances this same vehicle would be mine about four years later.

In February of 1990 I had decided that the time had come to fulfill a dream that I had since seeing the first press releases about the Range Rover in 1970. There were several Range Rovers advertised

in Hemmings and the prices of early 80s grey market imports were getting affordable. A dealer in San Antonio, Texas had a tan 1984 Range Rover four door that had only 21,000 miles on it so I made arrangements to fly out to take a look at it. The same friend whose mother we had tried so hard to convince years ago that a Land Rover would make an ideal family station wagon flew out with me to help drive the 1200 miles back to Atlanta if I decided to buy it. The 84 had a led a hard life up in the Colorado Rockies and was a bit more beat up than I wanted but the dealer said he had another 1985 Range Rover at the clean up shop that was due back any minute. When the Caspian Blue Range Rover with a grey interior and a Townley Cross Country Vehicles dealer plate pulled up a few minutes later, I immediately recognized it as the same vehicle that until recently had been living about four miles from my house back in Marietta. Apparently the Range Rover had been sold to dealer in Oklahoma who then sold it to the dealer in San Antonio and by examining the paperwork that came with the vehicle I could see that it was built right about the time my wife and I had visited the Land Rover factory while on our honeymoon during the summer of 1984. It was pretty obvious that I was meant to have this particular Range Rover so we struck a deal. Paul and I stopped by the Alamo for a picture on our way out of town and headed east for Houston.

We were immediately impressed with how nice a long distance road car the Range Rover was as we barreled across East Texas. The day was unusually mild and we had the windows down and the sunroof open as we drove directly at a rising full moon. The Range Rover just loped along at about 75 m.p.h. as night fell and we settled in for a nice comfortable cruise back to Atlanta by way of New Orleans. As it began to cool off we tried to figure out the heater controls and it seemed strange that no combination of the levers would produce any heat. At a roadside rest stop we looked up under the hood and quickly saw that the heater hoses had been looped back on themselves, bypassing the heater core.

By now it was getting downright chilly as only a February night in the desert can be and we had a thousand miles to cover in the next 24 hours. Paul had thought to bring an old wool army blanket and we spread that out over our laps and drove until we just couldn't stand it anymore then stopped for the night. The next morning we drove on into New Orleans with Paul grumbling all the way about what he'd like to do to the guy who neglected to tell us about the nonfunctional heater before sending us off into the cold night. By the time we had stuffed ourselves full of beignets and hot chocolate at the Cafe du Monde in the French Quarter the day had warmed up and we were able to enjoy a ride down the coast road to Gulfport, Mississippi and eventually make it back to Atlanta just as it

was cooling off for the night. The next weekend I had to remove virtually everything between the front seats and the windshield in order to get to the heater assembly and have the core repaired. The heater assembly in a Range Rover is a large metal box about 18 inches wide, 14 inches deep and 22 inches tall that is probably the second thing to go into a bare body shell after the wiring harness when the factory assembles these things. It is definitely not a fun job to remove the heater assembly from a Range Rover but for the most part service work is easily done as with most Land Rovers.

The Range Rover was a wonderful car for everyday use as it rode as well as any passenger car I have owned and was comfortable cruising at speeds up to 85 m.p.h. on long trips. The height and large window areas gave great visibility for sight-seeing and the full time four wheel drive made it feel safe and stable in the torrential downpours that are common in the deep south. During several trips to upper New York state at Christmas time the Range Rover plowed through the snow as if it was not even there. On one trip we were caught on the road through Gettysburg in a blizzard that dumped 14 inches of snow in about three hours; the Rover wasn't bothered by the conditions at all.

My wife says that she always felt very safe in the Range Rover, due to the very solid feel of the truck. One night as we were riding out west of the city a girl pulled out of a side street directly in front of us and I had the choice of nailing her right in the passenger door or taking to the shoulder at about 40 m.p.h.. We slewed to the right and got the speed down to about 25 before launching off the edge of the shoulder into a three foot deep ditch. We bumped along the ditch for about fifty feet until I could get the Range Rover stopped. After checking to see if everyone was all right we got out to inspect for damages. Nothing seemed to be bent or broken so I got back in the Rover, put it in low range and climbed out of the ditch into a parking lot across the street where we could do a closer inspection. Amazingly the Rover hadn't suffered so much as a scratch proving once again that Land Rovers are built to withstand the charge of a cow El Camino.

My major complaint about the Range Rover was that the automatic transmission (my 1985 had the three speed automatic) just didn't have enough gears, especially in hilly country where third was too high and second too low for the power available from the 3.5 liter V-8. If mine had been equipped with the five speed I would probably still have it. When the new Defenders and Discoverys started appearing on our side of the pond I started thinking about replacing the Range Rover so I sold it and started plotting on how to get my hands on either a 110 or a new Discovery but first there was another little matter that came up.

About four years ago my old 1967 Land Rover pickup resurfaced after disappearing for about ten years. The pickup configuration is relatively unusual in this part of the country so when a friend spotted one at a garage on the side of the road near where he lived he called to say he thought he had found my old truck. After hearing that my old Land Rover might have been located I drove to the garage and confirmed that it was the same truck I had last seen about 12 years before. Someone had stripped the paint off down to the aluminum but there were still traces of the bright yellow paint that I had sprayed on it back in 1975. The right rear corner of the body sported the same crude patch where the fender had been torn on a stump about 16 years before.

The pickup had been through at least five different owners since 1978 and had been sold to someone that lived about 40 miles away before being returned

to the immediate area by the new owner who had towed it to the little roadside shop for some repairs to the brakes and charging system. I asked the owner of the shop who the Land Rover belonged to and he didn't want to tell me until I explained that I had owned the pickup about 12 years before. He said he was averaging about three people a week stopping and wanting to buy the Land Rover and that the owner wasn't interested in selling it. I finally convinced the shop to put me in touch with the owner and then began a long campaign to return the pickup to my driveway where it belonged.

After pestering the owner of the little pickup for the past three years and constantly worrying that he would sell it to somebody else he finally agreed to return it to me this past October (for \$600 more than I sold it for fifteen years ago). The engine runs well and the overall condition of the vehicle is remarkably good with no frame damage and a reasonably straight body. I don't think that it has been driven more than 5000 miles since I last owned it. The Land Rover had absolutely no brakes due to some bad seals but as I removed the front fender to get to the master cylinder I looked at the peeling paint on the firewall and determined that this old friend deserved a full restoration. In a recent column in Road & Track, Peter Egan described how he was going to pull his 1973 MGB into his garage to just get it running enough to have some fun with and wound up accidentally disassembling the whole car. I can see just how that happens as I now have the bare frame for an 88" Land Rover sitting in the garage while I evaluate the merits of using one of the new epoxy primers and repainting the frame or having it hot dip galvanized.

Over the years I had often wished that I would someday be able to track down this particular Land Rover because of all the good times and happy memories associated with it. I had acquired a 1971 late Series IIA a few years ago in order to have a short wheelbase alternative to my 109" station wagon but I never got started on the restoration it needed. Once the 67 pickup had resurfaced, I couldn't get as enthusiastic about fixing up the 71 if there was any chance of getting my old one back. The 1971 has been sold to another Land Rover enthusiast who will give it a good home and the pickup has once again become a valued member of the family (You don't buy a Land Rover; you adopt it). To properly welcome the pickup back into the family, my sister gave me a brass plaque engraved "Jack's Again" that will be affixed to the dash once the restoration is complete.

My wife has resigned herself to the fact that I have this affliction that causes me to get all excited over rough looking chunky little trucks that are noisy, slow and leak oil all over the garage but she does provide the restraint I need to keep me from filling up the yard with rusting reminders of England's finest hours. I tested her tolerance level towards this obsession when on our honeymoon in Europe ten years ago I made a detour in our trip to visit Solihull for a tour of the Land Rover factory. She good naturedly accepted the hoots and catcalls of the assembly line workers and held on tightly as the test driver did his best to terrify his passengers on the test track behind the assembly works. She drew the line when I found an incredible 110 Forward Control camper conversion for sale in downtown Munich and speculated that if we were to cut short our trip we might be able to bring that home with us. She tolerated the 109 while we were dating with only the occasional crack about the faint odor of diesel that seems to hang about your clothes like old cigarette smoke and has actually proclaimed the new 88 pickup as "cute". I'm still working on the new Discovery idea but she has put her foot down and said that there are certain things we need for the house first before we can even think about that. So I am going to have to wait and get some of the other projects completed before any further Land Rovers are allowed to cross my path. Besides this will give me the excuse to wait and see if there is any possibility of the Tdi version making it to the U.S.

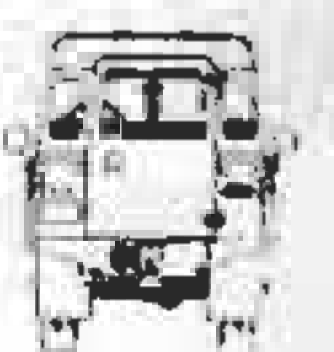
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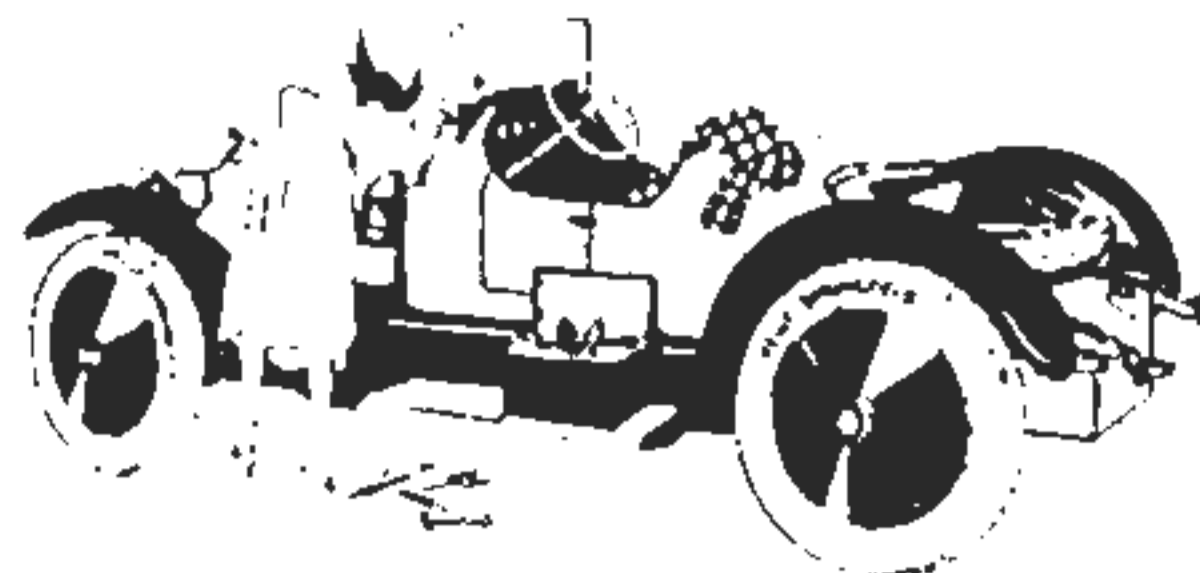


Eric McKay(CA) poses with his 109 and golden lab, Cally, at the old way station in High Rock Canyon, Nevada. High Rock Canyon is expected to be designated a National Monument soon. The National Land Act which was recently put into effect has already made huge areas of 'public land' off limits to motorized travel. That means that even the existing dirt roads are closed and the only traffic will be foot traffic. Your letters to your elected officials are all that mean anything. If you have opinions about this, write to them.

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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 ?
DESCHUTES RESOURCE AREA OREGON	Beginning just outside Prineville, the 45 mile long Lower Crooked River Back Country Byway travels through steep-walled river canyons to high desert plateaus offering visitors the opportunity to view diverse scenery.	Western juniper, sagebrush and native bunchgrasses dot the steep hillsides. Ponderosa pines with bald eagle nests. Desert wildflowers of all colors in the spring. Mules, pronghorn and coyotes.	Winding your way through the rugged river canyon carved by the Crooked River, viewing the lowering basalt cliff walls up to 600 ft high formed 1 million yrs ago by volcanoes.	Meeting traffic on the gravel portion of the Byway where sections of narrow, winding road provide limited views ahead. Range livestock jumping out in front of your vehicle.	Stop at one of many recreation sites along the Lower Crooked River or at Prineville Reservoir and fish, camp, swim or hike. During winter - bald eagle sightings, summer-feasting visually on wildflowers.	Not intimidated by vast open spaces and panoramic vistas.	Beyond the reservoir, you will enter remote country and may not encounter another vehicle during your trip. A vehicle in good working condition, a full tank of gas, a spare tire, a shovel and water are vital.	Generally year round. (Watch the weather for snow storms and icy conditions).	BLM Deschutes Resource Area, P.O. Box 550 Prineville, OR 97754 (503) 447-4115
CHEROKEE NATIONAL FOREST TENNESSEE	Tennessee's only National Forest, covering 630,000 acres in ten eastern counties. During October, the hills become the setting for the annual fall beauty pageant.	Songbirds, hawks, grouse, turkey, boar, deer and black bear. A variety of fish populate the many rivers and streams including smallmouth bass, sunfish, darters, brown, rainbow and brook trout.	Whitewater rafting on the Ocoee and Hiwassee Rivers. The Ocoee is one of the most popular whitewater areas in the nation and is the site of the 1996 Olympic Whitewater Venue.	It is hard to point out a downside to the Cherokee NF. Winter is the least visited time of year. There is considerable snowfall and traveling on back roads may be difficult and services are limited.	Variety is the key word here. Camping is very popular because of a "modern" touch with "primitive" appeal. Foot and horse trails are everywhere. Swimming, hunting, fishing and relaxing are just some of the other activities.	Cherokee offers so many different adventures that range from simply sitting and soaking up the incredible scenery to world famous whitewater thrill rides. So be in condition to do your own thing.	All four seasons visit here so things like light coats in the fall and for spring mornings and evenings. Regardless of the time of year, sturdy walking shoes or boots and hats or caps that protect you from the sun are vital items.	Although fall is the areas most popular time, our summers and springs are just as incredible. Camping reservations can be made by calling 1-800-283-CAMP.	Ocoee Ranger District, Parksville (615) 338-5201 Hiwassee Ranger District, Etowah (615) 263-5486 Forest Supervisor, Cleveland (615) 476-9700

General Service Robin Craig

As my ramblings in General Service deals solely with military Land Rovers I felt that some explanation was in order.

I have always had a great appreciation for equipment and vehicles that work for a living in some form or other. Coupled with that has been an appreciation of the use and abuse that military equipment gets during its service life.

During my formative years, the British Army and I crossed paths. It was during this time that I learned to drive in a Ser 3 109 CL in the UK. I am pleased to say that I passed my test first time. Land Rovers were an integral part of the working day and were ever present, in all shapes, colours and roles.



1951 Series 1 in the middle east with the RAF.



1952 Series 1 107" crash truck somewhere in the UK in service with the Royal Navy, note road tyres on the front axle, also note metal hard top for the box.

Once I had moved to Canada, and settled down, I began model making again, a hobby I had left behind in the UK in my teens. Somehow I was drawn to the venerable Aluminium machine as the subject of my modelling. At the time most of the Land Rover model making articles were done by a knowledgeable chap by the name of Bob Morrison. He too liked to model vehicles that worked for a living, most of his articles were on the military variants.

That was over seven and a half years ago. Both Bob and I have developed our interests into the journalistic side, he writing regularly for both Land Rover

Owner and International Off Roader to name just two. Encouraged by Bob I too have taken up writing and have enjoyed some reasonable success.

Over the last few years I have amassed quite a large picture library of my own and it is from this that most of the pictures you will see come from. For the most part the pictures are my own but a number are pictures donated by friends and acquaintances who know of my love for the marque.

I will start this issue with some early Land Rovers, in service with the British Forces around the world. If you are looking for the definitive history of the early military variants a look through James Taylor's Land Rover Story in Land Rover owner is the best place to start.

I hope you enjoy the material and if you would like to comment on the material then please do not hesitate to contact me.

Robin Craig

E mail to: rc@fourfold.ocunix.on.ca

Snail mail to:-

2821 H Baycrest Drive
Ottawa, Ontario, K1V 7P6
Canada

ALL PICTURES ROBIN CRAIG COLLECTION WITH THANKS TO TIM NEATE



1948 Series 1 in the middle east with the RAF, note the trafficator at the top of the windshield.



1949 Series 1 in the middle east with the RAF, note the trafficator at the top of the windshield.



Tech tips

Carrying Range Rover Spares and Emergency Supplies

John Brabyn

In a previous article (Off-Road Tool Storage for Range Rovers) we discussed in-vehicle storage of digging, chopping and prying tools for "unsticking" or clearing a path for your Range Rover. This time, we address spares, tools and survival equipment for mechanical problems, fires and strandings in the outback. Since even simple spare parts for these vehicles cannot be obtained from the local auto parts store (as I discovered to my cost when a radiator hose gave out on a trip to the Olympic Peninsula!), keeping them permanently in the vehicle is a wise precaution whether on or off pavement.

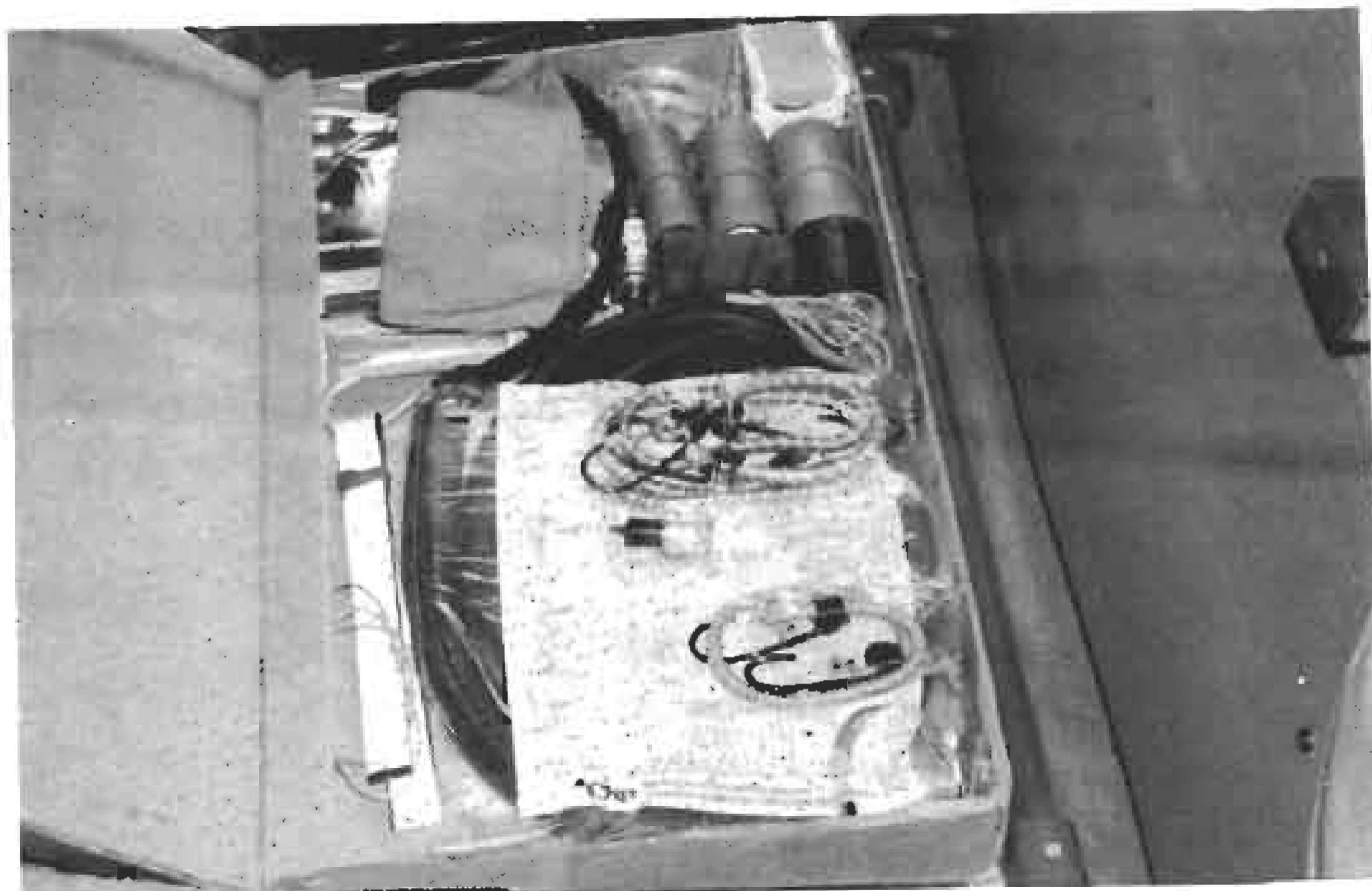
The most likely causes of breakdown in the boonies are the ignition system (coil, ignition leads, distributor cap, rotor arm courtesy of Lucas, the inventors of darkness), cooling system (belts, hoses, thermostat), or fuel system (fuel filter, fuel system relays, fuel pump). Except for the fuel pump, all these items are practical to procure and replace with simple tools. Speaking of tools, don't forget both metric and SAE wrenches, screwdrivers, Allen wrenches, pliers, vice grips, a hammer, hacksaw blade, electrical tester, wire and tape. Everyone has individual ideas on tools — bring as many as you wish!

Fortunately, the Range Rover abounds with normally overlooked nooks and crannies in which these and other items can be kept without intruding on the passenger or load carrying areas. For example, the space under the driver's seat can be accessed by raising the controls to the maximum height and removing the plastic side cover (one screw and a hook-and-loop fastener). Don't put anything here which you may want when the battery is dead!! I use this area for a spare ignition coil and a 12 volt tire pump. Under the rear of this seat, accessed from behind, is a convenient spot to stuff in a rain suit. The pocket behind the seat is a handy place for first aid and snake bit kits. A fire extinguisher is mounted at floor level in front of the passenger's seat — inconspicuous but ready to hand.

To utilize the space under the right rear seat I fashioned a cardboard container of triangular cross section with a hinged lid. This holds such items as a hose repair kit, spare hose clamps and heater hose, thermo-



Retrieving stored supplies from underneath the driver's seat requires electricity so be sure that you don't need these supplies in the event of a dead battery.



Items which can lay flat, such as hoses, bungee cords & spark plugs will fit under the right rear seat.



The author has found the spare tire space to be able to hold much more than you'd think.

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
PO Box 872
Concord, CA 94522

stat, spark plug, electrical relays, and bungee cords. Under the left seat are the jumper cables and towstrap. (By the way, the built-in hitch receiver is an ideal towstrap anchor point, so carry a hitch pin). A spare top radiator hose of the generic flexible variety with no molded bends fits neatly under the rear of these seats.

There is much normally-wasted space around the spare tire. Inside the wheel I carry a gallon of antifreeze and a quart each of engine oil and transmission fluid (doubling as power steering fluid and even transfer case fluid on 89 and later models), while a spare bottom radiator hose is coiled in the outboard rim of the wheel. (Try getting one of these \$50 tee-junctioned monstrosities from the Boonieville Auto Parts Store!) In front of the wheel but still inside the loadspace cover support is a good place for a box full of miscellaneous emergency survival items such as water purification tablets, compass, mirror, space blanket, fishing line, wire saw, candles, sunscreen, poison ivy antidote, spare flashlight batteries, duct tape, etc. Similarly, inside the cover behind the wheel is room for emergency ground and aerial flares, a puncture repair kit, and a funnel.

In non CD-equipped models, the area behind the carpet flap on the right hand side of the loadspace, where the tool kit and jack are located, will also hold a healthy sized shovel, pick, axe and pry bar (see previous article), with room left over to tuck in such items as spare belts, gear oil, and fuel filter. I also carry a bottle of octane booster (be sure to get a brand that is safe for catalytic converters and oxygen sensors) for refuelling in the back country where sometimes only regular unleaded is available.

Keeping all these supplies permanently stowed assures they will be along when needed, simplifying trip preparation while not impinging in any way on the normal passenger and load carrying areas. One final suggestion — it's a good idea to carry a workshop manual, the dealer list available from Land Rover of North America, and the list of parts and service shops from the Aluminum Workhorse.

Product Tips

John Deneke (NJ)

I would like to recommend a couple of products I have found to be quite good.

•Brake Guard's ABS is a fantastic addition to any Land Rover brake system. Braking efficiency is tremendously improved. Installation is easy and accomplished with Land Rover fittings. It saved my 109 last week.

Brake Guard
1047 W. Garland
Spokane, WA 99205
1-800-227-7867
(509) 326-9000

Ask for Chuck or Lawrence Jones

•National Spring has a super set of springs for a 109. Ride and handling are greatly improved. A slight modification to the spring hangers is required.

National Spring
1402 N. Magnolia Avenue
El Cajon, CA 92020
(619) 441-1901

Ask for Ron. The spring type is in their computer under my name.

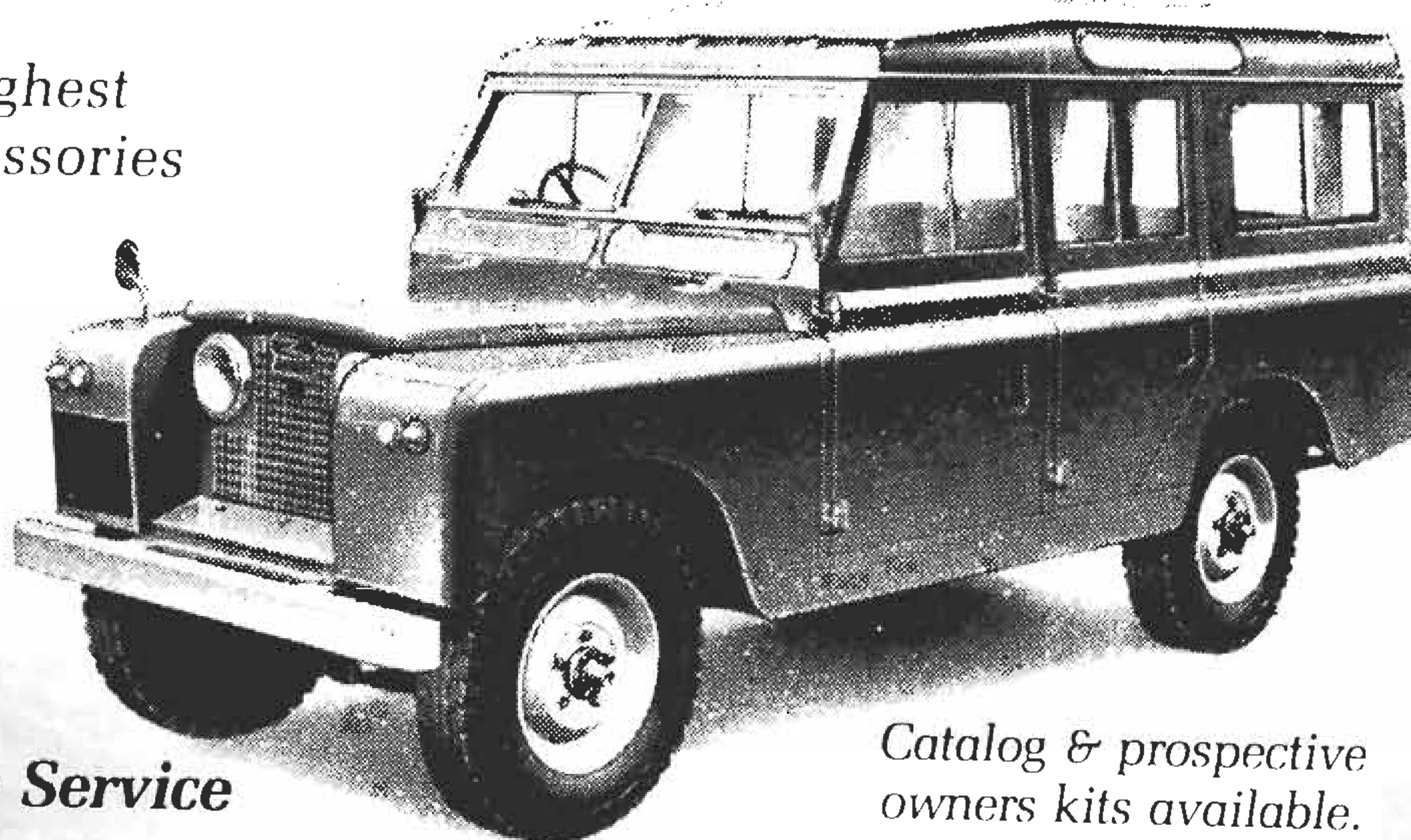
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Land Rover Setups

Roger Sinasohn

One of the topics I find missing from the pages of the Aluminum Workhorse is a column about how other folks have their Land Rovers set up. What sort of cabinets have they set up? What about a bed? Storage? This is what I'd like to read about, mainly so I can steal the best ideas for use in my own Rover.

Most of the time, the back of my 109" looks like any bare-bones Land Rover. When I go on a trip, however, it quickly becomes a home away from home.

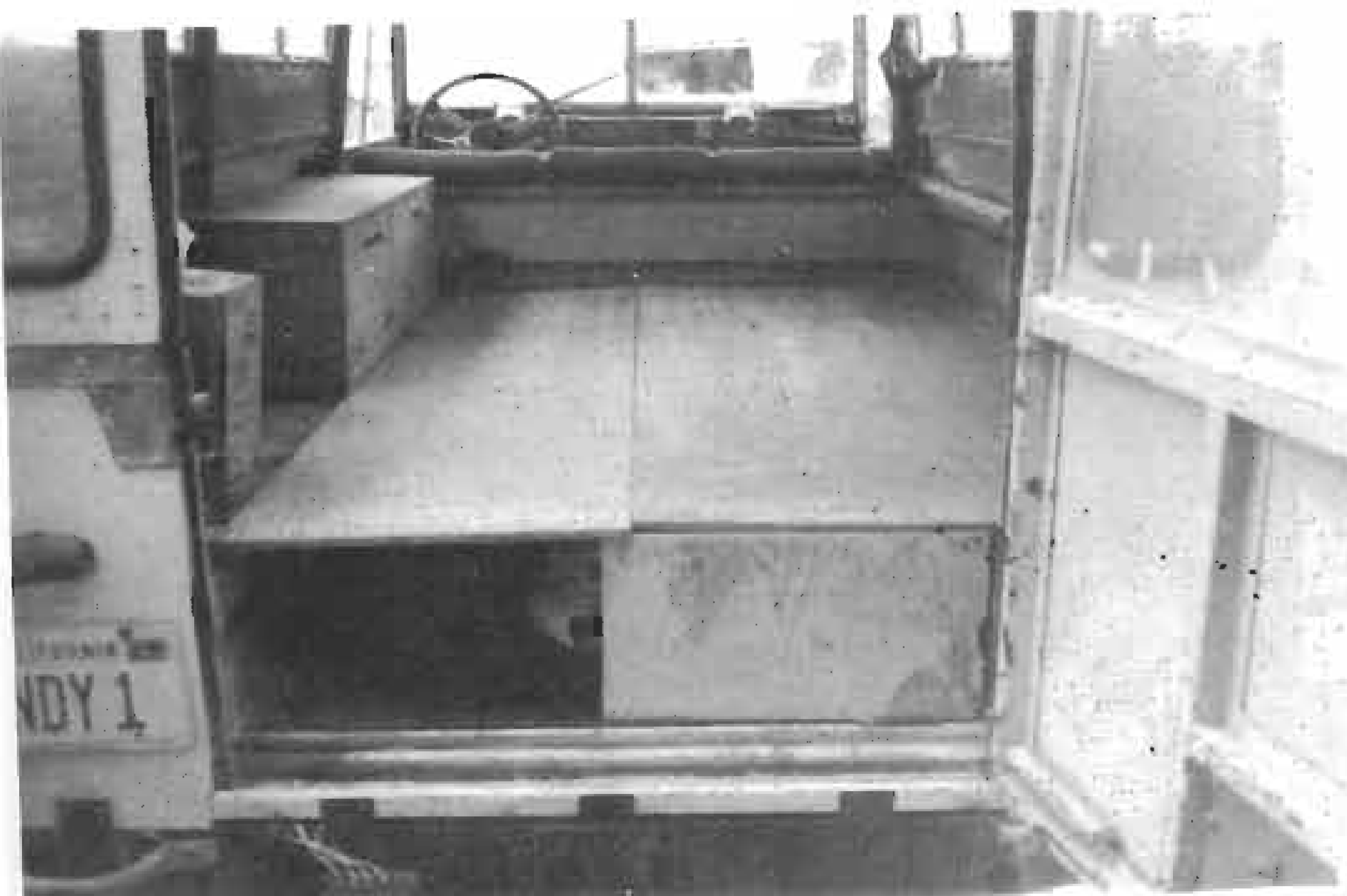
First in goes the bed. I call my bed a "Blevins Bed", after our illustrious editor, from whom I stole the design. (You'll hear about his Rover in an upcoming article.) The Blevins Bed as I've implemented it, consists of a framework similar to a box kite with two flat pieces of wood on top. The frame is approximately (I say approximately because my woodworking skills are somewhat primitive) the same height as the wheel arches on either side of the truck bed, and about half as wide as the truck bed.

The first piece of wood is attached to the frame using some screws/sockets I found at Orchard Supply Hardware. They're designed to allow the frequent connecting/disconnecting of various pieces of wood, and they're perfect for this application. I've also attached two angle braces to the underside of the platform that help align the platform on top of the frame.

This half of the bed platform extends from the side of Rover bed to almost the edge of the supporting framework. The other half of the bed



Removable bed in the 'retracted' position (platform on top) makes a good bench seat or single bed.



In the extended position, the bed has ample space for two people to sleep.

platform sits on top of the first piece, making sort of a couch when not in use. When it's time for bed, this piece slides out and rests on the edge of the frame and on pieces of wood attached to the opposite wheel arch. I'm still looking for a quick-disconnect method of attaching the second piece of the platform to the first so that it doesn't bounce around when traveling off-highway.

Because the frame underneath is open, it can be used for storage. One of these days I plan on building drawers into the frame. I also plan on making hinged trapdoors in the platform so I can get at the storage areas in the wheel arch. I can also just use the one board if I'm the only person sleeping in the Rover, but with both boards, I have ample sleeping area for two.

My cabinetry is not so well designed, since I designed it, but at least it works. It consists of two compartments with hinged doors on the front. The top is big enough for my coleman stove, and my propane tank sits next to it. This leaves just enough room at the back of the Rover for a small cooler. Some day I'd like a small fridge, but that's a long way off. I originally used a 20lb. propane tank that I picked up at the Price Club, but have since gotten a smaller, 5lb tank that fits much better. I found this at Camping World, a chain of RV stores that carries all kinds of neat stuff.

Permanently mounted on the side of the Rover is a small box from Radio Shack with three cigarette-lighter-type power outlets. This powers the fan mounted on the roof just behind the passenger seat, spotlights, and any other 12V equipment. It is quite handy for the rear of the vehicle at night or during meals, but there's another set of three outlets mounted in the dashboard for when underway. Note that mounting a fan on the roof behind either the passenger or driver seats is not such a great idea if you or your passenger have long hair. My girlfriend opened the window and her hair was blown into the fan and unceremoniously yanked out.

The main tool I carry is my car phone, with Scotty's phone number etched permanently upon my brain. But I would like to make a tool chest as was suggested by (I think) Doc Goodson of Washington state. I'm going to mount a large piece of wood over the inside of the rear door. This will have one or more hinged panels that will open to reveal tools mounted on the inside of the wood panels. I think that there will be canvas or other material pockets for each tool to sit in, with elastic hoops to hold them in place. This is another one of those "One-of-these-days-I'm-gonna" projects that's just waiting for a free Saturday.

A couple of neat features on my 88" are worth mentioning. Welded to the front bumper of the 88" are two metal boxes. They're the same width as the bumper, and about as long as the fenders (wings) are wide. I haven't really put them to use yet, but I think they'll make great storage for tools and spares. At the rear, there are two removable panels that give access to the storage areas behind the wheels in the wheel arches. This means you have access to these areas without having to unload all the junk sitting on top of the wheel arches.



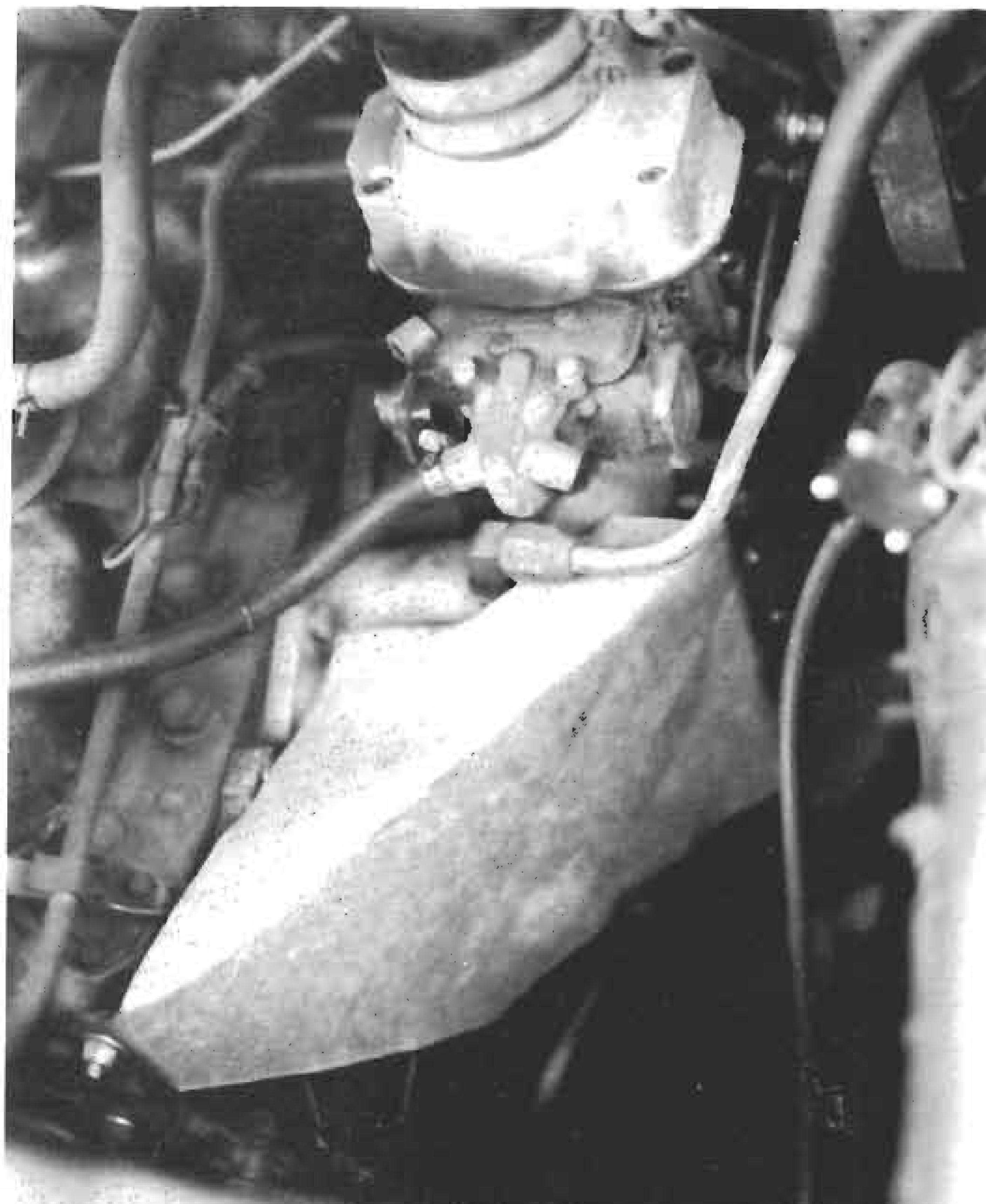
The author has built some nice cabinets on the opposite side for storing camping gear.

Cold Blooded

Mark Ohno

Weber single barrel type 34 ICH carburetors are a popular aftermarket replacement for original Zenith or Solex Land Rover carburetors. They are sold by most of the Land Rover parts suppliers in the USA, and in my experience are economical and reliable. However, they are generally acknowledged to restrict power a little, something I didn't want to do on my Africa spec. low compression 109, though I use them on my 88 and standard 109. Weber also offers a progressive two barrel carburetor and intake manifold for the 2.25 engine. This carburetor increases power without sacrificing economy, but has a reputation in the Northern U.S. for running poorly in the winter. This is because the OEM intake manifold is a heated type, getting heat transfer by being connected directly to the exhaust manifold, whereas the replacement Weber intake manifold is separate, unconnected, and unheated. As a result the fuel just doesn't seem to atomize well when it is cold out with this setup.

The old solution used by the speed crowd who faced similar problems when converting to headers is to clamp a heat generating heatsink plate or "stove" to a header tube, then run metal flex tube over it and up to the intake manifold. These are available as kits or can be home made. Heated air then rises and warms the intake manifold. I considered doing this, but since I was using the stock Land Rover manifold and exhaust, and wanted to heat more than one leg of the intake manifold, opted instead for fabricating a sheet metal shroud to cover the intake and exhaust manifolds. This directs heat rising from the exhaust manifold to heat the intake manifold while shielding it from wind and fan air through the grill. Though this shroud was simple to create and to install, and akin to the rear OEM heat shield, it has provided acceptable carburetor operation for me through several summers and southern New England winters.



This simple manifold heat shroud increases winter efficiency of the Weber carburettor.

Brake Tubing

Fred Sisson

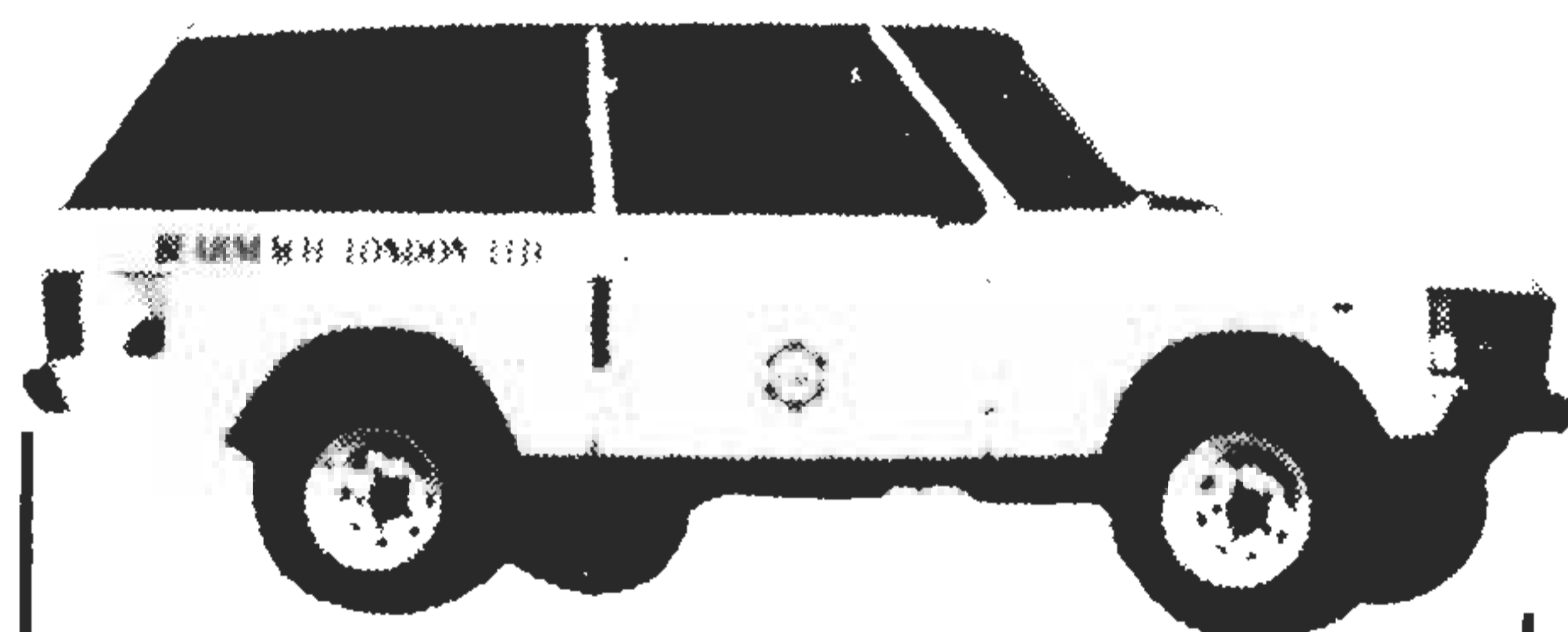
The flares on brake lines should always be a "double flare". A standard flaring tool should never be used. I've heard that very few auto shops even know what a double flare is, let alone how & where it's done! One English car parts place told me that the tool alone costs over \$250!

Well Bull___! A double flaring tool is available from "Seven Enterprises Ltd." Their number is 1-800-992-7007. The tool was only \$24.95 when I bought mine a year or so ago, or for \$4 more, you could get 10 feet of tubing and 5 male/ 5 female fittings too. This is what you need to do brake lines properly.

Lub Your Tie Rod Ends

Joe Murphy

I firmly believe that anything which can be periodically lubricated will last a long time. This goes for Land Rover components too! I therefore believe that the after market style tie rod ends with grease zerks outlast the factory style sealed units. But before you go out & replace those factory style ends, here's an idea. NAPA auto part stores sell grease needles. Unless you qualify for your local needle exchange program, forget about trying to get a hypodermic. The NAPA needles are sold in sets of two and fit on the end of a grease gun. Gently insert the needle into the back of the tie rod end boot and pump until it's chubby with fresh grease. By injecting into the back of the boot, you don't subject the pinhole to 60mph road spray.



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Marketplace

Marketplace ads are free to members selling or in search of vehicles or parts for themselves. Please limit your vehicle ad to 7 issue also.

VEHICLES

'68 Series II Dormobile station Wagon. 2.6L 6 cyl. Overdrive, 88,000 miles, military frame. Elevating roof, sleeps 4. Gas stove, sink, table, closet. Paperwork from Martin Walters Co. 1 of 150 produced. Quite rare. Great cond. Original, not customized or re-powered. Everyday use or expedition. \$15,000 obo. '67 also. Call Mike at 207-236-8162 or fax 207-236-8169, (ME).



'66 109 S.W. Frame-off restoration to include door panels & hood. Rebuilt engine & trans. New steering relay, tie rod ends, gas tank, & interior. Many more items also new. \$18,500. 615-263-2784



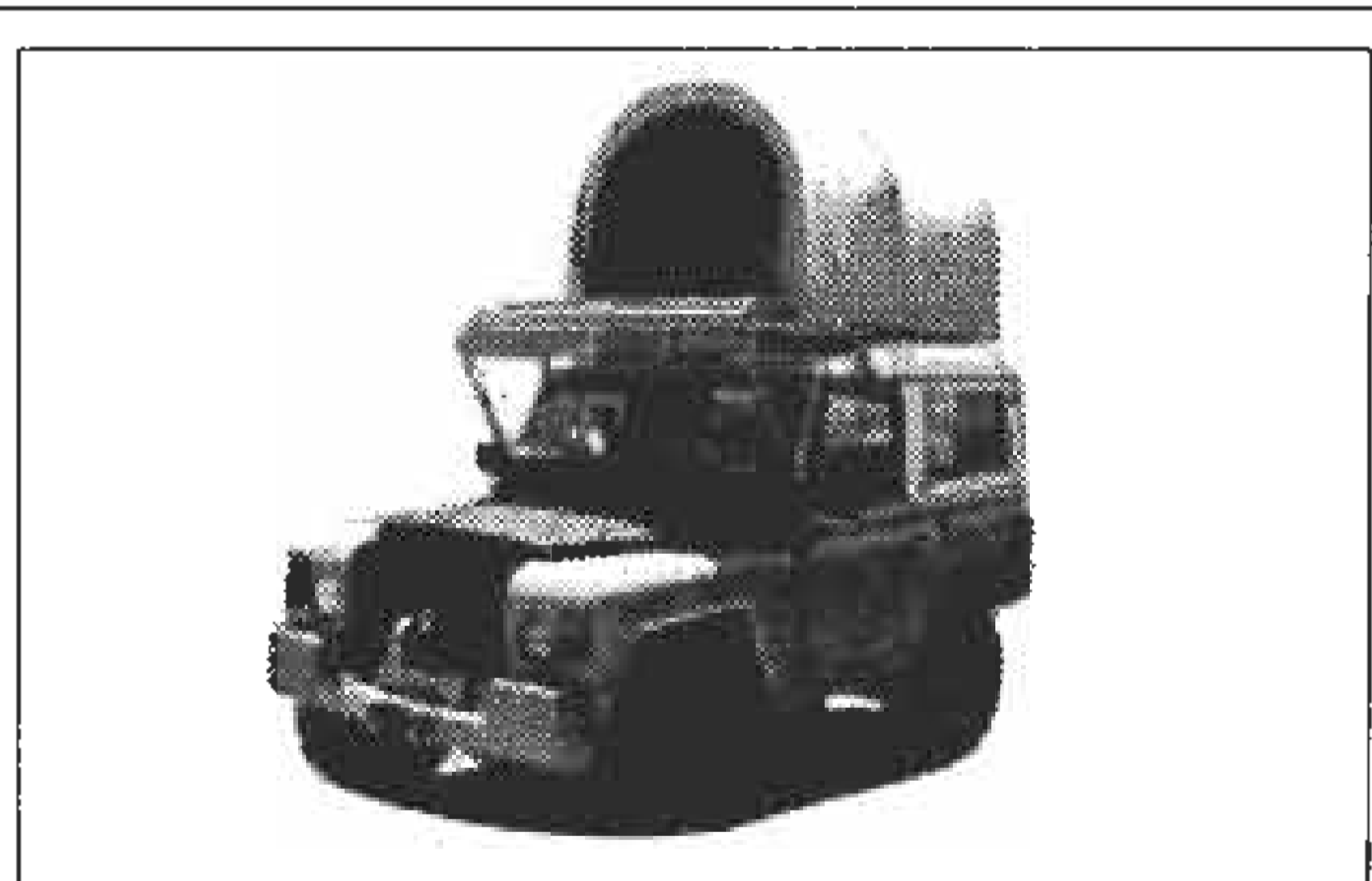
'65 109 5-door. 53,000 true miles. Tropical top. Used weekends and is in good working order. \$7,000. Please call Dr. Morton at 915-592-8666 9-5 Mt. St. Time. (TX).

'73 Lightweight. LHD. Ex RAF, USA maneuvers vehicle. Excellent cond. No rust. Weber carb, new fuel pump, battery box, webbing. Manual & tons of spares. 69,000 miles. Call Dave Bean at 209-754-5802 during normal business hours Pacific Std Time. (CA).



1954 Series I 107. RHD. Currently not running. 2 liter petrol engine needs to be rebuilt. Everything else in good shape. Have truck cab, 3/4 canvas, parts catalogue & workshop manual. Great project vehicle for the enthusiast. Asking \$3,000. Jay, 510-339-3825 (CA).

'66 IIA 109. 12 seater safari model. Full roof rack with front & rear lights. New bronze-green paint inside & out. New overdrive. 12,000 miles on professionally rebuilt '72 2 1/4 liter engine. Hardened valves & seats. New Zenith carb and Chevy 60 amp alternator. Strong frame with new rear crossmember. Excellent overall cond. Asking \$9,500. Mike Boss. 704-692-7415 (NC).



'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).

'64 88. NOS 215cid V-8 with automatic trans (TH 400) on new heavy duty frame. 109 suspension. Completely rebuilt. Fresh paint, new exhaust. Full 4WD & hubs. Was building as my serious off-road toy but switched to coil sprung chassis. Drive away as is, \$7,500.

lines. Ads with * ran in the last

Finished, \$10,000. Will sell drive train or chassis separately. John, 201-445-0361 9am to 9pm (NJ).

*'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. 7:00 x 16 Military Tires. Free-Wheeling Hubs, Rear Seats, Front Lift/Tow Rings, Hood Spare. Richard Vories, 904-376-5857 (FL).

**INCLUDE PHOTO FOR
JUST \$10**

Just write out your ad (we prefer 7 lines or less), put it and your photo in an envelope with a check to LROA for \$10. We will take your photo, and include it with your ad copy. It will run for the usual 2 issues unless you renew it or cancel.

*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).

PARTS

New gas tank. Under seat type. \$150. Jeff, 702-463-2011 (NV).

Have 2 GM 215 V8 engines stroked to 266 cid. Will fit into Range Rovers. All the fancy work & parts. 5,000 miles on each. \$3,000 for one & \$3,500 for other. John, 201-445-0361 (NJ).

Range Rover workshop manual with binder. '87-'91 Lucas Fog lights with Lexan covers (one lens broken). New coil, tow wiring connector, wheel locks. All for \$150. Ross, 916-659-7061 NV).

*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.

*Motor. Series IIA. Complete with Zenith carb, new generator. Oil pressure - 50psi when hot. Guaranteed good motor. \$650 obo. Alan 314-243-1364 (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. Fly-wheel 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. Rick, 206-337-1185 or fax 206-347-7757 (WA).

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 2002 Tii. 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.

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



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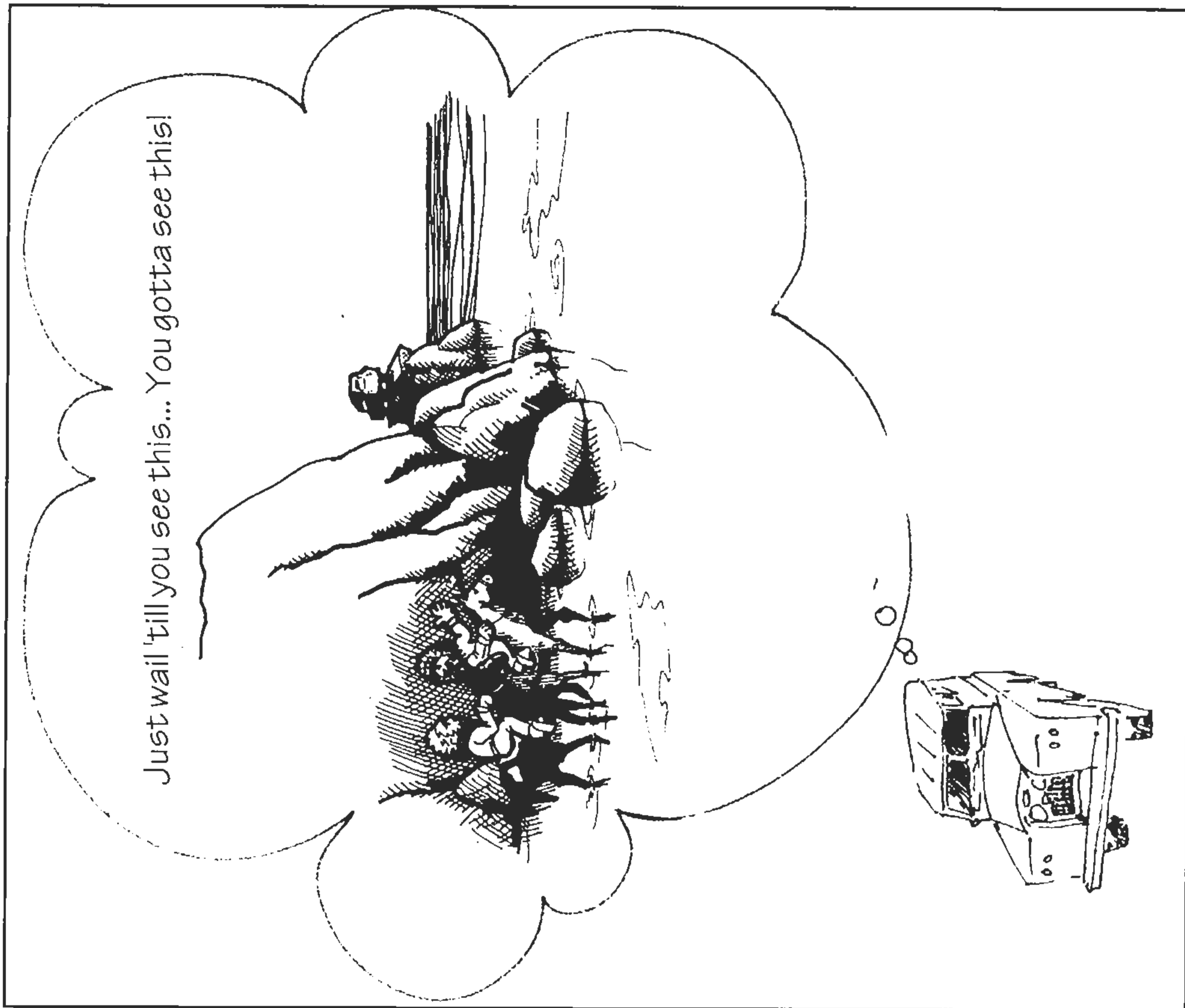
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